
Shire of Kalamunda

Special Council Meeting Agenda

Monday 10 October 2011

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Agenda for Special Council Meeting

10 October 2011





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:

Monday 10 October 2011, commencing at 7.30pm.

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

Open Council Meetings – Procedures

1. All Council Meetings are open to the public, except for matters raised by Council under Item No. 8.0 of the Agenda.
2. All other arrangements are in accordance with Council's Standing Orders, Policies and decision of the Shire or Council.

A handwritten signature in black ink, appearing to be "JT".

James Trail
Chief Executive Officer

5 October 2011

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 Public Gallery on matters relating to the functions of this meeting.

4.0 MATTERS FOR WHICH THE MEETING MAY BE CLOSED**5.0 DISCLOSURE OF INTERESTS**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)

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 has given or will give advice.

6.0 REPORT TO COUNCIL

Declaration of Financial/Conflict of interests to be recorded prior to dealing with each item.

<u>Item Number</u>	<u>Page Number</u>
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6.2	Shire of Kalamunda Submission – Draft Public Transport for Perth in 203110

6.0 REPORT TO COUNCIL

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

6.1 EOI 1104 – Partnership Arrangement for the Development of Aged Care Facilities

Previous Items	Nil
Responsible Officer	Director Corporate Services
Service Area	Property and Procurement
File Reference	WL-11/GEN
Applicant	N/A
Owner	N/A
Attachment 1	Nil

PURPOSE

1. To consider Expressions of Interest (EOI) received for a Partnership Arrangement for the Development of Aged Care Facilities on Reserve 30314 (40) Wilkins Road Kalamunda

BACKGROUND

2. The Shire of Kalamunda Aged Accommodation Strategy 2008 identified a need for community/public housing, housing for the aged and residential care places within the Shire of Kalamunda

DETAILS

3. Expressions of Interest for a Partnership Arrangement for the Development of Aged Care Facilities on Reserve 30314 (40) Wilkins Road Kalamunda and Reserve R17098 (265) Hale Road/Tonkin Highway Forrestfield/Wattle Grove were advertised in The West Australian Newspaper on Saturday 16 July 2011 and closed 2.00 pm Tuesday 9 August 2011.
4. Expressions of Interest were received from:
 - Southern Cross Care
 - Bethanie Group Inc.
5. Presentations by the respondents in regard to developing the Wilkins Road site were made to Councillors by Southern Cross Care on 29 August 2011 and by Bethanie Group Inc. on 19 September 2011.
6. Southern Cross presented a concept that incorporated a total of 124 residential dwellings; comprising of serviced apartments and Independent Living Villas as well as a Residential Care Facility 75 – 90 Beds.

7. Bethanie presented a concept that comprised an Aged Care Facility 80 – 100 Beds, Community Housing of 50 Apartments, 40 Serviced Apartments, 134 Independent Living Villas, 36 Independent Living Apartments and other Facilities and amenities such as Adult Day Care and Community Centre, Village Clubhouse and Facilities (bowling Green, Swimming Pool, Bocce Court, Putting Green, Fruit Trees and Vegetable garden, Workshop and Caravan Parking).

STATUTORY AND LEGAL IMPLICATIONS

8. The land is currently zoned Parks and Recreation under the Metropolitan Regional Scheme and Local Planning Scheme No. 3. The Shire will need to initiate a process to have the land rezoned to residential if Council wishes to pursue a partnership development.
- The sale/disposal process will be in accordance with Section 3.58 (3) of the *Local Government Act 1995*.

POLICY IMPLICATIONS

9. Nil

PUBLIC CONSULTATION/COMMUNICATION

10. Disposal of the properties under Section 3.58 of the *Local Government Act 1995* require that public notice of the proposed disposition-
- i) Describing the property concerned; and*
 - ii) Giving details of the proposed disposition; and*
 - iii) Inviting submissions to be made to the local government before a date to be specified in the notice, being a date not less than 2 weeks after the notice is first given;*
- And*
- It considers any submissions made to it before the date specified in the notice and, if its decision is made by the council or a committee, the decision and the reasons for it are recorded in the minutes of the meeting at which the decision was made.*
- Details of a proposed disposition that are required by subsection (3) (a)(ii) include –*
- a. The names of all other parties concerned; and*
 - b. The consideration to be received by the local government for the disposition; and*
 - c. The market value of the disposition.*

FINANCIAL IMPLICATIONS

11. The 2011/2012 Budget provides funds for expenditure associated with land development.

STRATEGIC AND SUSTAINABILITY IMPLICATIONS**Strategic Planning Implications**

12. A Partnership Arrangement on this site will assist Council in addressing the *Shire of Kalamunda Strategic Plan 2009-2014*:

Goal 1: Community Development – Outcome 1.1 Enhanced quality of life for the aged and disabled.

Sustainability ImplicationsSocial Implications

13. There are no social implications.

Economic Implications

14. The Partnership arrangement will address the *Shire of Kalamunda Strategic Plan 2009-2014*:

Goal 2: Built Environment – Sustainably manage the Built Environment and to effectively plan for future community needs and population growth.

Environmental Implications

15. Flora and Fauna Surveys have been undertaken.
16. The development will require Department of Environment and Conservation approvals.

OFFICER COMMENT

17. The proposal from Bethanie Group Inc. for the development of R30314 (40) Wilkins Road Kalamunda, appears to be the most desirable in regards to the development design and the proposed tenancies.

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18. All Councillors were given the opportunity to feedback their individual preferences on the components to comprise the Aged Care facility and the following summarise their aspirations:
- Must be minimum 100 bed Residential Care facility
 - Community Housing of minimum 50 Apartments,
 - Minimum 40 Serviced Apartments,
 - Minimum 134 Independent Living Villas,
 - Minimum 36 Independent Living Apartments
 - Plus other services, facilities and amenities such as:-
 - Adult Day Care,
 - Community bus,
 - Community Centre,
 - Village Clubhouse and Facilities
 - Cafe & kiosk for small items
 - Cycle / scooter paths
 - Tree-shaded small group seating areas dispersed throughout the complex, some with tables
 - A barbeque facility for residents & families with a shaded seating /eating/ play area
 - High speed broadband & wireless internet access
 - A first aid/nursing station accessible by all residents, possibly with a visiting GP & podiatry service
 - Adult Day Care & Community Centre
 - Village Clubhouse and Facilities (craft room, bowling Green, Swimming Pool, Bocce Court, Putting Green, Fruit Trees& Vegetable garden,)
 - Workshop and Caravan Parking
 - Environment considered and protected or enhanced where possible
 - bus shelter for public bus service
 - Regular shopping, library, medical service runs to local and regional centres.
19. It should be noted that whilst Councillors and Bethanie have indicated approximate accommodation configurations it is possible over the course of the development other configurations may need to be considered due to opportunities or constraints arising that will require changing the configurations. Notwithstanding this, the goal will be to retain the overall number of mixed accommodation within this site as was presented in the Expression of Interest submission by Bethanie Group Inc.

20. Council should be made aware that the Productivity Commission are currently looking into the development of aged care facilities with a view to driving more innovative service delivery outcomes. The Report, once finalised may be a driver for looking a different configurations for aged care development and this may impact on the Wilkins Road site.
21. With respect to the development of the site Council should be aware that the site will likely be developed in stages. It is usual for such developments to be built in a staged approach so that revenue can be secured that assist in funding the next phase. Often the Independent Living Units are commenced initially and this is followed by residential care and support facilities.
22. The Wilkins Road site is zoned Reserve Parks and Recreation under the Metropolitan Regional Scheme and Local Planning Scheme No. 3.
23. The Shire has undertaken a Flora and Fauna Survey on the site and a number of environmental concerns, including the habitat of various threatened cockatoo species have been identified.
24. The Shire will be required to negotiate ownership of the site with the State Government and make application for appropriate zoning and land use changes.
25. The Shire will be required to negotiate a partnership agreement that outlines the Shire's requirements in relation to its equity and/ or financial requirements through a legal agreement or lease instrument. The Shire will need to determine whether to sell the land or lease the land as well as any other considerations that the Shire believes is important.
26. The disposal of the land will be in accordance with Section 3.58 (3) of the *Local Government Act 1995*.

OFFICER RECOMMENDATION

1. That Bethanie Group Inc. be advised they are the preferred partner of the Shire of Kalamunda in the development of Reserve 30314 (40) Wilkins Road Kalamunda; and that they will create a complex that will yield :-
 - 100 bed Residential Care facility
 - 50 Community Housing Apartments
 - 40 Serviced Apartments
 - 134 Independent Living Villas
 - 36 Independent Living Apartments
 - Plus other services, facilities and amenities as outlined in this report.

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2. Notwithstanding the above recommendation if during the development and detailed design unforeseen constraints prevail or improvement opportunities present themselves the configuration of the accommodation types within the Wilkins Road site may be required to be altered, however the overall yield in accommodation will be retained.
 3. That subject to all relevant statutory approvals and clearances being received to allow development of the land, negotiations proceed with Bethanie Group Inc. to develop formal lease documentation.
 4. That the Chief Executive Officer be authorised to negotiate a legal agreement with Bethanie Group Inc. to formulate a contract or lease for the land with consideration being given to items such as rates and charges applicable, lease amounts and commercial tenancies arrangements.
 5. That Environmental Consultants be engaged to assess the environmental clearances required and provide recommendations on the process to be followed in obtaining the required clearances which will allow the development to proceed.
 6. That the Shire of Kalamunda commences negotiation with the State Government for the acquisition of the site.
 7. That no further consideration be given to the submissions received for Reserve R17098 Hale Road/Tonkin Highway Forrestfield/Wattle Grove until environmental surveys and master planning have been completed.

Moved:

Seconded:

Vote:

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

6.2 Shire of Kalamunda Submission – Draft Public Transport for Perth in 2031

Previous Items	OCM 117/2011
Responsible Officer	Director Planning and Development Services
Service Area	Strategic Planning
File Reference	
Applicant	N/A
Owner	N/A
Attachment 1	Draft Public Transport for Perth in 2031 - Shire of Kalamunda Draft Submission

PURPOSE

1. To seek Council endorsement of the attached Draft Submission to the Department of Transport in response to the State Government's recently released draft *Public Transport for Perth in 2031*.

BACKGROUND

2. The Department of Transport recently released its draft *Public Transport for Perth in 2031*. This Plan maps out the future for Perth's public transport network.
3. The Plan is derived from the metropolitan strategic land use plan – *Directions 2031 and Beyond* - and identifies the public transport network needed to support Perth's growing population and links between strategic centres.
4. The Department of Transport is seeking comments on this Plan by October 14, 2011. Comments will be considered by the Department of Transport before a final Plan is released.

DETAILS

5. A summary of the key points made in the submission are provided below.
6. The Shire of Kalamunda is recognised in *Directions 2031 and Beyond* and the State's *Industrial Land Strategy* as an important growth area for urban and industrial development but this is not supported by *Public Transport for Perth in 2031*.
7. *Public Transport for Perth in 2031* does not offer the Shire of Kalamunda any more public transport than currently exists, even though Kalamunda's population is forecast to grow from 56,000 to over 80,000 by 2031.

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8. *Public Transport for Perth in 2031* does not support *Directions 2031 and Beyond's* vision of increasing urban density, creating activity centres, and supporting employment efficiency. Instead it facilitates the expansion of a linear city by simply reacting to predicted population growth rather than taking the opportunity to influence urban development and growth patterns in line with *Directions 2031 and Beyond*.
 9. *Public Transport for Perth in 2031* should create a public transport system that facilitates the movement of local people to access employment and community services locally as well as ease of movement to more strategic centres on an east west basis.
 10. In its current form *Public Transport for Perth in 2031* largely ignores the eastern growth corridor of the Perth metropolitan area and does not adequately plan for growth at Perth Airport and other key areas in the Region.
 11. While additional services to the Shire of Kalamunda may not be delivered before 2031, consideration needs to be given to planning the land parcels and transport corridors that will cater for and enable all modes of public transport, including rapid bus, light rail and heavy rail in the long term future. This aspect needs to be planned for and at least be considered within the State's long term public transport planning otherwise the necessary land to support future public transport infrastructure may become unavailable.

STATUTORY AND LEGAL IMPLICATIONS

12. Nil.

POLICY IMPLICATIONS

13. Nil.

PUBLIC CONSULTATION/COMMUNICATION

14. Nil.

FINANCIAL IMPLICATIONS

15. Nil.

STRATEGIC AND SUSTAINABILITY IMPLICATIONS

Strategic Planning Implications

16. *Shire of Kalamunda Strategic Plan 2009-2014*
- 4.1.1 Continue to lobby all levels of government, community and regional partnerships to support the development of appropriate public transport options for the region.
 - 4.1.2 Advocate for the extension of rail facilities to the Perth Airport and beyond to the Kalamunda region.

Sustainability Implications

Social implications

17. Public transport is a key social development lever. Without accessibility for all ages the Shire will not have an inclusive community able to sustain the needs of all its demographic ranges.

Economic Implications

18. Plentiful public transport supports those of lower economic means and acts as an attractor for investors wishing to live in the Shire. Furthermore, public transport will be a driver to support future employment growth within the industrial areas in the Shire such as Forrestfield.

Environmental Implications

19. Public Transport reduces the reliance on vehicle usage which is extremely beneficial to the environment in reducing carbon emissions.

OFFICER COMMENT

20. The Shire has a strategic mandate before it to improve public transport within the Shire and to the Region.
21. The Shire needs to ensure it sends a strong message to the State Government in response to the draft *Public Transport for Perth in 2031* outlining how the Plan does not support growth to this region.
22. The Shire has participated on the WALGA Metropolitan Public Transport Policy Forum which was been initiated to prepare a whole of metropolitan local government wide response to the *Public Transport for Perth in 2031*.
23. The Shire has also participated in the development of a regional submission through the Eastern Metropolitan Regional Council to ensure the interests of Perth's Eastern Region are taken into account.

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24. The *Public Transport for Perth in 2031* needs to place a stronger emphasis on developing existing and new communities. There is too much emphasis on the viability of the transport network and nothing in terms of taking a holistic approach and looking at the viability of communities.
- The Shire struggles to see any real connection with the *Public Transport for Perth in 2031* to what *Directions 2031 and Beyond* is trying to achieve.
25. The Shire of Kalamunda has highlighted in its submission that the Plan as it stands now is deficient in that it is not a truly integrated strategy and is very one dimensional – essentially transport for transport sake and all focussing on the Perth CBD. To be of any use for the future of Metropolitan Perth it has to show how it is economically and socially integrated and how it contributes to these facets of future Perth.
26. The lack of future vision of the *Public Transport for Perth in 2031* is its greatest deficiency and this point has been acknowledged by WALGA and most other Local government's contributing to the consultation. It is hoped that the Department of Transport will recognise this limitation and create a Transport Plan that will underpin the future development of Perth beyond the year 2031 as effective transport planning has done in so many developed cities around the world.

OFFICER RECOMMENDATION

That Council:

1. Endorses the Shire of Kalamunda's submission on the Public Transport for Perth in 2031 – Draft for Consideration for lodgement with the Department of Transport.
2. Requests that copies of the Shire of Kalamunda's submission are sent to all Local Members of Parliament.

Moved:

Seconded:

Vote:



PUBLIC TRANSPORT FOR PERTH IN 2031

Draft for Consultation

SUBMISSION FROM THE SHIRE OF KALAMUNDA

Executive Summary

The recently released *Public Transport for Perth in 2031: Draft for Consultation*¹ is an important planning document for the metropolitan area and will be influential in ensuring Perth's public transport network meets the needs of a growing population and supports strategic and sustainable urban development if it is underpinned by a realistic future vision.

The Shire of Kalamunda believes that in its current form *Public Transport for Perth in 2031* has a number of significant limitations that will hinder the development of an adequate public transport network for Perth. In particular the Shire believes the Plan overlooks the strategic importance and predicted growth of Perth's Eastern Region, particularly the Shire of Kalamunda.

When you look westward toward the Perth CBD from the top of either Kalamunda Road or East Welshpool Road you will see a burgeoning city skyline flowing eastwards into Perth's major strategic **Specialised Centre**² and transport hub. This hub contains the Perth Airport, the Kewdale Intermodal Terminal (TI), the future Forrestfield Intermodal Terminal (T2) and the Metropolitan Grain Centre all nested within a major network of highways bringing tens of thousands of vehicles into the region on a daily basis. The Freight Task for this region is second to none in the State and should be a key driving principle in all metropolitan planning strategies, in particular for public transport planning from a community safety perspective.

¹ Department of Transport – Public Transport For Perth in 2031; released August 2011

² WAPC - Directions 2031 and Beyond: Metropolitan planning beyond the horizon August 2010

SUBMISSION FROM THE SHIRE OF KALAMUNDA

East of the *Specialised Centre* is an impressive and vast land area that is currently underdeveloped and underutilised. This is the Forrestfield, Wattle Grove and High Wycombe foothills region. Within this region lies over 200 hectares of land identified as Perth's next major industrial land site. The foothills region of the Shire of Kalamunda is Perth's best kept development secret soon to be recognised for its potential to be the next "satellite CBD" and Transit Oriented Development (TOD), if public transport can be planned for in the immediate future. In particular, the extension of a rail line from Perth Airport into Forrestfield/Maida Vale area could provide opportunities for a TOD around new urban areas identified in the Shire's draft Local Planning Strategy.

As predicted by the Australian Bureau of Statistics, Perth is projected to experience the highest percentage growth rate (116%) of Australia's capital cities, increasing from 1.6 million people at 30 June 2007 to 3.4 million by 2056³. The impact of this growth, fuelled by a resource sector boom, will continue to accelerate Perth as a two speed economy. State infrastructure planning will be forced to look at new options for the urban built form, such a Transport Oriented Development in closer proximity to employment centres, if Perth is going to be able to meet population demand by 2056.

The Shire of Kalamunda has therefore concluded the *Public Transport for Perth in 2031* does not adequately recognise the pressure about to be placed on the City's transport infrastructure and it is not a document which inspires vision nor will it win the support of the Perth community as it currently stands.

As stated by the Minister for Planning, The Honorable John Day MLA, upon the release of *Directions 2031*⁴;

"Directions 2031 recognises the benefits of a more consolidated city while working from historic patterns of urban growth. Importantly, the policy sets achievable goals that will promote housing affordability over the longer term. Directions 2031 seeks to address urban growth needs through a connected city facilitated by an effective movement network and also takes into consideration the need to protect our natural ecosystems. The framework provides for different lifestyle choices, vibrant nodes for economic and social activity and a more sustainable urban transport network. The framework will also encourage a long-term approach to the provision of infrastructure in an economically sustainable way. "

³ <http://www.abs.gov.au/Ausstats/abs@.nsf/mf/3222.0>

⁴ WAPC - Directions 2031 and Beyond: Metropolitan planning beyond the horizon August 2010

SUBMISSION FROM THE SHIRE OF KALAMUNDA

The Shire of Kalamunda does not agree with the *Public Transport for Perth in 2031* that it has truly embraced and been aligned to *Directions 2031 and Beyond*, but instead lends itself to a continuation of intensifying urban sprawl along the northern and southern coastal strips and into areas that will experience extreme vulnerability to future issue such as “peak oil”⁵ and housing affordability.

The Shire of Kalamunda is concerned *Public Transport for Perth in 2031* as it stands now is deficient in that it is not a truly integrated strategy and is very one dimensional – essentially focussing on the Perth CBD in the same “spoke and hub’ model that currently exists. To be of any use for the future of Metropolitan Perth it has to show how it is economically and socially integrated and how it contributes to these facets of future Perth. The Shire struggles to see any real connection with the *Public Transport for Perth in 2031* to what *Directions 2031 and Beyond* is trying to achieve. This vision for Perth under *Directions 2031* should become more apparent in the *Public Transport for Perth in 2031* and clearly underpin all State and Local Government future planning.

The Shire of Kalamunda has through the preparation of its Local Planning Strategy agreed upon its strategic vision for its district which is closely aligned to the State’s macro planning aspiration – *Directions 2031 and Beyond*.

Vision for Shire of Kalamunda

The Shire of Kalamunda has, over the past three years, strategically assessed the potential land holdings within the Shire in light of a number of related strategic planning documents produced by the State Government, the Westralian Airport Corporation and including the Shire’s recently drafted Local Planning Strategy. These strategies and studies have duly recognised the potential, proximity and accessibility of the land within the Shire, particularly in and around the ***Forrestfield Industrial area*** to the extent that that it can no longer be ignored. If developed correctly, this land will be so significantly important to the economy of the State the Shire of Kalamunda is taking deliberative action to proactively and strategically plan toward bringing this land to market in the next five years. This region east of the Perth Airport will not only provide affordable residential housing options within a 15 to 20 minute journey to Perth CBD, it will also deliver a servicing hub which will seek to meet future demand of the State’s resource sector over the next 50 years.

⁵ http://en.wikipedia.org/wiki/Peak_oil

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Public Transport infrastructure will be a key contributor for creating the vision before us through the creation of a Transport Oriented Development and needs to be planned for now whilst land reserves are available to be set aside.

The Shire of Kalamunda envisions a new “satellite CBD” to emerge specifically designed to service the resource sector in and around the Forrestfield area. The Shire of Kalamunda seeks to plan this land area in such a way that it will lead to investment attraction from the resource sector as well as the potential for public private partnerships to assist with the provision of high order community infrastructure, which could extend to public transport.

The Shire of Kalamunda seeks to establish this new major activity centre with a commercial zone to act as headquarters to attract Resource Sector corporations in “a yet to be designed” high end commercial hub located in an area identified as future urban under the Local Planning Strategy. This hub will be collocated with services, retail and amenity all in close proximity to a diverse mixed range of affordable housing options in the surrounding suburbs of High Wycombe, Maida Vale and Wattle Grove, Lesmurdie and Kalamunda.

Another key component to the Forrestfield Industrial satellite will be its connection with local bushland reserves and wildlife corridors linking the Conservation areas set aside within the Perth Airport complex through the industrial land into the adjoining foothills.

Retaining remnant bushland which supports the biodiversity of the Region is of utmost importance to the Shire. This type of amenity will provide a competitive advantage to companies employing a highly skilled workforce who expect to have access to healthy spaces in which they can exercise and enjoy. The natural heritage that the Foothills offer is undeniably another key advantage to be incorporated into the future planning of this land area.

The vision to incorporate natural elements within the Industrial satellite to provide a healthy environment for future workers lends itself to the provision of public transport as an alternative mode of environmentally friendly transport.

This Shire’s Vision seeks to deliver high end development on the east side of the Airport, similar to the emerging west precinct where Rio Tinto has established its headquarters.

SUBMISSION FROM THE SHIRE OF KALAMUNDA

The Perth Airport commercial “east and west bookend locations” will provide suitable conditions for this strategic *Specialised Centre* and region to become Perth’s premier employment generator for the future of the growing City. The Shire of Kalamunda is the integral facilitator of this vision to be realised but it cannot deliver the vision without State government support for the delivery of high order infrastructure such as public transport.

The Shire of Kalamunda has uniqueness unlike other regions of Perth. Containing two distinct “community of interests” namely the Hills and the Foothills, the Shire is bonded together with one goal; to maintain a “home in the forest” and to be able to create employment and prosperity in a self-contained environment.

The key to success for the new Forrestfield industrial area will be its fluid access to the airport and its 15 minute journey to the Perth CBD along a well-constructed and well-connected choice of high speed highways accessible to all parts of the city within 20 to 30 minutes. The centrality and connectivity of the region cannot be overlooked.

The Forrestfield Industrial Centre will also have the land capacity to collacte warehouse, manufacturing and logistics activities and an Intermodal freight terminal (T2). It is also possible that a resource sector supply chain analysis could be undertaken by the Shire to assess the feasibility for a purpose built hub for companies who service and supply the resource sector. A purpose driven design would facilitate “business to business” efficiency as resource sector suppliers are located in close proximity to key clients and within easy access of Perth’s major distribution hub despatching all goods to the remote mining regions.

This component would be similar to the Bentley Technology Park, but would focus primarily on research and development and servicing the specific needs of the resource sector. Highly skilled knowledge workers would be attracted to such an area and this area would dovetail with the high-end commercial area.

The Shire envisages a shift away from population driven employment to knowledge workers in its future economic development agenda. Knowledge workers in today's workforce are individuals who are valued for their ability to act and communicate with knowledge within a specific subject area.

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They will often advance the overall understanding of that subject through focused analysis, design and/or development. This type of worker would desire public transport access to the region.

The Forrestfield Industrial area has the capacity to be designed as a highly unique employment hub for the 21st Century designed in a manner that, has yet to be conceptualised, but can only be achieved if the State Government, Local Government, the Resource sector and the Freight and Logistics industry partner to conceptualise the vision and maximise this opportunity.

Obviously, public transport and a Transport Oriented Development is key to the fruition of the vision and early land planning needs to commence sooner rather than later before the land bank is consumed. In 2009 Sinclair Knight Merz⁶ undertook a study on eastern access from the Airport to the Forrestfield region and two alignment options were presented within the Study.

Whilst there is more planning to be done this study provides the basis for a new and fresh look which should be presented as a strategy within the *Public Transport for Perth in 2031*. The Shire has recently reviewed the alignment potential for the creation of a Transport Oriented Development to Forrestfield via the Perth Airport line and the Shire of Kalamunda's preferred alignment is shown in the diagram 1.

The Shire also supports the broader intent of the submissions made by the Eastern Metropolitan Regional Council (EMRC) and Western Australian Local Government Association (WALGA), both containing and noting the opportunity that can be realised for improved public transport infrastructure in Perth's Eastern Region, particularly the Forrestfield area.

The Shire welcomes the opportunity to comment on this important document and looks forward to working with the State Government to ensure public transport planning for Perth reaches its full potential.

⁶ Sinclair, Knight Merz; Perth Airport Eastern Access LONG TERM PLANNING AND ACCESS STUDY- Final - 27 May 2009

SUBMISSION FROM THE SHIRE OF KALAMUNDA

Diagram 1 – Shire of Kalamunda Preferred Proposed Alignment for Extension of Rail line into the Forrestfield Transit Oriented Destination (Yellow line)



PROPOSED FORRESTER/HIGH WYCOMBE INDUSTRIAL AREA

Map Produced: 30/09/2011

Disclaimer: The Shire of Kalamunda accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image. Map is approximately to scale at A3. Based on information provided by and with the permission of the Western Australian Land Information Authority (2011).

shire of kalamunda

SUBMISSION FROM THE SHIRE OF KALAMUNDA

SUMMARY OF KEY POINTS AND RECOMMENDATIONS

The Shire of Kalamunda is recognised in *Directions 2031 and Beyond*, the *Outer Metropolitan Perth and Peel Sub-regional Strategy* and the State's draft *Industrial Land Strategy* as an important growth area for urban and industrial development but this is not recognised by *Public Transport for Perth in 2031*.

Recommendation1

That the Department of Transport form a partnership with the Shire of Kalamunda to review and consider the potential for the future development of a unique Transport Oriented Development into the Forreestfield area in order to create Perth's second "satellite CBD" employment destination hub to service the resource sector.

Public Transport for Perth in 2031 does not offer the Shire of Kalamunda any more public transport than currently exists, even though Kalamunda's population is forecast to grow from 56,000 to over 80,000 by 2031.⁷

Recommendation2

That the Department of Transport revise its population forecast and review its criteria for public transport priority assessment to take into account future potential growth and local planning strategies that will show a vastly different need to what the Public Transport for Perth in 2031 is portraying.

Public Transport for Perth in 2031 does not support *Directions 2031 and Beyond's* vision of increasing urban density, creating activity centres, and supporting employment efficiency. Instead it facilitates the expansion of a linear city by simply reacting to predicted population growth rather than taking the opportunity to influence urban development and growth patterns in line with *Directions 2031 and Beyond*.

Recommendation 3

⁷ Shire of Kalamunda draft Local Planning Strategy 2011

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That the Department of Transport consider as key assessment criteria the use of employment generation potential in planning for future public transport corridors.

Public Transport for Perth in 2031 should create a public transport system that facilitates the movement of local people to access employment and community services locally as well as ease of movement to more strategic centres on an east west basis.

Recommendation 4

That the Department of Transport reconsider its view to plan and build only for a rail spur to go beyond the Perth Airport into the Forrestfield region to create a future Transport Oriented Development.

In its current form *Public Transport for Perth in 2031* largely ignores the eastern growth corridor of the Perth metropolitan area and does not adequately plan for growth at Perth Airport and other key areas in the Region. While additional services to the Shire of Kalamunda may not be delivered before 2031, consideration needs to be given to planning the land parcels and transport corridors that will cater for and enable all modes of public transport, including rapid bus, light rail and heavy rail in the long term future. This aspect needs to be planned for and at least be considered within the State's long term public transport planning otherwise the necessary land to support future public transport infrastructure may become unavailable

Recommendation 5

That the Department of Transport review the Shire of Kalamunda's draft Local Planning Strategy and include an alignment for the extension of the railway spur from the Perth Airport into Forrestfield so that land can be set aside to accommodate the future vision being presented by the Shire of Kalamunda.

SUBMISSION FROM THE SHIRE OF KALAMUNDA

PLANNING AND GROWTH IN THE SHIRE OF KALAMUNDA

The Shire of Kalamunda has recently released a draft Local Planning Strategy (LPS) the purpose of the Strategy is to enable Council to determine the vision and strategic planning direction for the Shire for the next twenty years. The draft LPS was developed to align with the objectives of *Directions 2031 and Beyond* and the *Outer Metropolitan Perth and Peel Sub-regional Strategy* other State planning documents and objectives.

The Shire of Kalamunda has demonstrated through the draft Local Planning Strategy it has the capacity to provide for significant growth in areas which are relatively close to the Perth CBD. This has also been identified in key State Government planning documents including *Directions 2031 and Beyond*, *Draft Industrial Land Strategy* and the *Draft Outer Metro Perth and Peel Sub Regional Strategy*. However, there is no recognition of this future growth in *Public Transport for Perth in 2031*. Key issues and planning elements identified in the Shire's Local Planning Strategy are discussed below in relation to public transport and urban planning for the Region. In addition the key elements of the Draft LPS are spatially represented in Attachment 1.

The Shire has recently released its draft Local Planning Strategy to the community for public comments and one of the key issues being raised by the Community is the lack of public transport currently available through the Shire. The Shire received over 600 submissions during its public comment process.

INDUSTRIAL DEVELOPMENT AND EMPLOYMENT GROWTH

The rapid growth and development of the mining, freight and aviation related industry and employment is having a direct impact on the Shire. One of the key objectives of the draft LPS is to support the expansion of new industrial areas within the Shire to take advantage of the State industrial and transport policies and opportunities at Perth Airport. The Shire's draft LPS supports the development of the Forrestfield/High Wycombe Industrial Area as a key strategic site for employment and economic opportunities including the Access Park Industrial Area, Forrestfield Industrial Area and the Forrestfield Intermodal Container Facility. The draft LPS also identifies the area south of Welshpool Road East as an area for industrial development. In response to the existing and future growth, the Shire is in the process of progressing the development of its key strategic

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location of Forrestfield/High Wycombe north of Berkshire Road and west of Roe Highway for industrial use.

The State's draft Industrial Land Strategy also recognises the proposed Forrestfield/High Wycombe industrial area as an important industrial and employment/activity centre. The expectations for the Shire of Kalamunda in the draft *Outer Metro Perth and Peel Sub Regional Strategy* are for industrial expansion in Forrestfield related to the expanding 'freight hub' and growth of Perth Airport. *Directions 2031 and Beyond* identifies a target of 75% employment self-sufficiency for the north-east sub region, an additional 42,000 jobs over the whole sub-region. Public transport to these areas needs to be improved in order to facilitate access for employees (many of which may come from local residential areas in the Shire) and to reduce traffic congestion on arterial and local roads.

URBAN DEVELOPMENT AND POPULATION GROWTH

With the current growth of employment in industry, freight and aviation the rate of housing development in the Shire has been rapid. In comparison with higher value land in coastal locations developable land in the Foothills is relatively more affordable. With the predicted population growth, the demand for housing is expected to continue. During the recent worldwide economic recession over 550 new houses were constructed in the Shire.

Existing population projections for the Shire prepared by the Department of Planning, although out of date, indicate approximately 20,000 additional people in the Shire by 2031. It is considered however, the Shire of Kalamunda could accommodate population growth in excess of 80,000 by 2031. One of the objectives of the draft LPS is to support the expansion of new urban areas in a sustainable manner, providing increased housing and lifestyle opportunities with local employment opportunities.

The population scenario used in the draft LPS is for population growth of 25,000. The Shire's draft LPS supports the vision of intensifying the density and land used in the foothills suburbs of the Shire, including:

- identifying Forrestfield District Shopping Centre as a designated Activity Centre in accordance with State Planning Policy 4.2;
- developing new housing opportunities through the development of new urban centres in Maida Vale, Forrestfield and Wattle Grove;

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- allowing for intensification of existing older urban areas of High Wycombe , Maida Vale and Forrestfield through increased residential densities; and
- encouraging economic development of existing commercial centres in Kalamunda and Forrestfield through increased development opportunities including residential.

This builds upon *Directions 2031 and Beyond* which identified the following key elements for the Shire:

- Kalamunda Town Centre and Forrestfield (Shopping Centre) are identified as District centres;
- An estimated increase in population of 69,000 across the whole sub-region;
- Several areas around the Shire have potential for increased residential development to accommodate airport, freight, container and light industrial development in the area; and
- Forrestfield, High Wycombe, Maida Vale and Wattle Grove have potential for increased residential development.

The expectations for the Shire of Kalamunda in the draft *Outer Metro Perth and Peel Sub Regional Strategy* is for rapid residential development in the 'Foothills' owing to affordable residential land and rapidly growing employment opportunities. This includes an additional 14,100 dwellings through a combination of planned new urban areas in Maida Vale South and utilisation of capacity in existing urban areas. Of this 14,100 figure 9,700 are anticipated in infill/redevelopment areas (Forrestfield, High Wycombe and Kalamunda central).

PART OF A GROWING REGION

Perth's Eastern Region is a major air, rail and road transport hub servicing the passenger and freight demands of the state. Perth Airport and the Kewdale Intermodal Freight Terminal are amongst the significant transport infrastructure located in the Region. Also situated in the Region are industrial centres that play a key role in servicing the state's construction and resources sector including Kewdale-Welshpool, Forrestfield, Hazelmere and Bayswater-Bassendean. It has been recognised for some time there has been a shortfall in the level of investment to upgrade and extend public transport infrastructure in Perth's Eastern Region.

As part of Perth's Eastern Region and as a member of the Eastern Metropolitan Regional Council (EMRC) the Shire has committed to working with government, community, institutions and commercial partners to create a transport network in Perth's Eastern Region that is efficient, safe and integrates all modes of transport with particular emphasis on increased public transport. This

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integrated network will meet the needs of the Eastern Region as a fast growing and strategic economic hub for the Perth metropolitan area.

However the focus of the draft Public Transport Network Plan is primarily on the growth and servicing of the northern and southern corridors of the City, with little consideration given to existing strategic centres, employment centres and residential areas within the eastern corridor despite the anticipated significant residential and commercial infill for this area.

Integrated Transport Strategy

The Shire has participated, as an active partner, with the Eastern Metropolitan Regional Council (EMRC) and its member Councils to develop a regional transport plan that was achieved through extensive public consultation with the regional community in 2010. The regional community gave a clear mandate that public transport to the airport was essential and rapid bus transit feeders into the regions namely Ellenbrook, Mundaring and Kalamunda were all critical to sustain growth and to support people wishing to live in outer metropolitan locations.

The Regional Integrated Transport Strategy Action Plan 2010-2013 (RITS)⁸ was adopted by the EMRC Council in February 2010. It is closely aligned with the WA Government's policy and planning directions including *Directions 2031 and Beyond* and identifies strategies and actions to address transport infrastructure and access issues in the Region. One of the key goals is to increase the use of public transport by expanding and integrating the Region's public transport network through:

1. Improving transport services to, from and between activity centres in urban areas;
2. Increasing the number and frequency of public transport services; and
3. Improving connectivity between public transport services and other modes of transport.

Perth Airport

Perth Airport is located on the western boundary of the Shire of Kalamunda and will inevitably place more pressure on the Kalamunda community. The Perth Airport Master Plan 2009⁹ highlights the very rapid growth in aircraft flights, passenger movements and development on airport land. Forecasts indicate that passenger movements will grow from 9.2 million in 2008 to 18.9 million by 2029. In addition, since 2005 there have been 71 major development projects at Perth Airport. Some

⁸ <http://www.emrc.org.au/regional-integrated-transport-strategy.html>

⁹ <http://www.perthairport.com.au/AboutUs/MasterPlan.aspx>

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of these relate to upgrading of existing aviation installations, commencement of upgrades for future combining of the international and domestic terminals and major industrial developments in the non-aviation precincts. The Master Plan predicts the rate of change will again increase rapidly over the next five years. The growth in the number of flights and passenger trips has put pressure on surface access to and from the airport. Perth Airport has stated an objective to increase public transport (i.e. bus) mode share to 10 per cent to alleviate these pressures.

The growth and development of the aviation and non-aviation sectors is providing additional employment opportunities close to residential areas in Kalamunda. It is estimated there were 18,700 jobs in the airport in 2008 and the employment is expected to grow to approximately 32,500 by 2029, i.e. an increase of 13,800 jobs. It is therefore anticipated existing development zones in the Shire will be in high demand because of their close proximity and the fact it is some of the more affordable land in the Perth Metropolitan Region.

Whilst the Perth Airport Master Plan 2009 indicates passenger movements will grow from 9.2 million in 2008 to 18.9 million by 2029 and employment from 18,700 jobs in 2008 to to approximately 32,500 by 2029 a recent report by the Tourism and Transport Forum titled *Accessing our Airports: Integrating City Transport Planning with Growing Air Services Demand*¹⁰ found that:

- Perth Airport is expected to have the second highest passenger growth rate (4.7%) of capital city airports over the next 20 years with passenger movements reaching 24.8 million in 2029/30 and forecast direct and indirect employment contribution of Perth Airport expected to reach almost 37,000 jobs in 2029 compared to the current (i.e. 2008) 18,700 jobs.
- Perth Airport has a private car mode share of more than 80 per cent. The highest of all the Australian airports reviewed
- Less than 2 per cent of journeys to Perth Airport are undertaken via public transport. It should be noted that Sydney and Brisbane airports are the only Australian airports with a rail service and they have a public transport mode share service of 15% and 6% respectively.
- It identified congestion on arterial roads and inadequate public transport options and connections to the existing transport network as key issues for access to Perth Airport. In particular the single bus route runs between the domestic airport terminal and Perth CBD which provides a frequent but lengthy journey (i.e. 40 mins) on an indirect route
- To address land transport issues at Perth Airport the Report recommends the State government address the network planning of public transport services (i.e. bus) and connections to the existing public transport network.

¹⁰ <http://www.ttf.org.au/Content/airportaccess0211.aspx>

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PUBLIC TRANSPORT NEEDS AND OPPORTUNITIES

The Shire has a strategic mandate to improve public transport within the Shire and has been advocating for some time to address the lack of public transport within the Shire. One of the biggest issues for residents living in the western suburbs of the Shire, such as Forrestfield, Maida Vale, Wattle Grove, is the length of time it takes for local buses to transport people to destination centres such as Perth and Midland. Rapid transit buses are not available nor are they planned to be available under the draft *Public Transport for Perth for 2031*.

The lack of public transport being foreshadowed for the Shire under the State's draft Plan will inevitably make the Shire less attractive for residential and commercial development despite these areas being widely recognised as important future areas of residential development.

The draft *Public Transport for Perth for 2031* does not consider the growth expected in the Shire to be significant enough to warrant planning for improved public transport. However with employment growth in industry, freight and the airport, as well as the opportunity for affordable land, and housing development in Forrestfield, High Wycombe and Wattle Grove areas of the foothills will experience significant and rapid growth in the next 20 years.

The development of urban residential areas near industrial and employment centres supports the intent of *Directions 2031 and Beyond* creating activity centres and sustainable transport opportunities. *Directions 2031 and Beyond* identifies the importance of locally available employment to create self-contained communities which reduce the need for long journeys to work and alleviates pressure on the transport system. The connected pattern of urban growth supported by *Directions 2031 and Beyond* relies on the integration of frequent and efficient public transport modes within strategic industrial and employment activity centres. The foothill areas of Forrestfield, High Wycombe and Wattle Grove provide significant opportunity for the type of urban development outlined in *Directions 2031 and Beyond* provided it is serviced by frequent and efficient public transport.

A potential rail connection from Kalamunda to Perth via a proposed rail line from Perth to the integrated Perth International – Domestic Terminal has been under consideration for some time. *Public Transport for Perth for 2031* recognises the expected growth at Perth Airport but has not identified the development of a rail link to the Airport until after 2031. Nor does it identify any

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extension of this rail link into the eastern suburbs as has been considered previously. An extension of the rail line into the western suburbs of the Shire could potentially open the line to 80,000 people in the future which would add to the economic efficiency of the rail connection. The proposal to include a station in Forrestfield would not only service workers and residents in Forrestfield, High Wycombe, Maida Vale and Wattle Grove, but those residents in the Hills area and beyond. The current work being undertaken by the Public Transport Authority to consider the feasibility of connecting Perth CBD with Perth Airport including a potential connection to Kalamunda should be supported strongly.

This link into High Wycombe would support the potential for urban development in the foothills area and would also create opportunities for transit orientated development in an affordable area with close access to urban and employment centres in the Forrestfield area. The creation of more transit-orientated development is supported by the State Government's *Development Control Policy 1.6 Planning to Support Transit Use and Transit Orientated Development* and the Committee of Perth's recently released position statement on transit orientated development.

Fly in Fly out (FIFO)/Drive in Drive Out (DIDO) Workforce

The Shire of Kalamunda has identified a recent trend has emerged that shows "FIFO" workers may have caused an impact on the real estate market in the Shire which the Shire believes is connected to FIFO workers choosing residential properties in and around the Airport precinct. This anomaly has interested the Shire as it sees there is an opportunity to be exploited which will enhance the lifestyle of FIFO workers and their families.

The Shire of Kalamunda is partnering with FIFO Families, an organisation providing 'on-ground' support to this sector's families. The partnership the Shire is currently developing with FIFO Families is to build community capacity for FIFO families currently living in the Shire's suburbs. Through this partnership research will be undertaken to better understand the ongoing needs of this sector. It is envisaged local government can then play a more integral role in providing targeted support services to this sector of its community.

A long term strategy for the Shire of Kalamunda will be to create a liveable destination which will attract FIFO workers and families to purchase their residential homes in the Shire. The Shire's close proximity to the Perth Airport, the Perth CBD, as well a range of quality lifestyle enhancing attractors such as the Perth Hills, the Swan Valley, retail shopping precincts are all aspects making Perth's eastern region unique and a perfect location for the permanent occupancy of FIFO workers and their families to live and feel supported.

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If FIFO workers recognise the advantages of living in a region then they will also have a stronger voice and this will assist local government to facilitate and ensure targeted services are provided supporting families as distinct from mainstream services. Public transport is once such need of this significant workforce.

Whilst FIFO workers remain highly dispersed and largely hidden away within existing mainstream communities it makes it very difficult to understand their special needs and to plan for future services taking their needs into account in local government planning and budgeting.

Partnerships between FIFO employing companies and local government are the key to maximising the future success and longevity of the type of employment mechanism. From a strategic human resource perspective the FIFO and DIDO workforce is so unique it will need special “attraction – retention and separation” strategies to be employed which take a “whole of life approach” extending from broader community support to the home and into the remote locations where these workers will find themselves. In recognising the importance of the FIFO/DIDO workforce the Shire is looking for support from the State and Federal government. The provision of public transport into the foothills region will provide the growing FIFO /DIDO workforce and their families with transport choice and accessibility.

OTHER GENERAL COMMENTS

- *Public Transport for Perth in 2031* fails to adequately look at the potential for public transport to link with other sustainable modes of transport such as walking and cycling to access bus and rail stations. Issues such as a safe and efficient local cycling network connecting to these stations, end of trip facilities at bus and rail stations and access for bikes on trains should be included in the planning framework to create a sustainable transport future. This would also assist in easing parking pressures at bus and rail stations.
- Improving connections to the East will take pressure off residential development in the North and South
- *Public Transport for Perth in 2031* would have been improved if greater consultation and liaison had been undertaken with local governments.

CONCLUSION

The *Public Transport for Perth in 2031* needs to place a stronger emphasis on developing existing and new communities. There is too much emphasis on the viability of the transport network and nothing in terms of taking a holistic approach and looking at the viability of communities.

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The Shire of Kalamunda has highlighted in this submission the Plan as it stands now is deficient in that it is not a truly integrated strategy and is very one dimensional – essentially transport for transport sake and all focussing on the Perth CBD. To be of any use for the future of Metropolitan Perth it has to show how it is economically and socially integrated and how it contributes to these facets of future Perth. The Shire struggles to see any real connection with the *Public Transport for Perth in 2031* to what *Directions 2031 and Beyond* is trying to achieve.

The lack of future vision of the *Public Transport for Perth in 2031* is its greatest deficiency and this point has been acknowledged by WALGA and most other local government contributing to the consultation. It is hoped that the Department of Transport will recognise this limitation and create a Transport Plan that will underpin the future development of Perth beyond the year 2031 as effective transport planning has done in so many developed cities around the world.

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7.0 MEETING CLOSED TO THE PUBLIC

8.0 CLOSURE