

Special Council Meeting

Agenda for Tuesday 29 September 2015



**shire of
kalamunda**

NOTICE OF MEETING SPECIAL COUNCIL MEETING

Dear 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 **Tuesday 29 September at 7.30pm.**

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


Rhonda Hardy
Chief Executive Officer
24 September 2015

Our Vision and Our Values

Our Vision

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

Our Core Values

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

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

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

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

Our Aspirational Values

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

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

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

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

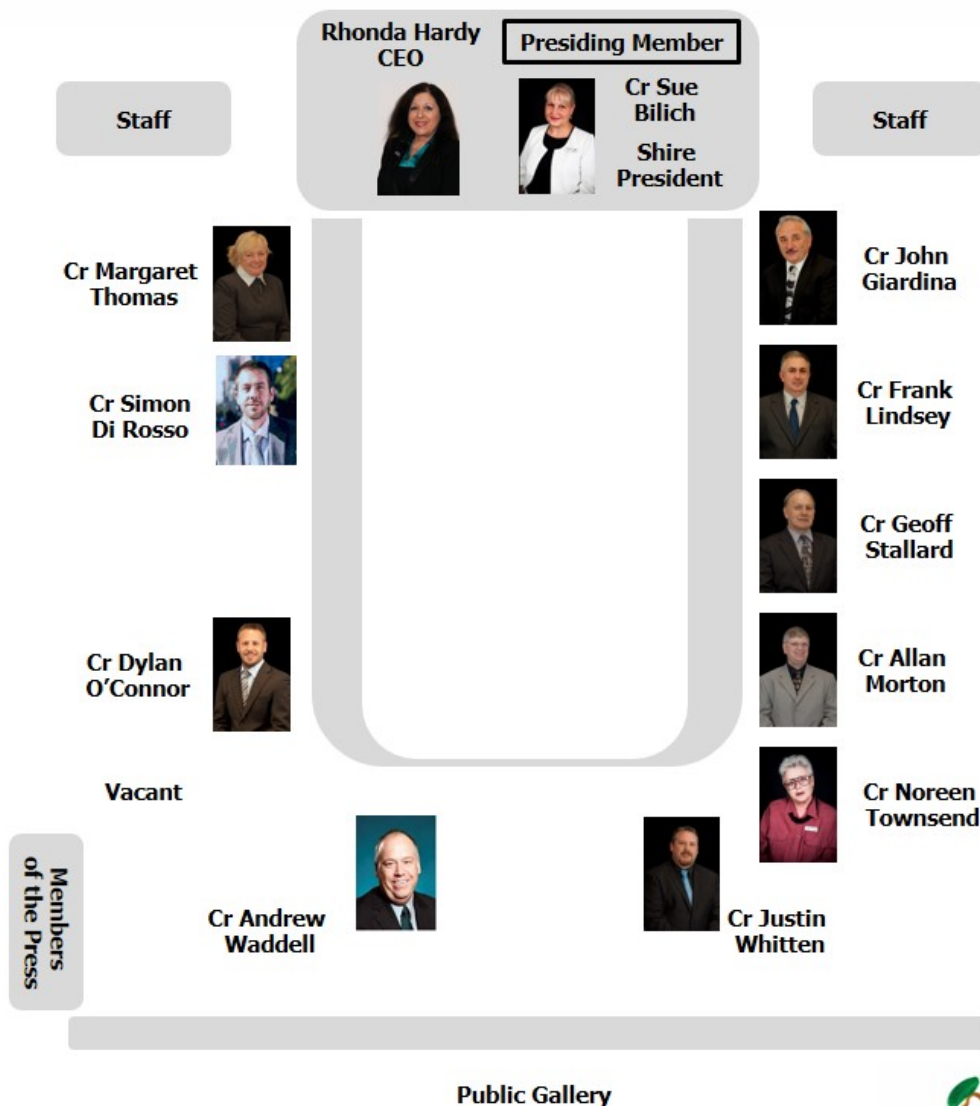


INFORMATION FOR THE PUBLIC ATTENDING COUNCIL MEETINGS

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

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

Council Chambers – Seating Layout



Special Council Meetings – Procedures

1. All Council Meetings are open to the public, except for Confidential Items listed on the Agenda.
2. Members of the public who are unfamiliar with meeting proceedings are invited to seek advice prior to the meeting from a Shire Staff Member.
3. Members of the public are able to ask questions at a Special Council Meeting during Public Question Time on matters relating to the functions of this meeting.
4. To facilitate the smooth running of the meeting, silence is to be observed in the public gallery at all times except for Public Question Time.
5. All other arrangements are in general accordance with Council's Standing Orders, the Policies and decision of the Shire or Council.

Emergency Procedures

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

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

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

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

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AGENDA

1.0 OFFICIAL OPENING

2.0 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE PREVIOUSLY APPROVED

3.0 PUBLIC QUESTION TIME

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

4.0 PETITIONS/DEPUTATIONS

5.0 ANNOUNCEMENTS BY THE MEMBER PRESIDING WITHOUT DISCUSSION

6.0 MATTERS FOR WHICH MEETING MAY BE CLOSED

6.1 Nil.

7.0 DISCLOSURE OF INTERESTS

7.1 Disclosure of Financial and Proximity Interests

- a. Members must disclose the nature of their interest in matters to be discussed at the meeting. (Sections 5.65 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 of the *Local Government Act 1995*.)

7.2 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.

8.0 REPORTS TO COUNCIL

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

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

SCM07. Forreestfield North District Structure Plan

Previous Items	OCM 14/2015 – 23 Feb 2015
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	PG-STU-035
Applicant	N/A
Owner	Various
Attachment 1	Submission Table
Attachment 2	Final Forreestfield North District Structure Plan
Attachment 3	Changes from Advertised District Structure Plan
Attachment 4	Parking Bays at Train Stations in Western Australia

PURPOSE

1. To consider adoption of the Forreestfield North District Structure Plan (DSP) (Attachment 2).

BACKGROUND

2. In June 2014, the State Government announced a decision to proceed with the Forreestfield-Airport Rail Link. Following this decision, the State Government requested the Shire of Kalamunda give consideration to the planning land use opportunities that Forreestfield Train Station could create for the surrounding areas of Forreestfield and High Wycombe.
3. The State Government instructed the Shire to prepare a DSP over the subject land, in order to identify new land use opportunities arising from the planned Forreestfield Train Station.
4. The Shire commenced preparation of the draft Forreestfield North DSP in September 2014 along with a number of technical studies, and presented it to Council for its consideration in February 2015.
5. Council, at its meeting on 23 February 2015, resolved to:
 1. *Deem the Forreestfield North District Structure Plan satisfactory for the purpose of being advertised for a period of 60 days in accordance with the clause 6.2.4 (Adoption and Approval of structure Plans) of Local Planning scheme No. 3*
 2. *Note a public information evening will be organised with landowners to discuss the Forreestfield North Structure Plan.*
6. In June 2015, the Western Australian Planning Commission (WAPC) commenced advertising the rezoning of 115 hectares of land previously known as the Forreestfield/High Wycombe Industrial Area Stage 3 from Rural to Urban under the Metropolitan Regional Scheme (MRS).

DETAILS

7. Subject Area



8. The DSP represents a high-level strategic planning document that provides guidance on future land use, employment, broad density direction and the coordination and provision of major infrastructure. This may include the following:

- Location of high schools;
- District water management requirements;
- Movement networks;
- Coordination of infrastructure provisions;
- Location and distribution of regional open space;
- Land use buffers;
- Environmental assets; and
- Activity centres.

9. The purpose of the DSP for is to provide a strategic framework to guide the development of the identified precincts within the Subject Area through subsequent local structure planning processes and to support the planning, assessment, coordination and implementation of longer term development within the area as a result of the development of the Forrestfield Train Station.

10. The principal objectives of the DSP are to:

- Place the subject area in its emerging regional context and identify any factors that might influence the future planning and development of the area;
- Confirm the role and function of the Subject Area in the context of *Directions 2031 and Beyond*; and Sub Regional Framework for the North East Region.

- Develop a spatial plan that defines planning and development precincts based on projected land use, and informs the preparation of local structure plans, Scheme amendments and statutory planning and development proposals;
- Identifies existing environmental assets and district level water management considerations applicable to the area and consider what additional investigations are required to support the planning process;
- Consider the impacts of future development in the Subject Area on the existing transport network and identify what modifications may be required as part of a future staged development process; and
- Identify key services and infrastructure constraints and options for the future coordinated delivery of additional service capacity to the area.

11. The DSP has four defined precincts each with its own character and combination of land uses. These are described below:

P1 – Transit Oriented Development (TOD) Precinct

A primarily commercial, high-density development that leverages opportunities associated with the development of the Forrestfield Train Station. Opportunities exist for mixed-use development outside of existing aircraft noise contours and where noise and vibration from the Forrestfield Marshalling Yards has been adequately mitigated.

P2 – Activity Centre Precinct

A new, well-connected activity centre that will service the future needs of the surrounding population.

P3 – Residential Precinct

A medium and high-density residential area with excellent access to the Forrestfield Train Station, which provides for the enhancement and protection of the significant environmental assets of the area. The residential component could also include an integrated aged care facility.

P4 – Light Industrial Precinct

As directed by the State Government, the aim of this precinct is to retain the original Stage 1 for light industry given its proximity to the Forrestfield Train Station and significant investment in transport infrastructure generally.

STATUTORY AND LEGAL CONSIDERATIONS

12. Clause 6.2.3.4 (Preparation of Structure Plans) of Local Planning Scheme No. 3 (the Scheme) stipulates that a Structure Plan is to contain the following details, amongst other matters:

- a) The area to which the Structure Plan applies;

- b) Key opportunities and constraints of the Development Area including landform, topography, hydrology, landscape, some vegetation, soils, conservation and heritage values, ownership, land use, roads and public transport, and services;
 - c) The planning context for the Development Area including the regional and neighbourhood structure, relevant strategies, Scheme provisions and policies and where appropriate, indicating how the Proposed Structure Plan is to be integrated into the surrounding area;
 - d) Proposed major land uses, in particular, residential areas, public open space, school sites, civic and community uses, commercial uses (including the location and hierarchy of commercial centres), mixed use, industrial and mixed business uses;
 - e) The proposed indicative lot pattern and general location of any major building;
 - f) Estimates of future lots, dwellings, population, employment and retail floor space; and
 - g) The proposed road network and hierarchy, public transport services, and bicycle and pedestrian networks.
13. Notwithstanding the above matters, the purpose of the DSP is to provide high-level guidance for a series of Local Structure Plans. The Local Structure Plans will address all of the matters above, including those that the DSP does not address.

POLICY CONSIDERATIONS

Directions 2031 and Beyond

14. *Directions 2031 and Beyond* supersedes *Network City* and replaces *Metroplan* and all other metropolitan strategies. *Directions 2031 and Beyond* is a spatial framework to guide the growth of Perth and Peel.
15. The key features of *Directions 2031 and Beyond* for the Shire are as follows:
 - A target of 75% employment self-sufficiency has been set for the north-east sub region, an additional 42,000 jobs over the whole sub-region.
 - 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.
 - Forrestfield and High Wycombe have potential for increased residential development.

Draft Perth and Peel @ 3.5 million including Draft North-East Sub-regional Planning Framework

16. The *Draft Perth and Peel @3.5 million* document is the current draft strategic vision document for Perth and Peel. It acknowledges the historic and future population expansion in the region and provides a high level of certainty on the Shire's ability to provide the land, the infrastructure and the services for the predicted population growth. The document and the associated planning framework identify a connected city as the blueprint for such growth. Forrestfield North is identified as Urban Expansion area in the framework, which is in line with the intention of the DSP.

Kewdale Hazelmere Integrated Masterplan (August 2006)

17. The Kewdale-Hazelmere Integrated Masterplan (KHIM) identified the Kewdale-Hazelmere area as a major strategic area for the freight industry in Perth and Western Australia. The KHIM was prepared by the Department of Planning in consultation with a number of stakeholders, to provide a broad framework to facilitate the rapid expansion and change that is occurring in the freight industry and to accommodate the existing population of residents within the area.
18. The subject land forms part of the Forrestfield Precinct. The Forrestfield Precinct is identified as being 'a significant freight related industrial precinct adjacent to the main interstate freight rail line, the airport and the residential suburb of High Wycombe'.
19. The KHIM was written prior to the announcement of the Forrestfield Airport Rail Link, which has fundamentally changed the strategic context of the area.

Western Australian Planning Commission – Economic and Employment Land Strategy, Perth Metropolitan and Peel Regions (April 2012)

20. The Economic and Employment Land Strategy (EELS), was prepared in response to the ongoing pressures of industrial land supply in the Perth metropolitan market and to ensure that industrial land constraints and shortages such as those that occurred in the mid-2000s did not reoccur. EELS's primary aim is the adequate provision of land over the next 20 years within the Perth Metropolitan and Peel regions for the purposes of employment generating activities (industrial and commercial land uses), with identification of land that is suitable for non-heavy industrial activity in the long term, and strategies to address land supply constraints.
21. The EELS was written prior to the announcement of the Forrestfield Airport Rail Link, which has fundamentally changed the strategic context of the area.

Western Australian Planning Commission State Planning Policy 5.1 (SPP 5.1) – Land Use Planning in the Vicinity of Perth Airport

22. The Subject Area is located 3km to the west of Perth Airport and is largely unaffected by aircraft noise. A small portion of the site is noted as being within the 20-25 ANEF contour and the large majority of the structure plan area is noted as being below the 20 ANEF contour. Table 2.1 in Appendix 1 of SPP 5.1 lists a number of building types and their acceptability within each of the ANEF contours. The DSP meets the requirements of Appendix 1 given that all building types below the 20 ANEF contour are deemed to be acceptable and the proposed land uses that fall within the 20-25 ANEF contour are deemed to be either conditionally acceptable or acceptable. The DSP has responded to the ANEF contours appropriately by locating particular land uses that are acceptable within the relevant ANEF contour.

Western Australian Planning Commission State Planning Policy 5.4 (SPP 5.4) – Road and Rail Transport Noise and Freight Considerations in Land Use Planning

23. SPP 5.4 applies to proposals for new noise-sensitive developments, new railways or major roads, major redevelopments of existing railways or major roads, and new freight handling facilities.
24. The DSP is considered to meet the following objectives outlined by the policy:
- protect people from unreasonable levels of transport noise by establishing a standardised set of criteria to be used in the assessment of proposals;
 - protect major transport corridors and freight operations from incompatible urban encroachment;
 - encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals;
 - facilitate the development and operation of an efficient freight network; and
 - facilitate the strategic co-location of freight handling facilities.
25. Further studies regarding road and rail transport noise will be required through the Local Structure Plan.

Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

26. Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development (DCP 1.6) seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use, and which will achieve the more effective integration of land use and public transport infrastructure.

27. The following are objectives of DCP 1.6:
- To promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and to improve equity in accessibility for those who do not own or have access to a car.
 - To encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services.
 - To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.
 - To ensure that opportunities for transit supportive development are realised, both on public and privately owned land, and that transit infrastructure is effectively integrated with other development, to maximise safety, security and convenience for transit users.
 - To promote and facilitate walking and cycling within transit oriented precincts by establishing and maintaining high levels of amenity, safety and permeability in the urban form, and to promote and facilitate opportunities for integrating transport modes by creating opportunities for convenient, safe and secure mode interchange.

COMMUNITY ENGAGEMENT REQUIREMENTS

28. Council resolved in February 2015 that the DSP is satisfactory for advertising. The DSP was advertised for 60 days, with closing date for submissions being 11 May 2015.
29. During the advertising period, a community forum was held in order to enable affected residents to discuss the proposed DSP with the Shire.
30. 55 submissions were received during the advertising period. Approximately half were supporting the DSP raising a variety of issues and opportunities related to the plan. The other half raised objections to the DSP with the following main considerations:
- Proximity to the airport (airport noise issue);
 - Proximity to the freight rail and rail yards (noise and vibrations issue);
 - General environmental concerns;
 - Objection to closure of Dundas Road;
 - Perceived loss of value of land based on the future zoning allocation for particular properties; and
 - Designation of the District Centre to the new proposed activity centre within the DSP area.
- Refer to (Attachment 1) for Submission Table.

Airport noise issue

31. Perth Airport does not support residential development being located within areas of projected aircraft noise exceeding 50 events over 65 decibels per day. This includes areas that are not identified within the ANEF Contours of *State Planning Policy 5.1*.
32. The DSP has been designed to reflect and comply with the objectives and requirements of *State Planning Policy 5.1: Land Use Planning in the Vicinity of Perth Airport*. The residential density, design of the site, location of parks, and land use selection has all been conducted to comply with the policy. At the DSP stage, the State policy is the only guidance on airport noise. At later planning stages, however, noise and vibration studies will be conducted to determine development and building requirements.

Proximity to the freight rail and rail yards (noise and vibrations issue)

33. Four major stakeholders within the Forrestfield marshalling yards freight rail system and rail yards objected to the DSP. Their concerns were that sensitive land uses being introduced in the proximity of freight rail and freight yards would result in land use conflicts to the detriment of residential amenity and the freight efficiency of the marshalling yards. Representatives of the Freight and Logistics Council emphasised the need for the DSP to acknowledge and cater for the trend of consistent growth in the industry and the regional and interstate importance of the Forrestfield Freight Interchange.
34. In discussion with the Freight and Logistics Council, the Shire agreed to amend the DSP document to better address and recognise their concerns and provide the Council with confidence that the issues raised will be addressed at the Local Structure Plan Stage in the Planning Process. One of the proposed changes will include provisions in Part 1 of the DSP that will specify a requirement for Local Structure Plans to undertake a noise and vibration study prior to identifying subdivision layouts and land uses.

Environmental concerns

35. A number of issues were raised relating to the environment as well as other concerns, namely aged care facilities, future built form and movement and access. In particular it was suggested that the environmental and aboriginal heritage values in the area have not been addressed to a sufficient extent. The planning of the area therefore should, at this level, provide an opportunity to deal with the large number of environmental concerns and that the Shire of Kalamunda should follow its own wildlife, biodiversity and conservation strategies in order to achieve a superior outcome for environmental protection.
36. It should be noted that the District Structure Plan presents a high level plan, that identifies main environmental assets and challenges the plan presents. The DSP outlines broad strategies for dealing with retention of habitat trees for black cockatoo, with establishment of vegetation protection of ecological linkages as well as flora species of conservation

significance and establishment of a buffer zone to the Poison Gully Creek Bush forever site along the northern boundary of the subject area.

37. The DSP references the majority of issues raised in the submissions, however, the requested level of detail is not consistent with the requirements of a DSP. Potential impacts to environmental values identified in the area will be addressed in more detail at the more appropriate, Local Structure Planning Stage.
38. Other concerns raised related to the loss of rural amenity and the effect on the rich flora and fauna in the area. Those submissions questioned the necessity of increased density that will invariably result in the loss of environmental values and semi-rural amenity of the area. It is suggested that the semi-rural character of the area should be retained, in order to preserve those values.
39. While it is acknowledged that the intensity of development will increase across the area covered by the DSP, the intention is to retain areas of high environmental value for active and passive recreation the protection of remnant vegetation and through creation of new parklands that would be accessible to public. The majority of the future Public Open Space (POS) area will be rehabilitated and landscaped with the native vegetation in order to support the conservation of environmentally significant values of the Wavy-leaved Smokebush, Black Cockatoo habitat and Bush Forever Sites.

Closure of Dundas Road

40. Business/landowners who presently use Dundas Road for their transport needs have expressed concerns regarding its closure. However, the DSP specifies that while the need for the B-Doubles on the Restricted Access Vehicle (RAV) network exists, the road will not be closed. The State Government has given a commitment to landowners to ensure properties requiring access to the RAV network will continue to have access for their business needs.
41. Another objection to the ultimate closure of Dundas Road raised concerns that the permanent closure will force the traffic through high density residential area and existing streets of High Wycombe. It has to be noted that the Transport Impact Assessment has considered the scenario and made recommendations regarding the future road hierarchy in order to address the impact of the Dundas Road closure in the long term.
42. Current businesses located close to the Milner/Dundas intersection also objected to the realignment and closure of Dundas Road, on the basis that their businesses would not have access anymore. As indicated above, the network will still be available, but Dundas Road will be realigned in the short term.

Loss of land and investment value

43. A number of submissions were received that raised concern that the proposed DSP will devalue their land, and their investment regarding the

commercial development of their site where in line with the current zoning, as well as the previously envisaged Industrial Development zoning under Stage 3 of the Forrestfield/High Wycombe Industrial Area.

44. A large landholding (20 properties - approximately 8 ha) on Milner Road is currently zoned Light Industry and has been developed in accordance with the current zone. The DSP proposes that about the third of the land fronting Dundas Road, become a part of the railway land, as a final location of the southern portion of car parking area for the Forrestfield train station. As such, the land will be required to be purchased by the State Government for that use. The balance of the land fronting Milner Road is identified under the DSP to change zoning to Commercial-Showroom/ Warehousing.
45. The submitter argues that the overall functioning and value of the landholding as a commercial land use will be affected by:
1. the future public purpose designation and staging of the railway parking area (for the western portion);
 2. the potential Milner Road widening requirements (for the south-east portion of the landholding) and
 3. the Dundas Road realignment (in short term) and future closure (in the long term).
46. In terms of the railway land designation over the portion of land fronting Dundas Road, it should be noted that the parking requirements were determined by the Public Transport Authority (PTA) and the DSP only responded to those requirements. Under the DSP staging of the railway parking follows a logical evolution from the land footprint acquired by the PTA for the purpose of the construction site and temporary parking area to the more logical area to the South that will allow the land immediate adjacent to the train station to be developed in accordance with Transit Oriented Development (TOD) principles.
47. It is acknowledged that the proposal to locate a portion of the PTA car parking requirements of 2,500 bays to the South of the Forrestfield train station has created uncertainty for some landowners. This quantum of bays would make this station one of the largest in the Perth Metropolitan area in terms of parking capacity, and five times larger than Belmont station, which only has 500 bays. It is therefore the responsibility of the PTA and the State Government to confirm, as soon as possible, the rationale for the number of car bays required and certainty for landowners regarding land acquisitions.
48. The Shire acknowledges that the Light Industrial zone for the properties fronting Milner Road would be a better land use option than proposed Commercial/Showroom- Warehousing and will amend the DSP accordingly.
49. Milner Road land widening requirements are not defined at this stage and will be determined at the Local Structure Planning stage, when further investigation regarding lot yield and impact on the existing road network infrastructure will be determined.

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50. Dundas Road is currently identified on the Main Roads WA RAV network to access industrial properties near the intersection of Dundas and Maida Vale Roads. In the short term, it is proposed that Dundas Road will be realigned to the west of the future train station and in the long term, once the industrial uses cease, Dundas Road will be closed. As such, while the local businesses require access to Dundas Road, it will remain open.
 51. The Shire notes the concerns of landowners around PTA's land acquisition. While the Shire is not involved in the process of acquisition, it will continue discussions with PTA to ensure landowners have greater certainty over future requirements.
 52. Concerns raised regarding the identification of bush forever over private properties and the effect this designation under the DSP will have on the potential for future development and/or value of their land are noted. The Shire organised a meeting to discuss this issue with the landowners and the Department of Planning. An outcome of that meeting is that the Shire will be conducting some further environmental studies in the area, which might help in ascertaining whether the designation is still warranted on all of the land. The future of the land will have more certainty depending on the conclusions of the study.
 53. It should be noted that if the Bush Forever designation over the affected lots is still applicable then the lots should be identified as Parks and Recreation under the Metropolitan Region Scheme and acquired by the State Government for that purpose. This is consistent with the Forrestfield/High Wycombe Industrial Area Stage 1, where some privately owned parcels were identified as Bush Forever and subsequently reserved under the Metropolitan Region Scheme and acquired by the State Government.
 54. An objection was raised regarding land shown as future Parks and Recreation in Precinct 1 of the DSP on the basis of the current Vegetation Conservation Notice (VCN) affecting the property, that was due to expire in 2018 and therefore should not be the basis for a decision in relation to the proposed reserve. Furthermore, the location and extent of the proposed reserve and the proposed road network are unreasonable and unnecessary.
 55. The existence or potential expiration of a (VCN) does not, in fact, form the basis for identifying this property as 'Parks and Recreation'. Correspondence from the Department of Environment and Conservation from 2008 stated that the conservation site "contains a mosaic of Threatened Ecological Communities (TEC) that are most likely to include: *Eucalyptis calophylla* – *Kingia australis* woodlands, *Banksia attenuate*, Eastern shrublands and woodlands." Smokebush has also previously been recorded throughout the area. The Shire will conduct further environmental studies to verify that TEC is still found on the site. The boundaries and the ultimate area of the proposed land will be further refined at the Local Structure Plan stage.
 56. The road network has not been detailed extensively in the DSP as it is subject to further study as part of the Local Structure Planning process. As such, the layout and width of the road is not determined as part of the DSP.
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District Centre designation

57. The owners of Belmont shopping centre and Forrestfield shopping centre objected to the DSP on the basis that *State Planning Policy 4.2: Activity Centres* does not identify the activity centre as a District Centre. The submitters comment that the impact of this designation on existing centres is uncertain especially since no detailed economic or retail studies have been conducted.
58. The Shire acknowledges that the District Centre designation was premature and will look to prepare a Retail Sustainability or Needs Assessment to determine the centre's hierarchical status. Additionally, the previously conducted Economic and Market Analysis by AEC Group will be attached to the DSP as a technical appendix; thus providing additional information to substantiate the future decisions made on the size/status of the activity centre.
59. Such a study will need to examine both short term and longer term development occurring in the Shire.

Submissions supporting the DSP

60. There were 21 submissions that offered various levels of support and non-objections to the DSP, while at the same time using the opportunity to make suggestions and raise issues that could potentially be addressed through the future planning of the area.
61. Some of the issues/suggestions raised were:
- To make sure that higher density target in the area is achieved;
 - Traffic free zones, small shuttle buses to service the station, seating around the areas of shops and cafes;
 - New suburb name- Forrest Gate or Forrestgate, Wycombe Heights;
 - More central town centre with continuous interconnected green belt to the north, east and south;
 - More sports fields in the new area- potential solution for Rugby League Club;
 - Use this opportunity to promote Kalamunda Hills as afternoon tea and country drive with bed and breakfasts;
 - Incorporate higher density residential on the north of Maida Vale Road within 800m walkable catchment from the station;
 - The quick connection with the airport and the city should be used to sell and promote the Kalamunda Hills as a major bio-diverse natural environment tourist spot;
 - Identify business, commercial and community opportunities under the DSP;
 - Purposeful engagement of community in vision for the area;
 - Inclusion of the area to the east of Roe Highway as residential development;

- Securing urban-zoned land for integrated aged care facilities and flagging the issues within the DSP document.

62. The submissions of support demonstrate that there is considerable interest and support for this project and that the Shire residents and groups are keen to contribute to the vision and planning process in this area. Some of the issues raised (allocation of business, commercial and community opportunities, for example) have been incorporated in the DSP. Other proposals will be considered at the Local Structure Plan level. The issue of the future name of the area and the branding will be addressed in due course. Once the work on Local Structure Plan(s) commence, there will be more opportunities for community engagement.

FINANCIAL CONSIDERATIONS

63. Funding for the planning and consultant work on the DSP project has been included in the Shire's current budget.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

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

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

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

SUSTAINABILITY

Social Implications

65. The population of the Subject Area is expected to increase significantly over time, resulting in an increased demand for community facilities. An appropriate hierarchy of community facilities should be established to ensure that all demographic groups are accommodated.

Economic Implications

66. The proposed Forrestfield Airport Link represents a significant economic infrastructure project, which fundamentally changes the strategic importance of the Subject Area. The improved transport connectivity will ultimately stimulate business investment, jobs growth, demand for housing and associated infrastructure and utilities.

Environmental Implications

67. Various environmental studies have been undertaken over the Subject Area. These have assessed environmental opportunities and constraints associated

with proposed land uses to support the MRS amendment process for the area formerly known as Stage 3 which have been referred to the Environmental Protection Authority (EPA) under sec48A of the *Environmental Protection Act 1986*.

68. The Subject Area contains the Poison Gully Creek Bush Forever site (No.123), pockets of remnant native vegetation of predominantly open Jarrah, Marri with Wandoo and Banksia and one threatened Species. A flora and vegetation survey undertaken by the Shire identified the majority of environmental values in the Subject Area as being completely degraded. Some pockets of remnant vegetation were classified as being very good to degraded.
69. Three vertebrate fauna species of conservation significance have been recorded in the area including:
- Forrest Red-Tailed Black Cockatoo;
 - Carnaby's Black Cockatoo; and
 - Quenda.
70. The *Environment Protection and Conservation Act 1999* (EPBC Act) listed flora species- the Wavy-leaved Smokebush is widespread throughout the Subject Area. The Subject Area also contains a Threatened Ecological Community, which is protected under the *Environmental Protection Act 1986*.
71. Further flora and environmental reviews are scheduled to be conducted in 15/16 financial year, in order to inform and support local structure plans. The need to retain and enhance environmental values through the planning process has been acknowledged in the DSP document.

RISK MANAGEMENT CONSIDERATIONS

72.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Council may recommend that the District Structure Plan be refused.	Unlikely	Major	Medium	Make sure Council is aware of the reasons for the District Structure Plan and its implications in the long term.
Noise related issues from Perth Airport, freight and logistics impact on future residents	Unlikely	Major	Medium	Address noise issues at the local structure planning stage through further assessment, design guidelines and building standards

OFFICER COMMENT

73. The District Structure Plan for Forrestfield North area provides a high level planning document addressing and responding to the major State Government project that will bring the train connection from the Perth CBD, through the Airport into the Shire of Kalamunda in 2020. Therefore it is vital that the first step in identifying an appropriate land use response that will complement and enhance the new train station, is produced. The District Structure Plan sets out the framework on which further detailed local structure planning work will be based.
74. It is important to note that the purpose of the Forrestfield North DSP is to provide a strategic framework to guide the development of the identified precincts within the area through subsequent local structure planning processes and to support the planning, assessment, coordination and implementation of longer-term development within the area.
75. Once the District Structure Plan is endorsed, three new Local Structure Plans will be prepared; one for each precinct as outlined in the DSP document. The fourth precinct (Industrial development area), already has an existing Local Structure Plan over it; however, this plan will also be reviewed, subject to the potential infrastructure and traffic impact of the three new precincts.
76. Following on the public consultation, further discussions have been had with major stakeholders in order to ascertain the most appropriate course of action in addressing the issues raised through the consultation.
77. In terms of dealing with the airport noise the DSP has been designed to reflect and comply with the objectives and requirements of *State Planning Policy 5.1: Land Use Planning in the Vicinity of Perth Airport*. At the DSP stage, the State policy is the only guidance on airport noise. At later planning stages, however, noise and vibration studies will be conducted to determine development and building requirements.
78. Protection of local environmental values will be guided by the environmental management and biodiversity strategies in order to address planning and other mechanisms that are intended to ensure adequate protection. Strategies are to include a local reserve system that establishes strong and viable environmental linkages between Bush Forever and other areas of high conservation value that retain and rehabilitate ecological linkages.
79. Strategies are required to specifically address the protection and/or enhancement of the following environmental assets:
1. Populations of Wavy-leafed smokebush (*Conospermum undulatum*) and *Banksia attenuate*
 2. Areas of *Eucalyptus calophylla*- *Kingia australis* woodlands.
 3. The integrity and buffers required to support the environmental values of Bush Forever Site 45- Poison Gully Bushland, incorporating the recommendations as contained in the Poison Gully Creek Foreshore Assessment.
 4. The most significant roosting, foraging and potential breeding habitat for Carnaby's and Forest Red-tailed Black Cockatoos.
 5. Habitat for the Quenda/Southern Brown Bandicoot.

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80. In order to address the impact of the proximity of the future development to the freight rail line and the rail yards, as well as some major roads, local structure plans will be supported by:
1. An acoustic assessment prepared in accordance with the requirements of the WAPC's State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning and the associated Implementation Guidelines for State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning. The acoustic assessment is to specifically consider the preferred land use distribution within the precinct, noise mitigation measures and detailed design responses for future subdivision and development associated with protecting potentially sensitive uses from:
 - (a) Noise associated with the new Forrestfield Airport Rail Link and station.
 - (b) Noise associated with major road infrastructure in the area including but not limited to Roe Highway, Berkshire Road and Dundas Road.
 - (c) Noise associated with the on-going operation of the Forrestfield Freight Yard and Mainline Freight Rail.
 - (d) Noise associated with the operations of Perth Airport.
 2. An appropriate best practice vibration assessment that specifically considers the preferred land use distribution within the precinct and detailed design responses for future subdivision and development associated with protecting potentially sensitive uses from vibration associated with the on-going operation of the Forrestfield Freight Yard and Mainline Freight Rail.
81. The concerns from commercial landowners regarding the realignment and closure of Dundas Road have been noted. Although the ultimate configuration of Dundas Road is shown as the leftover access to the train station southern parking area, the State Government has made a commitment to keep the realigned Dundas Road open as long as the local businesses still have a need of access.
82. Whilst the Traffic Impact Assessment has been prepared in order to inform the preparation of the Forrestfield North DSP in accordance with the WAPC Transport Impact Assessment Guidelines – Part 2 (Structure Plans), more detailed traffic and transport assessments will be required at the local planning stage. The details of future road capacities, configuration and predicted reclassifications will be supported by the detailed zoning and yield information. Once the local structure planning stage begins, will the level of information necessary for a definite traffic and transport assessment be available.
83. It is understandable that the landowners whose land is or will be impacted by land acquisition for the purpose of car parking requirements have expressed their objection and their anxiety about the timeframes, process and negative impacts on the ability to use, develop and/or sell their land. It is important

that the State Government give certainty to those landowners moving forward.

84. The local structure plan for the Forrestfield North Activity Centre Precinct is to be supported by a retail needs assessment to determine the size, composition and staging of the activity centre development. The retail needs assessment is to be prepared in accordance with the requirements of the WAPC's State Planning Policy 4.2 – Activity Centres for Perth and Peel and any associated guidelines.
85. As stated in the body of this report, the majority of concerns raised by government departments, ratepayers, groups and other stakeholders have been addressed broadly through the District Structure Plan and associated high level studies. The next level of structure planning work and studies will provide more detailed responses to the issues that DSP identifies in this area. It is considered that the DSP correctly identifies opportunities, constraints and context of the subject area and sets out the framework for the implementation of the next level of investigative and planning work. Refer Attachment 2 for the final Forrestfield District Structure Plan document.

Voting Requirements: Simple Majority

RECOMMENDATION

That Council:

1. Adopts the Forrestfield North District Structure Plan and forwards the Plan to the Western Australian Planning Commission along with a summary of all submissions and comments received by the Shire of Kalamunda and the recommendations relating to these.
2. Requests the State Government review and justify the parking requirements at the Forrestfield Station.
3. Requests the State Government provide certainty to landowners on the timing and commitment for the acquisition of the land identified under the Forrestfield North District Structure Plan required for Public Infrastructure.

Moved:

Seconded:

Vote:

Attachment 1

Forrestfield North District Structure Plan

Submission Table

	Details	Comment
1.	Perth Airport PO Box 6 Cloverdale WA 6985	<ul style="list-style-type: none"> • Does not support residential development within the areas of projected aircraft noise exceeding 50 events over 65 decibels per day (under the NASF Guidelines), unless it can be demonstrated that adequate consideration of built form, design and materials has been undertaken • Under the N65 for Perth Airport, approximately 50 per cent of the land area is affected by the aircraft noise exposure • Further investigation with respect to location, orientation and density should be undertaken at local structure plan stage • Placement of other sensitive land uses, such as child care centres, school and community buildings should be carefully considered with respect to aircraft noise and proximity to the new runway • It is recommended that the Shire uses the N65 in determining the placement of residential development
2.	Water Corporation PO Box 100 Leederville WA 6902	<ul style="list-style-type: none"> • Water Corporation has adopted long term water, wastewater and drainage planning for servicing of this area • The implementation of WC planning for the provision of the infrastructure to service this area is dependent on the timing of the development in the area • Developers will be required to provide water and sewerage reticulation mains and to pay water, sewage and headworks contributions as well as potentially fund new works and upgraded to the current system.
3.	Public Transport Authority PO Box 8125 Perth Business Centre WA 6849	<ul style="list-style-type: none"> • An appropriate buffer from the freight yard should be maintained • Development within the station precinct should be undertaken in close consultation with the PTA to ensure that the impacts are closely managed • It is not PTA's responsibility to ensure noise mitigation for any future development • The staging of the car parking provisions should be offset by the high quality TOD development, undertaken in close consult with the PTA • Forrestfield Station is incorrectly referred to as Forrestfield North Station • Transperth services have a number of concerns in relation to the provision of bus services

4.	Office of Environmental Protection Authority	<ul style="list-style-type: none"> • DSP needs to demonstrate significantly more avoidance of environmental values than the plan currently shows • Of particular concern is that DSP does not protect some key areas of environmental value such as areas containing Wavy-leaved smokebush and Bush Forever Site 45- Poison Gully Bushland • It is necessary to demonstrate the avoidance of most significant roosting, foraging and potential breeding habitat for Carnaby and Forest Red –tailed Black Cockatoo and Quenda/Southern Brown Bandicoot • The Shire should develop appropriate planning mechanisms for inclusion in Local Planning Scheme to ensure the retention and protection of key environmental values within DSP area.
5.	Main Roads WA PO Box 6202 East Perth WA 6892	<ul style="list-style-type: none"> • Roe Highway/Berkshire Road interchange that is currently under construction did not factor in the proposed land use changes • Roe Highway/Maida Vale Road interchange is built in its ultimate configuration • Possible overpass of Sultana Road over the Roe Highway to be used as a residential distributor if the eastern side is developed would have to be financed through developer contributions • Ashby Close access to Berkshire Road will have to be left in/left out only • The development will have to comply with WAPC SPP 5.4 "Road and rail transport noise and freight considerations in land use planning"
6.	Department of Water 7 Ellam Street Victoria Park WA 6100	<ul style="list-style-type: none"> • DoW will provide comments only once the District Water Management Strategy has been assessed
7.	Department of Planning Locked Bag 2506 Perth WA	<ul style="list-style-type: none"> • Reference should be made to the draft Northe-East Dub-regional Framework including a site opportunities/constraints plan and a consolidated local/regional context plan. • District centres should be supported by a retail needs assessment, this should be included. • Should include some discussion about the landfill site and possible pollutants. DSP should also include additional content about noise/amenity/land use implications from aircraft and rail activity. • Bush forever site 45 should not be identified as residential. Any improvements or public access to bush forever sites need to be discussed with WAPC. • Land uses and broad land use zones should be defined. Precinct character statements in s6 should form a preamble to s5.

		<ul style="list-style-type: none">• Forecast housing/employment/land use yields and demographics should be included.• Warehousing/showrooms is not normally considered transit oriented development. Consideration should be given to Mixed Business or Mixed Use zone along the western side of Milner Road.• Reference the need for built form guidelines.• DSP should identify location of primary school.• DSP should note that local open space will need to be provided at the LSP stage by land or cash.• Intensification of land use will need access to reticulated sewerage.• Movement network on the DSP needs to be consistent with the Transport Impact Assessment. Which streets will form the main street function? Which streets will be used to distribute freight and general traffic? Consideration should be given to an additional north-south connection. Cycling and pedestrian connections should rectify any network gaps.• The short and long term statements relating to development in Stage 1 appear to conflict. The first 10-20 year horizon dot point should be removed to outline that higher and better uses may include office/commercial but not residential.• The governance and planning implementation table should include requirements for region scheme amendments, local scheme amendments for development areas and developer contributions, built form guidelines, and land assembly.• It is recommended that the Shire includes a statutory Part 1 section outlining any statutory requirements to be undertaken at a later stage. <p>Traffic Impact Assessment</p> <ul style="list-style-type: none">• To what extent ROM has been interrogated or manipulated should be outlined in the methodology sections.• Being a TOD precinct, it is necessary to take a measured approach to major movement network intervention so as not to induce further demand.• At the DSP or LSP stage, matters to be considered should include ultimate configuration for intersections, heavy vehicle movement projects, detailed design on service roads, proposal to construct roundabouts.• Roundabouts and traffic signals need to be used in appropriate locations to separate industrial and mixed use precincts and to improve safety for pedestrians.• Section 2.8.1 refers to PTA parking being free of charge, this should be removed.
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		<p>District Water Management Plan</p> <ul style="list-style-type: none"> • The DWMS assumes treatment and overflow of excess drainage into Bush Forever site 45. Generally this is not permitted – further information is required before the Department of Planning can advise of the suitability of this approach.
8.	<p>Blanalko (SCT) Pty Ltd PO Box 373 Laverton Vic 3028</p>	<ul style="list-style-type: none"> • Objection • Any land should be Light Industrial, due to the proximity to Forrestfield freight Yard and it being complimentary to the support of freight and rail activities • Introduction of residential land use will result in land use conflicts to the detriment of both residential amenity and industrial land uses • SCT operates heavy freight rail movements 24/7 with continuous rail shunting • No land use sensitive to noise, vibration and other impacts of intensive 24/7 heavy rail operations should not be permitted within 400 metres of the Forrestfield freight Yard, with the preference of 500m or even 1 km. • Alternatively, noise covenants should apply to residential development as well as the erecting of a suitable noise/visual wall facing the main rail corridor that will also address security risks • Vibration/noise investigation should include assessment of grain and iron ore trains when shunted • A pedestrian linkage to accommodate the workforce in Access Park would be beneficial
9.	<p>Freight and Logistics Council of WA Marine House 1 Essex Street Fremantle WA 6160</p>	<ul style="list-style-type: none"> • Objection • The current mix of industrial, mixed use and low density rural residential land uses is compatible with the continued and growing operations of adjoining freight rail lines and Forrestfield freight Yard • The introduction of sensitive land uses under the DSP will result in the land use conflicts to the detriment of both residential amenity and freight efficiency • Forrestfield Freight Yard is the largest rail-based transport hub in the State with over 600 train movements every week, which is expected to almost double by 2031, the facility is essential for the economy of both the State and the nation • Noise, vibration, light-spill and other negative impacts on the surrounding area are inevitable • The Shire and the DoP should defer any decision on DSP until the acoustic and vibration assessment is complete and reviewed by the key stakeholders • It is imperative that the acoustic assessment has regard for the forecast growth in freight rail movements and associated activities

		<ul style="list-style-type: none"> • Greater emphasis needs to be given to the role, operations, value and location of the freight rail lines and Yard within the DSP document • Land use compatibility, mitigation measures and responsibilities need to be addressed at the earliest stage of the planning process
10.	Brookfield Rail GPO Box S1411 Perth WA 6845	<ul style="list-style-type: none"> • Objection • Serious concerns about the proposed introduction of incompatible uses alongside Freight Yard in Forrestfield • The lack of noise monitoring prior to the development of DSP is of concern • The DSP text has insufficient detail about the Forrestfield Freight Yard and the main line • The requirements of the SPP 5.4 are not always enforced by local authorities and state regulatory bodies leaving transport operators to deal with conflicts created by new land developments • Noise and vibration should have been assessed prior to the completion of the DSP • The mixed use boundary is adjacent to the proposed passenger station which puts it in a close proximity of Freight Rail Yard and the main train line • Noise mitigation measures should be considered at DSP level, not at LSP level
11.	Aurizon GPO Box 456 Brisbane Queensland 4001	<ul style="list-style-type: none"> • Objection • Proposed land use and development framework through DSP will result in detrimental impacts on Aurizon's existing and future rail and intermodal operations due to future residential encroachment • Forrestfield North DSP reflects non-compliance with SPP 4.1- State Industrial Buffer Policy and SPP 5.4- Road and Rail Transport Noise and Freight Considerations in Land Use Planning • Further investigations are required, specifically noise and vibration impacts, prior to the adoption of the DSP. It is recommended that a comprehensive Reverse Sensitivity Analysis is commissioned to consider potential impacts from current and future operations of Aurizon • Framework for future planning in the DSP area should not compromise the current and future freight and rail maintenance operations Aurizon carries out at its Forrestfield site • Not support development for sensitive uses within 800m from Aurizon facility
12.	CBH Group GPO Box L886 Perth WA 6842	<ul style="list-style-type: none"> • Although no objection to the DSP, CBH has a long held view that appropriate buffer should exist between industrial land uses, rail and road transport and residential developments to minimise adverse impacts, cumulative effects and non-compatible land uses

		<ul style="list-style-type: none"> • Make sure that the business operation at Forrestfield site, current and future, is not impacted by residential area being situated in close proximity
13.	Fremantle Ports PO Box 95 Fremantle WA 6959	<ul style="list-style-type: none"> • Mixed use zone is located less than 100m from the freight railway line and high density residential less than 200m which has the potential for land use conflict • If the Shire supports the DSP, it is requested that it be subject to the requirements of SPP 5.4 Road and Rail Transport Noise and freight Considerations in Land Use Planning. Built form requirements for quiet house design and notifications of the proximity to freight rail on certificates of title are considered imperative •
14.	T Netherway 25 Stewart Road High Wycombe WA 6057	<ul style="list-style-type: none"> • Noise emanating from the RAC driving school/racing car practice location on Grogan Road- creates more noise than the airport and marshalling yards- earth bunt proposed 10-15 years ago was never installed • Upgrade of Maida Vale Road, Dundas Road and Milner Road to 4 lanes will cause huge traffic and noise problems for surrounding residents • A small portion of high density housing is shown within 500m radius from the train station- that is contrary to PTA requirements
15.	Perron Group PO Box 6028 East Perth WA 6892	<ul style="list-style-type: none"> • Objection to the designation of the District Centre within the DSP • The district centre designation is not identified in the hierarchy of activity centres identified in <i>State Planning Policy 4.2: Activity Centres, in the Draft North east Sub-regional Planning Framework</i> or any local strategic planning document • A comprehensive retail sustainability assessment does not form a part of the document and therefore, the impacts on the Belmont secondary Centre and Forrestfield and Kalamunda District centres cannot be known
16.	Hawaiian Ground Floor 235 St Georges Terrace Perth WA 6000	<ul style="list-style-type: none"> • Objection to the DSP based on the designation of the District centre within the DSP • The proposed district centre sits outside of the Activity Centres hierarchy identified in spp 4.2 • It does not appear in any other strategic planning document at state or local level • A comprehensive retail sustainability assessment does not form a part of the document and therefore, the impacts on the Belmont secondary Centre and Forrestfield and Kalamunda District centres cannot be known

17.	Community Sustainability Advisory Committee	<ul style="list-style-type: none">• Designation of site for integrated aged care• Orientation for solar passive design and wind flow considerations, reduction of building footprint by clustering• Minimising the infrastructure and energy use costs will increase affordability of the development• Landscaping and tree shading for public land and car parking and multilevel car parking will reduce the heat island effect• Location of new parklands?• There are environmentally sensitive sites within the future development area- detailed mapping will be required• Wildlife corridors and linkages should make reference to Kalamunda Wildlife Corridor Strategy, Kalamunda Local Biodiversity Strategy and the District Conservation Strategy• Surveys shouldn't miss significant times such as flowering time• How will the claim stated in the document, that the urbanisation of the site will not have significant impact on the environmental values be ensured?• Habitat fragmentation is a major concern- solutions might include under road tunnels or overhead wires for fauna crossing the roads• Previous flora surveys did not include investigations over different seasons. Additionally, the survey should not be limited to rare and threatened species but also other vegetation that must be considered in the context of future open space and wildlife and walking corridors.• Reference to Poison Gully Creek as part of the drainage network – this development should not impose further capacity on the creek other than what would naturally occur as it is already experiencing erosion issues and the Shire should take responsibility for that• Air traffic noise pollution has not been mentioned• A series of both shallow and deep rooted trees and shrubs could be planted in the areas that might have contamination issues and leaves could be routinely sampled for monitoring• Add cycle/walk path from NE of Brand Road to cycle path on Roe Highway• Walking and cycle paths should be pervious• Wherever possible street trees should be provided along verges and divided carriageways and the undivided carriageways should be minimised as they may cause a heat island effect• Provision of covered secure bicycle/scooter/motorcycle parking for free or very low cost will minimise the need for parking• Given the expected rise in gas prices, consideration should be given to using only electricity
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18.	Nature Reserves Preservation Group Inc Po Box 656 Kalamunda WA 6926	<ul style="list-style-type: none">• DSP vision must take note and implement the recommendations of Kalamunda Wildlife Corridor Strategy, Kalamunda Local Biodiversity Strategy, District Conservation Strategy and Local Planning Strategy• Location of significant new parklands needs to be established now, enhancing and linking existing wildlife corridors, green links, Bushforever sites and creek line corridors• The scale of this structure plan presents an opportunity to integrate past environmental initiative and strategies into a significant, environmentally sensitive development• A complete list of environmental agencies consulted in the process of preparation of DSP should be provided• Increase where possible a buffer to the south of the Poison Gully Creek• Significant upgrading of roads should ensure minimum destruction of remnant vegetation- areas considered for preservation should be clearly shown on the plan• Maps should also support the intent of the plan to retain and protect environmentally sensitive areas and their future uses• In areas including surface/groundwater/drainage and general water management, input and close liaison with Perth Airport environmental staff should be mandatory• Figure 6- Aboriginal heritage plan is confusing- site 25023 extends to a point almost 2 km south of Poison Gully and site 3667 is even more confusing- either a clarification of the relevance of the names or the addition map of creek lines, wildlife corridors and greenways is needed• The establishment of the new rail link has a capacity to present a unique incentive for the Shire to capitalise on its natural assets• How will significant impact on the environmental values be avoided?• Has there been an investigation in the possibilities of the aquifer recharge?• Poison Gully as a part of drainage network is an unfortunate fact that should be closely monitored and care taken to avoid increasing the peak runoff• How does the assessment of vegetation type and condition relate to Kalamunda Biodiversity Strategy? Details of the surveys conducted should be made available• The need to protect both Bush forever sites should be high priority. Just listing them as bush forever sites offers little or no protection under present legislation.• The importance of the ecological linkages cannot be overstated. They should be clearly designated on map attachments
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		<ul style="list-style-type: none"> • Given the wealth of listings of threatened flora the shortcomings of the survey should be acknowledged. The protection of understorey is vital in maintaining biodiversity. All know areas of threatened flora should be protected • Existing trees and vegetation should be retained wherever possible to reduce heat island effect and preserve at least some of the character of the area • Orientation and layout of the roads for passive solar heating and cooling and building orientation and detailing • Harvesting roof runoff, gutter collection to prevent waste through storm drains • Setting aside land specifically for aged care facilities with the provision of such land a condition of development should be given high priority • Provisions should be made, at every opportunity, for planting of trees • This plan can present an opportunity for the Shire of Kalamunda to demonstrate forward thinking and innovation to ensure that the development does not come at the expense of the natural environment
19.	LC Spark 59 Brae Road High Wycombe WA 6057	<ul style="list-style-type: none"> • Objection • The residents all live here for lifestyle reasons • Since 1982, the submitter, her 5 children and 9 grandchildren, all enjoyed the space, the nature environment, with birdsong, bandicoots and beauty of flowering shrubs and trees • They invested so much of themselves in caring for homes and land so that future generations can continue to protect and enjoy it • Kalamunda Shire did very little in the area over past 30 years- no footpaths, no maintenance of bridle paths and verges • Is \$1 million for 2, 5 Acres really a lifetime opportunity? That wouldn't go far in trying to replace what they already have. • It will be difficult to stay with all the building sites, road works and general upheaval. • The nature should be preserved, not destroyed, the wildlife corridors between Brae and Brand Road should not be tempered with • None of the neighbours want to sell- they want to continue on as they are • Use the land you need for the station but leave the rest

20.	L Mallon Lmallon89@gmail.com	<ul style="list-style-type: none"> • Please ensure that the area bound by Brae and Brand Roads is not simply cleared and that the medium density houses are actually built around the trees- the area is full of old Jarrah and Marri, including many important habitat trees
21.	JA Peters 21 Milner Road High Wycombe WA 6057	<ul style="list-style-type: none"> • Objection • Strongly object to the proposal due to the length of residence here (around 30 years) • Concern for the wildlife as their habitat and the environment will be damaged because of the rezoning to high density housing • Due to proximity to Poison Creek, the submitter's property attracts a varied wildlife population • Official environment study should be undertaken with the view to the future sustainability of the local wildlife in the area
22.	C Willis 42 Brand Road High Wycombe WA 6057	<ul style="list-style-type: none"> • Objection • Lived for 29 years in the area proposed for medium density under DSP • Property surrounded by a residue of natural bushland • This is the area of many rare and endangered species of flora and fauna- conospermum undulatum, bandicoots, rainbow bee eaters, wedgtail eagles, racehorse goannas, black cockatoos and a host of other species including snakes, egrets and lizards • In 2020 high density retail and housing will already be in this area, in the shape of Forrestfield Railway precinct. This makes it imperative that surrounding areas are retained for their unique conservation value as well as an attractive complement to the high density focus • After investing and nurturing the natural life in this area, the submitter is not prepared to move, sub-divide or relinquish the lifestyle • Strong objection to any development which encroaches upon the remaining natural habitat or compromises the semi-rural residential lifestyle
23.	N Dickinson 12 Longfellow Road Gooseberry Hill WA 6076	<ul style="list-style-type: none"> • Council should refuse to adopt the proposed DSP until an appropriate plan for the whole Airport/Marshalling Yards/Abernethy Road/ Roe Highway is included • The DSP is premature without revisions to the contiguous industrial developments to the South • The plan is half-baked, contravening many of the Department of Planning/WAPC's own guidelines • This is a politically driven paper exercise requested by Liberal Government to hoodwink people in believing that the train station might be built • Calling the plan Forrestfield North instead of High Wycombe is misleading, pondering to State Government at the expense of honest consultation

24.	T Wright mudatheresa@hotmail.com	<ul style="list-style-type: none"> • Full support to the DSP for Forrestfield North • As someone who wants to buy an apartment near the future train station, suggestion is for a higher density target
25.	T Turner 333 Hawtin Road Forrestfield WA 6058	<ul style="list-style-type: none"> • Like to see the whole area a traffic light free zone by using roundabouts • Small shuttle buses outside of commuter times to service the train station • Plenty of seating around the areas where shops/cafes are going to be located • New suburb name- FORREST GATE or FORRESTGATE in keeping with memory of John Forrest and suggesting that this IS a new gateway to the east of Perth
26.	T & K Whisson 44 Brae Road High Wycombe WA 6057	<ul style="list-style-type: none"> • No objection
27.	S Mueller smarchitect@ozemail.com.au	<ul style="list-style-type: none"> • Once in a lifetime opportunity to incorporate sustainable environmentally responsive planning- create a continuous interconnected green belt to the north (water course), east (hwy), and south (buffer), with the town centre more central. Density in all housing is essential
28.	S Mills 47 Bruce Road Wattle Grove WA 6107	<ul style="list-style-type: none"> • Is there avenue for more sports fields in this area? • Involved with the Kalamunda Bulldogs Rugby League Club that is no longer able to use Pioneer Park • Hockey club in Hartfield Park is also looking for a new venue
29.	S Ducasse jnd@alphalink.com.au	<ul style="list-style-type: none"> • Kalamunda Hills should be promoted like the Dandenong Ranges as an afternoon tea and country drive with b&b facility for people to enjoy – a little town on the hilltop like Sassafras with all the wonderful tea and coffee facilities
30.	PM Ryan 129 Sultana Road West High Wycombe WA 6057	<ul style="list-style-type: none"> • At the public information evening in High Wycombe on 26/3/15 it was stated that State Government through WAPC will approve the rezoning as presented even if Airport Link did not proceed- that gives the P2 and P3 areas finally a clear direction, zoning and a timeline • This is a relief for property owners who can begin to develop their individual plans with certainty • The zoning makes sense as it can be developed with or without train station • 3 separate submissions • Strongly support the DSP

31.	P Royle Phroyle@hotmail.com	<ul style="list-style-type: none">• Are there any plans for higher density residential on the north side of Maida Vale Road within the 800 m walkable catchment?
32.	PM Ryan Michaelryan100@hotmail.com	<ul style="list-style-type: none">• The submitters land might be P2 or P3- his preference would be Urban• Might require a wall or such to separate from industrial land across the road
33.	P Fromont 22 Brand Road High Wycombe WA 6057	<ul style="list-style-type: none">• No objection
34.	L & L Gelmi 24 Brae Road High Wycombe WA 6057	<ul style="list-style-type: none">• Will all the properties in the area be valued the same or will it depend on where they are situated in the area?• We would like to be informed when the properties will be rezoned• Wycombe heights is a nicer name than Forrestfield North
35.	L & K Harper 79 Brae Road High Wycombe WA 6057	<ul style="list-style-type: none">• No objection
36.	K Hort 51 Milner Road High Wycombe WA 6057	<ul style="list-style-type: none">• No objection
37.	KJ Haynes 23 Brand Road High Wycombe WA 6057	<ul style="list-style-type: none">• No objection• Wants to join the reference group
38.	KH Wegener Karl1@inet.net.au	<ul style="list-style-type: none">• The area between Roe Highway/Harold Road/Hawtin Road/Sultana Road East should be included in the plan for residential development
39.	M & K Peel 70 Brae Road High Wycombe WA 6057	<ul style="list-style-type: none">• No objection

40.	L Downs 32 Littlefield Road High Wycombe WA 6057	<ul style="list-style-type: none"> • No objection
41.	D Ramsay 38 Brae Road High Wycombe WA 6057	<ul style="list-style-type: none"> • No objection
42.	B Khouri 10 Brae Road High Wycombe WA 6057	<ul style="list-style-type: none"> • No objection
43.	K McDonald 10 Brae Road High Wycombe WA 6057	<ul style="list-style-type: none"> • No objection
44.	Y Porter 86 Brae Road High Wycombe WA 6057	<ul style="list-style-type: none"> • Owner of Bush forever site as stated in the proposed DSP • Does not want the land to be deemed less value per hectare than land without the designation if the proposed DSP goes ahead • Never requested the land to be made Bush forever so it would be unfair to be penalised on that basis
45.	LM Gates & TK Cicholas 15 Raven Street High Wycombe WA 6057	<ul style="list-style-type: none"> • Agree with the proposal in principle but disagree with the Bush forever overlay over the property which will restrict future development on the property • Site ideal for development given the proximity to the proposed train station • Can the Bush forever boundary be amended, for example, boundary moved closer to the creek? • Considering the land use of the area has completely changed since the property was designated Bush forever, could the designation be re-considered?
46.	Rowley Legal 1 Munro Street East Fremantle WA 6158	<ul style="list-style-type: none"> • Submission relating to lots 760-771 and 776 (lot 9000) -783 Milner Road, High Wycombe- total of 7.9 ha (the Bacchion land)

		<ul style="list-style-type: none">• The western portion of the landholding, currently a nursery, is identified as the long term station parking• The portion fronting Milner Road is identified as Showroom/Warehousing• Dundas Road is proposed to be re-routed to the west of the proposed station and Milner Road will be widened, with a significant majority of the widening on the Bacchion land• Current industrial zoning was a product of significant amount of capital investment, time and effort over the period of some twenty years, identified as industrial under KHIM in 2006• The Bacchion family spent over \$3 million to date and is servicing loans in expectations that the investment will be justified in the future• There was a justified expectation that the process has brought them planning certainty to finally commence the transition from Rural/horticulture uses to industrial and start reaping the benefits of the investment• This proposal will stultify the land value potential for the next 10-20 years• The unprecedented proposal for changing car parking solution has a potential to cause hardship and financial distress to a number of landowners• The DSP is lacking on planning for the bus feeder services and pedestrian and cyclist facilities• The station planning is not in tune with current transit planning, TOD principles and sustainability consideration• The evolving parking facilities is a novel concept requiring some justification, otherwise it presents a denial of natural justice to the landowners affected by the proposal• Provision of multi-level parking would be more equitable solution and will have a much smaller footprint, could be integrated with other development to improve personal safety and convenience• The role of private sector to deliver the optimum solution for Park'n'ride facilities should be explored• State Government behaves as a speculative land developer, since the purchase of land for short term parking will enable them to market and sell that land for its ultimate zoned purpose, at the time of their choosing• If consideration was given to the Maida Vale/Dundas Roads intersection for the train station, the impact on the landowners would have been minimised• In the 5-10 years before the Bacchion land is acquired for long term carpark, the face the deterioration situation
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		<ul style="list-style-type: none"> • The balance of their land (fronting Milner Road) is also affected by the new zoning proposal as well as Dundas Road closure- this land should continue as industrial • There would appear to be no reason why the Milner Road road widening couldn't come from the land on the eastern side of the road • Re-alignment of Dundas Road will considerably affect the traffic and customer exposure to the land while it continues to be used in line with its current zoning
47.	Rowley Legal 1 Munro Street East Fremantle WA 6158	<ul style="list-style-type: none"> • Submission related to lots 728-741 and 757 Dundas Road, Imperial Street and Sultana Road west (Reynolds Family land) • The land is proposed for short term car parking • The proposal to significantly affect a wide swathe of landholdings inside precinct 1 by a plan for short, medium and long term parking is apparently neither supported by rational study and modelling nor reasonable in its far reaching effects on private proprietary rights • The proposal defeats long held legitimate planning expectations developed by substantial effort and investment of owners that the land would enjoy industrial use on long term basis • It is the owner's preference that land should remain industrial and should not suffer short and medium term stultification and possible acquisition for reasons that are not supported • The proposal to realign Dundas Road and ultimately close it will have detrimental effect on the present industrial uses and should not occur
48.	Rowley Legal 1 Munro Street East Fremantle WA 6158	<ul style="list-style-type: none"> • Submission relating to Lot 742 Imperial Street (the Turner land) • The land is proposed for long term station parking • Unlikely that the family would be able to purchase replacement industrial land in this locality with the road train access that their current land enjoys • The business, built over a number of years, is very successful and the land in question forms the central distribution depot and is the key property for the entire business • Rent a Fence is the largest business of this type in WA-any acquisition is unlikely to match the value of the business • The owner's preference is for land to remain industrial that will prevent the land suffering short and medium term stultification and in the long term possible acquisition • The DSP will defeat the long held legitimate planning expectations, developed by substantial effort and investment, of owners of the land in question

		<ul style="list-style-type: none"> • The proposal to realign and ultimately close Dundas Road will also have a significantly detrimental effect on the present industrial uses in the area.
49.	Jackson McDonald GPO Box M971 Perth WA 6843	<ul style="list-style-type: none"> • objection on behalf of the owners of Lot 12 Ibis Place • the DSP proposes to reserve a large portion of the land for Parks and Recreation/Conservation • the proposal will have a significant detrimental impact on the owner's ability to develop the land following the expiry of Vegetation Conservation Notice (VCN) • VCN is due to expire in 2018, is not a permanent fixture and should not be the basis for a decision in relation to the proposed reserve • It is not clear from the DSP that the reason for the proposed reservation over this land is the protection of the TEC, and, there is no evidence of TEC presently on site • The land in question is the only parcel of land to be reserved under the DSP that is not already identified as Bush forever • What is more, the DSP provide no guidance or information as to the mechanism to be utilised in order to acquire the area for the proposed reserve • If not for the DSP, following the expiry of the VCN in February 2018, the owner would be able to develop their land in accordance with the zoning, which was their intention since purchasing the land • the location and extent of the proposed road network is unreasonable and detrimental to this land and should be reviewed
50.	Lesmurdie and Districts Community Association Inc. C/- 2 Orangedale Road Lesmurdie WA 6076	<ul style="list-style-type: none"> • Strongly support the inclusion of integrated aged care with a focus on increasing residential aged care places. • The DSP is the best and earliest opportunity to address the shortage of aged care. • Shire of Kalamunda should explore all options for securing land for aged care facilities.
51.	Aged Care Today 35 Torwood Drive, Gooseberry Hill WA 6076	<ul style="list-style-type: none"> • Strongly support the inclusion of integrated aged care with a focus on increasing residential aged care places. • The DSP is the best and earliest opportunity to address the shortage of aged care. • Shire of Kalamunda should explore all options for securing land for aged care facilities.
52.	Peter Forrest 36 Panoramic Terrace Kalamunda 6076	<ul style="list-style-type: none"> • The District Structure Plan does not outline a creative urban design concept or relevant vision for the area. It is contextually descriptive but does not suggest practical ideas on how the new rail can be utilised to advance the economic development of the region. • Future density is vague and too low for a location with such potential. • Ground level parking for the station will wastefully consume a vast area of land.

		<ul style="list-style-type: none"> • A bold urban development vision utilising the rail could offset difficulties from having fragmented land ownership. • The plan is missing economic development elements including: <ul style="list-style-type: none"> ○ Business centres; ○ Business administration, civic services; ○ Community services, shopping, recreation; ○ Education; ○ Higher density residential; and ○ Tourism services. • No planning provision to attract and service tourism especially around eco-tourism for both local and international visitors. • The immediate vicinity of the station should include significant transit areas for taxis, mini-buses and rental vehicles. Cafes and restaurants should be designed to serve travellers with informative presentations. • The plan should incorporate a broader and flatter high density configuration due to to the proximity of the airport. • Industrial land uses need to be reinforced but relatively confined. • Residential development must have a positive community development focus to provide mixed-age facilities and create a sense of local neighbourhood identity. • Community services should be provided that include health care, convenience shopping, early childhood education and some provision for recreation activity. • Due to microclimate of High Wycombe area, tall shade trees will be invaluable in future. The Shire should develop a tree preservation policy to address this. • How the Bush Forever area will be retained should be expanded in the text. • Community reference group should be involved in the development of future planning.
53.	SW & JC Kinley 15 Ridge Hill Road Maida Vale WA 6057	<ul style="list-style-type: none"> • Support for proposed zoning • Objection to the land at 2 Sultana Road West being shown as short term car parking • As the land has been identified for mixed use, to initially use it as short term parking, and then relocate to the ultimate locations in no way serves to benefit the landowners, nor is the duplication of fund allocation logical

54.	SW Brown 6 Everitt Place High Wycombe WA 6057	<ul style="list-style-type: none">• Objection• The owners run a road train haulage business from their address• The property is on the corner of Dundas and Maida Vale Roads and serves as a flow through depot, utilising first 100 m of Maida Vale Road to enter, exiting on Dundas Road• Road trains then use Abernethy Road to exit the metropolitan area• In all the meetings the owners have been advised that a bypass road will be provided by re-aligning Dundas Road in order not to obstruct access to the depot during construction and that the bypass road will remain open and will carry network 7• Clarification is needed of the statement in the DSP document, on page 34- the bypass road will be closed after the construction of the railway station• Will there be limitations on the business or selling of the property
55.	D Downing 107 Milner Road High Wycombe WA 6057	<ul style="list-style-type: none">• Objection• Objection to the planned downgrade and eventual closure of Dundas Road• It is a direct thoroughfare connecting Forrestfield, Berkshire Road and the industrial area to the South, with Abernethy Road, the airport, Redcliffe and Guildford. It runs alongside the freight rail and Bunbury gas main corridor, has no crossroads and only a few T-junctions• The closure would force all the traffic through the high density residential area and existing streets of High Wycombe• It should be re-aligned to the west of the station and constructed as permanent artery

Attachment 2

Final Forrestfield North - District Structure Plan

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

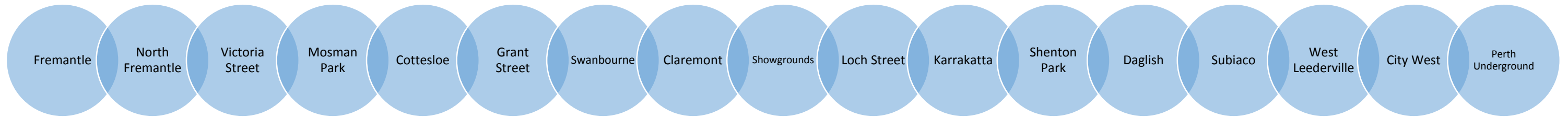
Attachment 3

Forrestfield North District Structure Plan

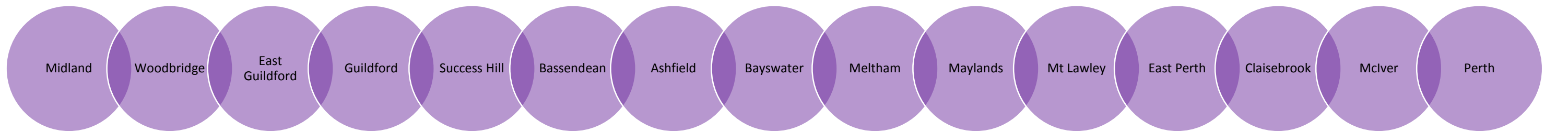
Changes from Advertised District Structure Plan

Modification	
56.	DSP has added Part 1. Part 1 contains the statutory requirements for any development or local structure plans prepared in the subject area. It also includes an implementation table, which identifies the remaining tasks to be completed and who will be responsible for them. Part 2 contains guidance and background information for reference only.
57.	The DSP now makes provision for further noise and vibration assessments to be conducted at the local structure planning stage.
58.	The DSP now makes provision for further studies that address the protection or enhancement of a number of environmental assets at the local structure planning stage.
59.	The reference to 'Service Industry' on the DSP map has been removed.
60.	Land on the west of Milner Road has been modified from Commercial zone to Light Industry zone to form a more consistent and justified outcome.
61.	Bush Forever land is now identified as Parks and Recreation reserve to be consistent with the objective for Bush Forever areas.
62.	An Opportunities and Constraints plan is included on page 15 to show the main reasoning behind a number of decisions as well as informing further planning stages.
63.	The technical appendices have been updated to be consistent with the updated DSP.

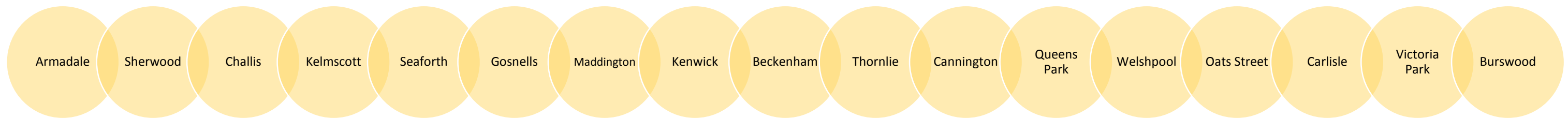
Attachment 4
 Forrestfield North District Structure Plan
Parking Bays at Train Stations in Western Australia



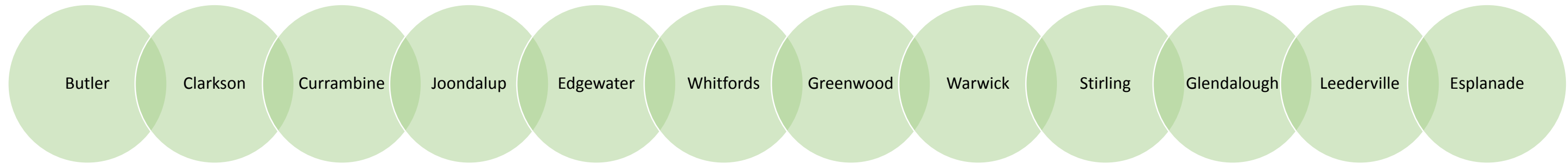
169	89	0	40	106	0	33	37	0	14	0	11	58	0	0	0	0
Total Bays* on Fremantle Line: 557																



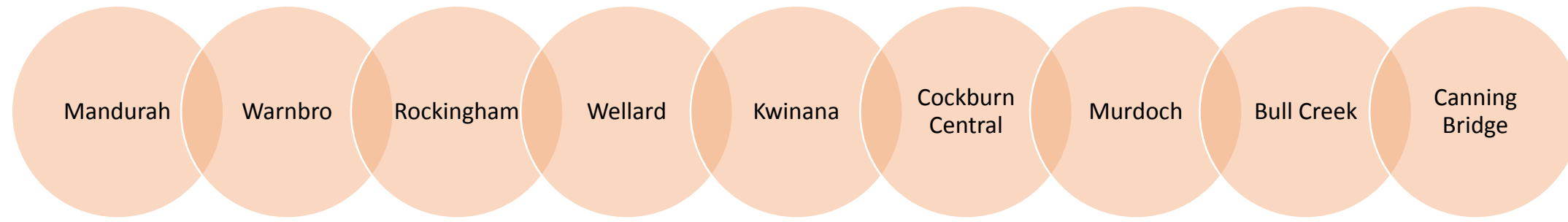
754	0	0	118	0	475	0	236	101	89	38	178	0	0	0
Total Bays* on Midland Line: 1989														



267	47	32	253	41	147	176	474	209	68	303	70	67	73	54	92	52
Total Bays* on Armadale Line: 2425																



925	1069	1030	13	909	882	933	1165	1112	226	0	0
Total Bays* on Joondalup Line: 8264											



0	1156	817	1980	310	646	1404	1186	0
Total Bays* on Mandurah Line: 7499								

*Bays. Parking Bays plus Short term bays

Source: <http://www.transperth.wa.gov.au/Using-Transperth/Station-Facilities/Stations-Maps>

Accessed 4 September 2015

9.0 MEETING CLOSED TO THE PUBLIC

10.0 CLOSURE