

Special Council Meeting

Minutes for Monday 3 December 2018

UNCONFIRMED



**city of
kalamunda**

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1. Official Opening

The Presiding Member opened the meeting at 6:36pm and welcomed Councillors, Staff, Press and Members of the Public Gallery.

2. Attendance, Apologies and Leave of Absence Previously Approved

2.1 Attendance

Councillors

South East Ward

John Giardina - (Mayor) (Presiding Member until and excluding Item 12.1.1)

Michael Fernie

Geoff Stallard

South West Ward

Lesley Boyd

Allan Morton

Brooke O'Donnell

North West Ward

David Almond

Sara Lohmeyer

Dylan O'Connor (Presiding Member from and including Item 12.1.1)

North Ward

Cameron Blair

Margaret Thomas

Members of Staff

Chief Executive Officer

Rhonda Hardy

Executive Team

Simon Di Rosso - General Counsel & Executive Advisor

Brett Jackson - Director Asset Services

Gary Ticehurst - Director Corporate Services

Peter Varelis - Director Development Services

Management Team

Nicole O'Neill - Manager Customer & Public Relations

Jamie Paterson - Manager Information Technology

Administration

Leisha Fair - Governance Officer

Kristy Lisle - Legal & Governance Assistant to General Counsel

Donna McPherson - Executive Research Officer to Chief Executive Officer

Mitchell Brooks - Strategic Planning Officer

Ashlin Gardner - Communications Advisor

Sarah Griffiths - Executive Research Officer to Director Development Services

Adam Parker - Service Desk Analyst

Members of the Public

Total attendance - 260

Members of the Press

One

2.2 Apologies
Nil

2.3 Leave of Absence Previously Approved
Nil

3. Disclosure of Interest

3.1 Disclosure of Financial and Proximity Interests

- a) Members must disclose the nature of their interest in matter to be discussed at the meeting. (Section 5.56 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. (Section 5.70 of the *Local Government Act 1995*.)
 - i. Nil.

3.2 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.
 - i. Cr Giardina declared an Interest Affecting Impartiality on Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption as he has relatives that reside in the affected area.

4. Announcements by the Member Presiding Without Discussion

4.1 Motion to Change Order of Business

RESOLVED SCM 227/2018

That Council:

AGREE, Pursuant to Clause 5.2(2) of the Shire (City) of Kalamunda Standing Orders Local Law 2015, the remaining order of business for this evenings Special Council Meeting is carried out as follows:

- 5. Public Question Time (Items 8.1.1 – 8.1.3)**
- 6. Petitions/Deputations (Items 8.1.1 – 8.1.3)**
- 7. Matters for Which the Meeting may be Closed (Items 8.1.1 – 8.1.3)**
- 8. Reports to Council**
- 8.1 Development Services Reports**

- 8.1.1 Forrestfield / High Wycombe Industrial Area Stage 1 - Development Contribution Plan: Report (2017-2018 Annual Review) - Final Adoption
- 8.1.2 Forrestfield North Local Structure Plan (Residential Precinct) - Report and Recommendations to the Western Australian Planning Commission
- 8.1.3 Forrestfield North Residential Precinct: Request for the Western Australian Planning Commission to Initiate a Metropolitan Region Scheme Amendment
- 9. Public Question Time (Item 12.1.1)**
- 10. Petitions/Deputations (Items 12.1.1)**
- 11. Matters for Which the Meeting may be Closed (Items 12.1.1)**
- 12. Reports to Council**
- 12.1 Development Services Reports**
- 12.1.1 City of Kalamunda: Industrial Development Strategy - Consideration of Submissions and Modifications for Final Adoption
- 13. Meeting Closed to the Public**
- 14. Meeting Opened to the Public**
- 15. Closure**

Moved: **Cr Margaret Thomas**

Seconded: **Cr Sara Lohmeyer**

Vote: **CARRIED UNANIMOUSLY 11/0**

5. Public Question Time (Items 8.1.1 – 8.1.3)

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.

- 5.1 Liz Bushby of Town Planning & Elevations, 18 Loire Elbow, Caversham representing the owners of Lot 51 Sultana Road West, High Wycombe - Item 8.1.2 Forrestfield North Local Structure Plan (Residential Precinct) - Report and Recommendations to the Western Australian Planning Commission

Summary of questions from Ms Bushby:

- Q1. *Are Councillors aware that the \$100,000 allocated for demolition works on Lot 51 Sultana Road West only include costs for demolition of the existing garage, but does not include costs for demolition of an outbuilding which is also in the planned future road reserve?*
- Q2. *Are Councillors aware that a detailed itemised cost estimate for the demolition of the garage on Lot 51 Sultana Road West was prepared in March 2017 and the new figure is only based on an estimate by an Engineer and not an itemised detailed cost breakdown of all demolition works?*

Response from the Director Development Services:

A1. *The City is aware. The garage was included within the works for remediation as part of the future construction for Road 2A Stage 2. As it is a significant piece of built form, the City felt there was a need to reinstate that dwelling to a point where the garage could be removed, but the majority of the house could be retained so it could be used potentially by a future industrial operator as an office or other use, as has occurred in parts of Stage 1.*

The existing shed within the potential road reserve isn't impacted by the future pavement and the City may come to an arrangement with the land owner should the road need to be constructed whilst they may still be residing in the dwelling. As it's not impacted by the pavement, it is the assumption that the shed would be removed at some stage in the future when the property is ultimately used for its industrial purpose, as has occurred in other parts of Stage 1.

A2. *A detailed quantity surveyor estimate was undertaken for the demolition of the garage and reinstatement and was provided to the engineers who undertook the cost estimates for this annual review.*

5.2 Diane Hockley of 32 Brae Road, High Wycombe – 8.1.2 Forrestfield North Local Structure Plan (Residential Precinct) - Report and Recommendations to the Western Australian Planning Commission

Summary of questions from Ms Hockley:

Q1. *Why would the City create new roads in an area where you have very good existing roads?*

Q2. *Why would the City sacrifice more trees for new roads?*

Q3. *Why would the City compare the preservation of Smokebush against the hundreds of cubic metres of carbon holding trees that you will be destroying to make new roads?*

Response from the Director Development Services:

A1. *The design of the structure plan caters for an increase in densities within that area. Those increases in densities require roads to service future lots and to service the increase in population. The City has undertaken modifications to the structure plan that utilises the existing road reserves where possible, however the City has also identified new roads that will be required to service the development.*

A2. *There is a need through future development for some loss of vegetation in that area, but planning has also taken into account retention where possible.*

A3. *The preservation of Smokebush is a requirement that was stipulated to the City by the State Government and the Environmental Protection*

Authority (EPA). The (Conospermum undulatum) Smokebush shrub is a threatened species which is critically endangered and unique to the locality of Forrestfield North and the High Wycombe area.

The City is required through environmental policies to prioritise certain species for conservation purposes. This was undertaken at the guidance of the EPA and they have provided submissions on the draft Local Structure Plan. There was a higher degree of attention put towards the Smokebush shrub through preparation of the structure plan under the guidance of the State environmental authorities.

Response from the Chief Executive Officer:

You would need to take up these issues with the State environmental departments as they set the regulations for the City to follow.

Response from the Presiding Member:

There has been significant interest by the City and local politicians including the Federal Minister in respect to the environmental area. This is ongoing to try to work out a solution.

Follow up questions from Ms Hockley:

- Q4. *What is the height of the buildings proposed as to the noise from the Airport as there is no way to buffer the noise? Those houses are either going to not be built or what is the alternative?*
- Q5. *Are there plans to replace the buffer vegetation that is buffering the noise?*

Response from the Director Development Services:

- A4. *The area is subject to a noise modelling report which has been undertaken as a supporting technical study to the Local Structure Plan. There may be a requirement in some parts for non-residential development to occur, particularly in close proximity to the station, as that area is impacted by aircraft noise contours. There may be a need for amelioration packages on certain homes which will be considered at the development phase; that is, the developer has to ensure that certain insulation and glazing is installed on the dwellings prior to occupancy.*
- A5. *This question has been taken on notice.*

5.3 Peter Coxon (Coxon Group of Companies) of 137 Kewdale Road, Kewdale – Item 8.1.1 Forreestfield / High Wycombe Industrial Area Stage 1 - Development Contribution Plan: Report (2017-2018 Annual Review) - Final Adoption

Summary of questions from Mr Coxon:

- Q1. *As previously requested and documented, we now formally request Council grant a credit for the difference as outlined below. Total paid, \$31.23 m2 which is \$1.285 million, total payable at \$17.01 m2 is \$994,000. We are seeking a credit of \$830,984.*

Response from the Director Development Services:

- A1. *The primary difference in the rate (as outlined in the report) is that, at the time levies were paid, the City was estimating its scheme on the best information available at the time. The information included a significant estimate of utility relocation costs that was provided by Western Power. The City acted on this advice. Since levies were paid, detailed designs have progressed for the roads and the intersection that were subject to the contribution arrangement. The City has been in discussions with Western Power and detailed designs prepared were based on the intersections and road designs for utility services to be relocated, primarily around power services. Those utility relocation estimates are now detailed within each specific item and have been quantified and estimated by Western Power.*

As the scheme matures, more detailed information is made available to the City. Upon the annual reviews, that information is put into the scheme. The levy that is put forward to Council this evening is a result of more detailed design and cost estimates provided by Western Power. As an early developer in the area, the contributions were based on the information the City had at the time. Contributions are paid at the time that development approval is issued and building licenses are sought. Once that payment is made, it is extinguished; there is no recourse to refund or adjust the rate as it defines over time.

Follow up question from Mr Coxon:

- Q2. *I feel the cause, where when one lodges a building license and one pays the fee, one knows what the fee is at the time and that is correct, and it fulfils it. But when you're doing a development and the reversion that has happened inside Kalamunda Council to drop it to an incredibly low figure, doesn't that suggest that the questions being asked by the parties who quoted on this project were inadequate or, was the design, because the design hasn't changed, so why have the figures dropped so much and therefore having reinstalled a lower cost base, why shouldn't the credit come back to the parties who took the leadership and paid.*

Response from the Director Development Services:

- A2. *I would like to reiterate my earlier statement in that Western Power provided the City those cost estimates. The City acted on those*

estimates by including the estimates in its computation for the rate for the scheme in 2013/2014. Since that time, detailed designs have progressed for the roads and intersections and the City has gone back to Western Power and has received quotations to undertake those works. The estimates received from Western Power have changed significantly since the initial estimate as a result of the detailed design.

Further follow up question from Mr Coxon:

Q3. *The estimate changed but the work hadn't been done, so therefore there was no real cost to local government? I believe the credit should go back to every party who has contributed.*

Response from the Director Development Services:

A3. *The estimates not only accounted for Western Power but also for higher land rates. At the time you developed, the land values were also assessed at a higher rate - not only have Western Power costs reduced, land rates have reduced significantly since that time.*

Response from the Presiding Member:

Could you please make a time to visit the City to speak with officers to address your concerns?

5.4 Luke Dujmovic – 29 Wellard Street, Bibra Lake representing the property owners of Lot 16 and 17 Berkshire Road, Forrestfield - 8.1.2 Forrestfield North Local Structure Plan (Residential Precinct) - Report and Recommendations to the Western Australian Planning Commission

Summary of questions from Mr Dujmovic:

Q1. *With regard to the design for inclusion of Road 1, Bonsa Road, my colleague has previously met with Council where they have asked if there is a detailed design or whether there have been any concept drawings of the road. We haven't received anything to date and would like Council to be aware that we have a development approval (DA) that is currently approved which is within the truncations zone on Berkshire Road. We would like some type of assessment and input into the road, given that we are going to have to change our DA and entry into our property and for that to be considered. Currently, there is no allowance for any crossover within this road into our property, there are currently sway drains within this property and we have not received a great deal of information, being that we are the adjacent lot owner.*

Q2. *My recollection is that a meeting did occur some months ago where we met with the design engineers where we gave them the levels of our lot to incorporate within the road. There has been no further feedback with regard to any design or providing of information back to us with regard to what is happening with that road and any crossovers or anything to come up with a DA that we need to change and there is a cost that is going to be incurred.*

Response from the Director Development Services:

A1. *The City has met with one of your family members with regard to this matter and has also spoken with the design engineer that is undertaking Road 1. They assured the City that they provided you with that detailed design so that you could assimilate your development. Further, the concerns you have raised today weren't raised in the submission as part of the development contribution plan which was advertised over the April/May 2018 period and letters were sent to all land owners for these costs to be reviewed and no submission was received to that regard.*

A2. *The meeting that I reference is the design engineers for the neighbouring road; Bonsa Road and they assured the City you had been provided with the detailed design and the levels for that road so they could be assimilated with your development. We understand that a crossover has been built within the location of Road 1; that crossover was issued approval through a development application that predated the structure plan amendment which shifted Road 1 as a result of the Forrestfield Airport Link development which required the Milner Road and Berkshire Road intersection to be reinstated.*

Response from the Presiding Member:

Could you please make a time to visit the City to speak with officers to address your concerns?

Follow up question from Mr Dujmovic:

Q3. *We have on a number of previous occasions requested for a change of address in writing, however our address has not been changed.*

Response from the Director Development Services:

A3. *This request has been taken on notice to ensure this is followed up with our Records department.*

5.5 Hugh Smith of 114 Aldersyde Road, Piesse Brook, property owner of 253 Berkshire Road, Forrestfield – Item 8.1.2 Forrestfield North Local Structure Plan (Residential Precinct) - Report and Recommendations to the Western Australian Planning Commission

Summary of questions from Mr Smith:

- Q1. *I put forward a submission in early May 2018 with regard to whether the equity test met our property and wondered whether due consideration has been given to whether the nexus for our block is compared to need?*
- Q2. *There has been quite an exclusion of infrastructure along Berkshire Road since the initial scheme was put in place.*
- Q3. *We get to challenge that and put forward our own independent expert to see whether that is correct?*
- Q4. *Do we get our building permit in the interim?*
- Q5. *I was told in a recent meeting with City officers that the nexus to need for the Berkshire Road properties may be considered in next year's review and I would like to know if this is likely to happen?*
- Q6. *Who decided that all the properties had the same nexus to need?*
- Q7. *Will that be reviewed?*
- Q8. *When is the next time this will be done?*
- Q9. *Could I request a meeting with the City in the next two weeks to discuss this?*
- Q10. *Would the City consider my building permit in the interim?*

Response from the Director Development Services

- A1. *The issues raised are relevant to the establishment of the contribution planning which occurs at the time the scheme amendment is initiated, which was in 2011 and approved by the Minister in 2013. It is at that time the infrastructure can be questioned when the scheme amendment is advertised. The annual reviews provide an opportunity for cost estimates and land values and development data to be reviewed. The inclusion/exclusion of infrastructure items occurs at the scheme amendment stage.*
- A2. *There has been a review of infrastructure requirements on Berkshire Road e.g., footpath requirements which is included within this review. The footpath is still included within the contribution plan and the requirements are stipulated under the City's planning scheme amendment for the contribution arrangement.*

I believe your questions are querying the inclusion of certain items whether it be the Nardine/Ashby Link and other infrastructure. The establishment of the scheme and its cost apportionment methodology occurs at the scheme amendment phase, not at the annual review of each year.

- A3. *The rate can be reviewed by an independent expert under the State Planning Policy 3.6.*
- A4. *Should the rate be adopted by Council this evening, the City will be able to issue invoices for contribution levies and thus be able to issue the building permits for those properties waiting for the rate to be reviewed. I would have to refer and seek advice on the formalities and procedure for an independent review.*
- A5. *There may be scope to review the scheme amendment should it be sought. The City reviews the contribution plan every five years.*
- A6. *That occurred through the establishment of the contribution arrangement in 2011/2012. The decision was through the Western Australian Planning Commission and the Minister for Planning. The cost apportionment methodology occurred through that time.*
- A7. *The City undertook a review through Scheme Amendment 88 last year, which is required every five years.*
- A8. *The City may, at your request, review your request for a scheme amendment review and assess it on its merits. At this stage the City doesn't have a review scheduled for at least four years, however this is separate to the DCP report.*
- A9. *Yes.*
- A10. *Subject to there being a lodgement of an independent review of the scheme, advice needs to be sought as previously stipulated.*

6. Petitions/Deputations

6.1 Petitions

Nil.

6.2 Deputations

- 6.2.1 A deputation was received from Lynette De Reggi of 80 Brae Road, High Wycombe regarding Item 8.1.2 Forrestfield North Local Structure Plan (Residential Precinct) - Report and Recommendations to the Western Australian Planning Commission. Ms De Reggi spoke in favour of the Officer Recommendation.

- 6.2.2 A deputation was received from David Downing of 107 Milner Road, High Wycombe regarding Item 8.1.2 Forrestfield North Local Structure Plan (Residential Precinct) - Report and Recommendations to the Western Australian Planning Commission. Mr Downing spoke in favour of the Officer Recommendation.

Adjournment of meeting

RESOLVED SCM 228/2018

That Council –

AGREE, pursuant to clause 11.1(c) of the *Shire (City) of Kalamunda Standing Orders Local Law 2015*, this Special Council Meeting be adjourned until a time not before the completion of the Special Meeting of Electors of 3 December 2018, or by no later than 9:30pm on 3 December 2018.

Moved: **Cr Margaret Thomas**

Seconded: **Cr Geoff Stallard**

Vote: **CARRIED UNANIMOUSLY (11/0)**

The Special Council Meeting adjourned at 7:34pm to open the 3 December 2018 Special Meeting of Electors.

Recommencement of meeting

RESOLVED SCM 229/2018

That Council –

RECONVENE, pursuant to clause 11.7(4) of the *Shire (City) of Kalamunda Standing Orders Local Law 2015*, the Special Council Meeting adjourned at 7.34pm by resolution, at 9.20pm and business of the Special Council Meeting continue as from the adjournment.

Moved: **Cr Thomas**

Seconded: **Cr Morton**

Vote: **CARRIED UNANIMOUSLY (11/0)**

- 6.2.3 A deputation was received from Clive Mann of 12 Brand Road, High Wycombe regarding Item 8.1.2 Forrestfield North Local Structure Plan (Residential Precinct) - Report and Recommendations to the Western Australian Planning Commission. Mr Mann spoke in favour of the Officer Recommendation.

7. Matters for Which the Meeting may be Closed

- 7.1 Item 8.1.1 Forrestfield / High Wycombe Industrial Area Stage 1 - Development Contribution Plan: Report (2017-2018 Annual Review) - Final Adoption – Attachment 8.1.1.1
- 7.2 Item 8.1.2 Forrestfield North Local Structure Plan (Residential Precinct) - Report and Recommendations to the Western Australian Planning Commission – Attachment 8.1.2.1
- 7.3 Item 8.1.3 Forrestfield North Residential Precinct: Request for the Western Australian Planning Commission to Initiate a Metropolitan Region Scheme Amendment – Attachment 8.1.3.1

8. Reports to Council

8.1 Development Services Reports

8.1.1 Forrestfield / High Wycombe Industrial Area Stage 1 - Development Contribution Plan: Report (2017-2018 Annual Review) - Final Adoption

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

Previous Items	SCM 62/2015, OCM 198/2016, OCM 185/2017, OCM 30/2018
Directorate	Development Services
Business Unit	Strategic Planning
File Reference	PG-STU-028
Applicant	City of Kalamunda
Owner	Various
Attachments	<ol style="list-style-type: none"> 1. Summary of Costs and Reasons for Changes Post Public Advertising [8.1.1.1] 2. Forrestfield / High Wycombe Development Contribution Plan - Report (2017/18 Annual Review) [8.1.1.2] 3. File Note: Summary of Independent Infrastructure Cost Estimate Review [8.1.1.3] 4. Woodsome Management Independent Reviews September 2017 and October 2018 [8.1.1.4] 5. Schedule of Submissions and Responses [8.1.1.5]
Confidential Attachment	<ol style="list-style-type: none"> 1. Submitters List <p><i>Reason for Confidentiality: Local Government Act 1995 (WA) Section 5.23 (2) (b) - "the personal affairs of any person."</i></p>

EXECUTIVE SUMMARY

1. The purpose of this report is for the Council to consider the Forrestfield / High Wycombe Industrial Area Stage 1 – Development Contribution Plan (DCP) Report annual review for final adoption.
2. At its Ordinary Meeting held 30 October 2017, the Council deferred consideration of the DCP Report annual review to enable cost estimates to be further investigated for infrastructure items impacted by drainage issues (in particular along Ashby Close). The matter was returned to the Council on 27 March 2018 where the Council resolved to adopt the DCP Report for the purposes of public advertising. The following table summarises the change to the DCP:

Development Contribution Rate	
Existing	\$29.79/m ²
As advertised	\$20.92/m ²
Revised (post advertising)	\$17.01/m ²

3. During the advertising period a total of four submissions were received, comprising two objections and two comments on the proposal.
4. It is recommended that the Council adopt the DCP Report and the Development Contribution rate of \$17.01/m² effective immediately.

BACKGROUND

5. The Scheme Amendment to include the DCP Scheme within the City of Kalamunda's (City) Local Planning Scheme No. 3 (LPS3) was gazetted in May 2013. This initiation allowed the City to place on development and subdivision approvals, the obligation to pay a DCP contribution.
6. Following the gazettal of the DCP, the Council was required to adopt a DCP Report and cost apportionment schedule. The DCP Report and the associated cost apportionment schedule sets out in detail the calculation of cost contributions for development in accordance with the methodology shown in the DCP. The DCP Report needs to be a dynamic document to maintain the currency of the cost of infrastructure, land and other DCP items. The DCP Report does not form part of LPS3 but, once adopted by the Council, is required by Clause 6.5.11.2 of LPS3 to be reviewed at least annually.
7. The DCP Report has previously been reviewed in December 2016, June 2015 and April 2014.
8. The Council at the Ordinary Meeting held 30 October 2017 deferred consideration of the DCP Report annual review to allow for updated cost estimates to be provided for infrastructure items. The Council resolved by way of an Alternative Recommendation that instructed as follows:

"The matter be deferred to the next appropriate Ordinary Council Meeting in order for additional information to be provided regarding the following matters:
 - a. *Compliance related drainage issues from private properties on Ashby and Nardine Close;*
 - b. *Review the civil design and cost estimates for Ashby/Nardine Close and the proposed intersections at Nardine Close/Milner Road, Ashby Close/Berkshire Road and Berkshire/Milner Road in the context of geotechnical investigations; and*
 - c. *Consultation with the landowner group."*
9. The Council at its Ordinary Meeting held on 27 March 2018, resolved to adopt the revised DCP Report for the purposes of public advertising and conduct a community information event with the affected landowners. Further information regarding the advertising process is included in the Community Engagement Requirements section of this report and the summary of submissions is included in Attachment 5.

LOCALITY PLAN

10.



DETAILS

11. The DCP Report is necessary to bring to account the development of 276,800.5m² of land since the DCP became operable (as at 30 June 2017). At each DCP Report review, all factors contributing to the contribution rate must be revised.
12. The significant factors reviewed are as follows:
- a) remaining developable area;
 - b) land yet to be acquired;
 - c) land valuation;
 - d) works completed or partially completed;
 - e) cost of works remaining;
 - f) administration costs; and
 - g) works priorities.
13. *Remaining developable area*
The future developable area is expected to provide the contributions necessary to account for all the remaining DCP costs. As at 30 June 2017 approx. 383,717.987m² of land was remaining to be developed.
14. *Land Requiring Acquisition*
As at 30 June 2017, 16,274.5m² has been acquired and 12,041m² requires acquisition.

Acquired Area (m ²)	Cost (\$)
16,108.5	\$4,188,210 (@\$260/m ²)
166	\$36,520 (@\$220/m ²)
Requiring Acquisition	Cost (\$)
12,041m ²	\$2,649,020 (@ \$ 220/m ²)

15. Land acquisitions have been included within the Acquired Area in the table above for all properties that have entered into legal agreements with the City prior to 30 June 2017. The payment for some of these acquisitions occurred after the 30 June 2017.
16. *Land Valuation*
Land to be acquired has been identified in the DCP. In June 2017, an independent valuer was engaged to provide the estimated rate at which land should be acquired at through the DCP. Given the delay due to deferral, land transactions in the locality, and the review undertaken to respond to submissions following advertising, the City engaged a valuer to provide an updated valuation in October 2018. Both valuations in June 2017 and October 2018 concluded on land value rate of \$220/m².
17. Lot 51 Sultana Road West requires the partial demolition of an existing masonry garage to permit the construction of Road 2A to facilitate development of the area. In March 2017, the City engaged a quantity surveyor to estimate the cost of demolishing the garage, partial reimbursement for the loss of the built form and costs required to "make good" the remaining parts of the residence. This was again reviewed when updating the cost estimates following advertising of the DCP report. The cost has been estimated at approx. \$100,000. This cost has been included in the estimate to construct Road 2A.
18. *Works Completed or Partially Completed*
As at 30 June 2017, \$5,426,648.84 worth of works (including land and design), administrative items and reimbursements have been completed.

Item	Completed
Nardine / Ashby Close*	\$472,300.90
Nardine Close Extension (2A) Stage 1	\$24,000.00
Nardine Close Extension (2A) Stage 2	\$12,500.00
Nardine Close/Milner Road Intersection	\$4,677.50
Milner/Berkshire/Dundas Road Intersection	\$4,536.14
Land for Roads	\$4,224,730.00
Subtotal – Infrastructure	\$4,742,744.54
Administration	\$329,740.30
Reimbursements*	\$354,164.00
Subtotal – Administrative Items / Reimbursements	\$683,904.30
Total	\$5,426,648.84

19. *Financial records relating to the works completed to date have been verified with the following changes since the October 2017 draft DCP Report:
- costs relating to Nardine / Ashby Close have been updated from \$464,556.59 to \$472,300.90 to reflect the latest financial information within the City's financial records system; and
 - costs relating to Reimbursements have been updated from \$339,621.57 to \$354,164.00 to reflect the latest financial information within the City's financial records system.

20. *Cost of Works Remaining*

As at 30 June 2017, \$8,908,383.13 worth of works are remaining to be completed and \$578,389.69 worth of administrative tasks required to be undertaken.

Item	Remaining
Berkshire Road*	\$90,864.86
Milner Road**	\$734,396.15
Nardine/Ashby Close*	\$1,162,181.16
Bonser Road (Road 1)*	\$485,349.23
Nardine Close Extension (Road 2A) Stages 1 and 2*	\$1,108,187.62
Sultana Road West**	\$754,014.17
Nadine Close/Milner Road Intersection*	\$450,018.83
Ashby Close/Berkshire Road Intersection*	\$209,207.31
Berkshire/Milner Road Intersection*	\$1,159,268.46
Bush Forever Fencing*	\$105,875.33
Land for Roads	\$2,649,020
Subtotal – Infrastructure	\$8,908,383.13
Administration	\$768,000
Gross / Net Variation^	-\$195,463.00
Reimbursements	\$5,852.69
Subtotal – Administration Items	\$578,389.69
Total	\$9,486,772.81

* Items where a 10% contingency is applied.

** Items where a 20% contingency is applied.

^ The previous versions of the DCP calculated contributions based on a gross area (calculated based on total land area) and collected on a net area (deducting areas for road reservations). This has resulted in a short fall. The short fall will be dealt with by the Council at the end of the DCP. To ensure this short fall is not passed on to future contributors, the calculation for contributions has been modified to deduct the shortfall incurred to date.

Note: Subtotal and Total include a 0.01 cent variation due to figures being taken directly from the operational spreadsheet which round to the nearest cent.

21. The City undertook a comprehensive review of the utility relocation cost estimates required as part of the development of the area. The comprehensive review included the preparation of detailed feasibility analysis by Western Power and the City's consultant engineer. The previous standalone utility estimate of approx. \$5.5 million dollars has been removed from the DCP Report and included as a separate line item estimate within the respective road upgrades. This has provided a significant reduction in costs and, as such, is reflected in the rate.
22. Additionally, during the consideration of submissions post advertising of the DCP Report, a review of the cost estimates was undertaken for each item which has resulted in a further reduction in costs. The key reasons for the changes in costs for each item is summarised in Attachment 1. A summary File Note has been prepared in Attachment 3 provides an independent overview of the review of cost estimates by Shawmac Consulting Engineers.

STATUTORY AND LEGAL CONSIDERATIONS

23. Clause 6.5.11.2 of LPS3 requires the DCP cost estimates to be reviewed at least annually.
24. The DCP contributions are administered and determined in accordance with the provisions of Clause 6.5 and Schedule 12 of LPS3.

POLICY CONSIDERATIONS

25. The review of the DCP has been undertaken in accordance with the requirements of the Western Australian Planning Commission's (WAPC) State Planning Policy 3.6 – Development Contributions for Infrastructure.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

26. The City's finance team have been working closely with planning staff to ensure appropriate and accurate financial information is provided as key inputs into the annual review.
27. The City's Assets Delivery team have been working closely with planning staff to ensure the efficient and timely delivery of infrastructure associated with the DCP.

External Referrals

28. The City engaged management consultants Woodsome in August 2016 to review the operational aspects of the DCP and assist the City with developing operational documentation that would streamline the day-to-day management of the DCP.
29. The City's annual review from October 2017, and all development related and financial inputs, have been independently investigated, validated and verified. The Woodsome reviews are contained in Attachment 4.

30. *Independent Review*
Woodsome Management reviewed the 2017/2018 DCP Report at two stages in the review process. The first review concluded in September 2017 prior to the DCP Report being presented to the Council for adoption for the purpose of public advertising. The second part of Woodsome's review concluded in October 2018 once the DCP Report had been updated post public advertising. The following key findings were provided in the most recent (October 2018) review:
- a) the further refinement of infrastructure scope and cost and update of the land use development data spreadsheet to produce the Contributions Mastersheet – July 2017/2018 ensures further transparency and accountability.
 - b) the preparation of the Contributions Mastersheet – July 2017/2018 reconciles the developed and remaining developable area and rationalises the current lot amalgamations. Outputs from this document are utilised in the DCS [DCP] calculation.
 - c) Administration Costs have been updated and calculated appropriately. Outputs from this document are utilised in the DCS calculation.
 - d) utilising the key outputs from the Contributions Mastersheet – July 2017/2018 and all costs associated with the DCS [DCP] and the DCS [DCP] rate is calculated at \$17.01.

FINANCIAL CONSIDERATIONS

31. The operation of the DCP presents a major administrative responsibility for the City. While the DCP is self-funded, the City has an implicit obligation to efficiently and effectively manage the revenues and works.
32. The remaining developable area is reliant on the DCP to provide the necessary infrastructure to facilitate development. In particular, the timely provision of roads and drainage is critical as most developments rely on these improvements for suitable access.
33. Previously, contributions were being based on a gross area (calculated based on total land area) and collected on a net area (deducting areas for road reservations). This has resulted in a short fall of \$195,463 over the operation of the DCP to date. The short fall will be dealt with by Council at the end of the DCP through a Special Area Rate or other funding arrangement.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

34. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 3: Kalamunda Develops

Objective 3.1 - To plan for sustainable population growth.

Strategy 3.1.1 - Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.

35. Stage 1 was originally identified under the Kewdale Hazelmere Integrated Master Plan (2006) as future development areas given the key strategic location adjacent to Perth Airport, Forrestfield Marshalling Yards/Container Depot and key road freight routes of Roe Highway, Dundas Road, Abernethy Road and Tonkin Highway.
36. The site was identified for industrial development in the City's Local Planning Strategy (2010).

SUSTAINABILITY

Social Implications

37. The provision of infrastructure in a timely, coordinated and responsible manner can have a significant impact on the quality of life for both existing and future residents. Impacts on the quality of life need to be considered at both a micro and macro level, with infrastructure planning needing to deliver net community benefits and recognising that the expectations of not every single landowner will be able to be satisfied.

Economic Implications

38. The implementation of DCPs, as a basic principle, are not intended to deliver infrastructure, services or similar that would not ordinarily be provided through subdivision and development processes; as such, a DCP does not offer any direct economic benefits to an area. DCPs can, however, assist in the timely, efficient and equitable provision of infrastructure that may in turn facilitate economic growth and employment creation.

Environmental Implications

39. The proposed DCP infrastructure is identified in areas where vegetation is predominantly cleared. A portion of road reservation abuts a Bush Forever Reserve and during the construction phase, due consideration will have to be given to ensure impacts to this area are minimised.
40. One of the items that has been revised is the provision of street trees. The review approached this issue by specifically identifying if there are any utilities or infrastructure (eg. Power lines and drainage swales) and sufficient verge width for each existing and proposed road to accommodate street trees.

RISK MANAGEMENT CONSIDERATIONS

41. **Risk:** Not undertaking the review so the Development Contribution Plan is not in alignment with current costs and infrastructure needs.
- | Likelihood | Consequence | Rating |
|--|--------------------|---------------|
| Rare | Significant | Medium |
| Action/Strategy | | |
| Ensure the Council is aware that a DCP review is required to ensure the new rate is reflective of projected costs to deliver infrastructure works and land purchases. Additionally, Clause 6.5.11.2 of LPS3 requires the DCP Report is reviewed at least annually. | | |
42. **Risk:** There is not enough money collected in the DCP to fund infrastructure upgrades.
- | Likelihood | Consequence | Rating |
|---|--------------------|---------------|
| Unlikely | Major | High |
| Action/Strategy | | |
| Undertake annual reviews to ensure the scope of infrastructure remains relevant and to maintain the currency of the cost of infrastructure, land and other DCP items. | | |
43. **Risk:** Not undertaking the review so the Development Contribution Plan is not in alignment with current costs and infrastructure needs.
- | Likelihood | Consequence | Rating |
|--|--------------------|---------------|
| Rare | Significant | Medium |
| Action/Strategy | | |
| Ensure the Council is aware that a DCP review is required to ensure the new rate is reflective of projected costs to deliver infrastructure works and land purchases. Additionally, Clause 6.5.11.2 of LPS3 requires the DCP Report is reviewed at least annually. | | |
44. **Risk:** Errors are contained within the Development Contribution Plan figures.
- | Likelihood | Consequence | Rating |
|--|--------------------|---------------|
| Possible | Moderate | Medium |
| Action/Strategy | | |
| Ensure figures are audited and sourced from financial statements. Ensure cost estimates are reviewed annually and provided by independent consultants. | | |

OFFICER COMMENT

45. The DCP has a cash balance of \$2,937,443.06 as at 30 June 2017. There are a number of infrastructure projects planned in the short term, these are outlined in the works priorities in Section 4 of the DCP Report.
46. The submissions received highlighted a need to undertake a thorough review of the cost estimates for roads and intersections throughout the DCP area. While this resulted in delays in bringing the DCP report back to the Council for final adoption, the process followed is considered essential to refine and validate costings, while continually improving the format as the DCP matures.
47. The post advertising review of the DCP report incorporated a review of all cost estimates by a Consulting Engineer and a final review by Woodsome Management. This process resulted in the following key outcomes:
- a) All estimates for roads and intersections, except for Nardine and Ashby (due to the road being under construction), have been updated to use a consistent format for ease of reference and to ensure that all applicable items have been considered in cost estimates;
 - b) The broader 12% contingency has been replaced with a 10% contingency for all roads and intersections, except for Sultana Road West and Milner Road, which were recommended to have a 20% contingency given these roads are yet to have detailed designs and there may be unknown geotechnical impacts associated with future construction;
 - c) The approach for estimating Sultana Road West has been modified to be strictly consistent with Schedule 12 of LPS3, to be "50% of any required modifications..." in lieu of the previous approach of 'southern side only'; and
 - d) A notes column has been included to provide an explanation of how the cost estimate has been calculated.
48. The review to the DCP Report has resulted in a decrease in the contribution rate to \$17.01/m² from the current adopted rate of \$29.79/m². This is due to the following key contributing factors:
- a) Western Power pole relocations have been further investigated;
 - b) Actual costs for power pole relocations are now included within the respective road estimates;
 - c) Infrastructure upgrades to Dundas Road are no longer required given the review of the infrastructure framework and as such no utility relocations are required on Dundas Road;
 - d) Reduction of the amount of footpath being removed and replaced on Berkshire Road;
 - e) Reduction of the rate of demolishing and disposing of redundant footpaths throughout the development area;
 - f) Reduction of the number of street trees being planted on Milner Road, Nardine Close, Ashby Close, Sultana Road West and Bonser Road due to site specific investigations;

- g) In accordance with Schedule 12 of LPS3, the costs for Sultana Road West were reviewed based on "*50% of any required modifications to Sultana Road West...*". Previous costings were based on the southern side of Sultana Road West only. The reasons for the change were a result of Scheme Amendment 88 which reviewed the operational aspects of the DCP in Schedule 12;
 - h) Increases in the cost for demolition and reinstatement of an existing garage on Lot 51 Sultana Road West; and
 - i) Increases to footpath, pavement and median areas to be removed, and road base area to be installed, for the Dundas / Berkshire / Milner intersection.
49. Several landowners have emphasised the importance of finalising the DCP Report for 2017/2018 given their desire to pay the development contribution at the most current rate. This income will be an important consideration in the review of the DCP in the 2018/19 financial year. It is expected that the review to the DCP Report for the 2018/19 financial year will progressed immediately upon Council's adoption of the 2017/18 review. It is also important to note that the extensive nature of the infrastructure review undertaken in 2017/18 will provide for a timelier 2018/19 annual review.

Voting Requirements: Simple Majority

RESOLVED SCM 230/2018

That Council:

1. NOTE the submissions received during advertising of the Forrestfield / High Wycombe Industrial Area Stage 1 – Development Contribution Plan Report and responses as contained in Attachment 5.
2. ADOPT the Forrestfield / High Wycombe Industrial Area Development Contribution Plan Report as contained in Attachment 2.
3. ADOPT the Development Contribution Rate of \$17.01/m², effective immediately.
4. AUTHORISE the Chief Executive Officer to notify all affected landowners of the new Development Contribution Rate.

Moved: **Cr Dylan O'Connor**

Seconded: **Cr Sara Lohmeyer**

Vote: **CARRIED UNANIMOUSLY (11/0)**

8.1.2 Forrestdfield North Local Structure Plan (Residential Precinct) - Report and Recommendations to the Western Australian Planning Commission

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

Previous Items	OCM 14/2015, SCM 05/2015, OCM 15/2017, SCM 67/2018
Directorate	Development Services
Business Unit	Strategic Planning
File Reference	PG-STU-035
Applicant	City of Kalamunda
Owner	Various
Attachments	<ol style="list-style-type: none"> 1. Forrestdfield North District Structure Plan Map [8.1.2.1] 2. Advertised Local Structure Plan Map [8.1.2.2] 3. Modified Local Structure Plan Map and Schedule of Map Modifications [8.1.2.3] 4. Local Structure Plan Report (Volume 1) with Schedule of Modifications [8.1.2.4] 5. Technical Appendices (Volume 2) with Schedule of Modifications [8.1.2.5] 6. Schedule of Submissions [8.1.2.6]
Confidential Attachments	<ol style="list-style-type: none"> 1. Schedule of Confidential Submissions <i>Reason for Confidentiality: Local Government Act 1995 (WA) Section 5.23 (2) (b) - "the personal affairs of any person."</i> 2. Submitters List <i>Reason for Confidentiality: Local Government Act 1995 (WA) Section 5.23 (2) (b) - "the personal affairs of any person."</i>

EXECUTIVE SUMMARY

1. To consider a report and recommendations to the Western Australian Planning Commission (WAPC) on the proposed Forrestdfield North Residential Precinct Local Structure Plan (LSP).
2. During advertising of the Draft LSP a total of 40 written submissions were received, comprising of 18 objections, three non-objections, seven comments on the proposal and 12 submissions from servicing or public authorities. The City of Kalamunda (City) also received 32 survey responses and met on a one-on-one basis with approximately 30 landowners within or adjacent to the LSP area. All submissions and the City's responses are included in Attachments 6 and Confidential Attachment 1.
3. A number of road and land use modifications have been made to the draft LSP map following advertising and the consideration of submissions. A summary of these modifications is provided in Attachment 3. This will result in flow-on modifications to the LSP report and technical appendices (Attachments 4 and 5) which will be updated in conjunction with the WAPC's consideration of the LSP.

4. It is recommended that Council endorse the LSP subject to the recommended modifications included in Attachments 3, 4 and 5 and forward the LSP to the WAPC for consideration.

BACKGROUND

5. **Land Details:**

Land Area:	117.8ha
Local Planning Scheme Zone:	Urban Development
Metropolitan Regional Scheme Zone:	Urban Parks and Recreation

6. **Locality Plan:**



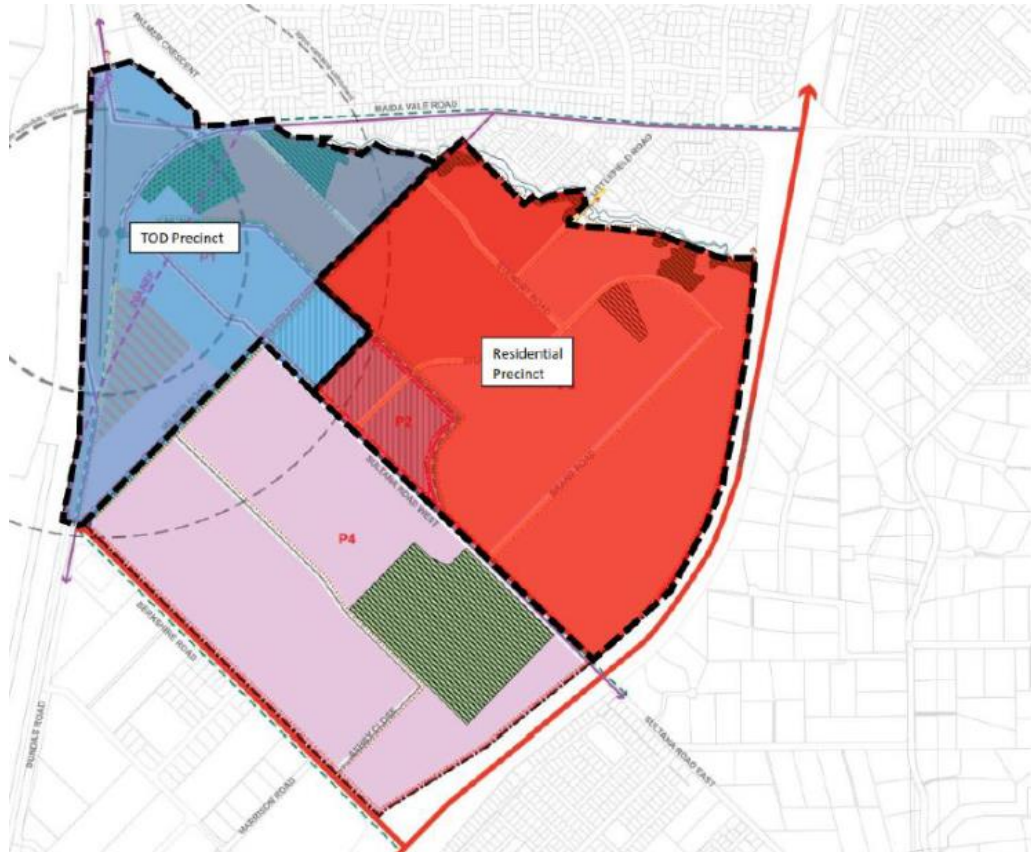
7. The Forrestfield North Residential Precinct Local Structure Plan (LSP) is located within the City of Kalamunda in the suburb of High Wycombe and is generally bounded by Sultana Road West to the south, Roe Highway to the east, Poison Gully Creek to the north and Milner Road to the west.

8. In June 2014, the State Government announced a decision to proceed with the Forrestfield-Airport Link. Following this decision, the State Government requested the City to consider the planning and land use opportunities that the Forrestfield Train Station could create for the surrounding areas of Forrestfield and High Wycombe.
9. The State Government instructed the City to prepare a District Structure Plan (DSP) over the subject land, in order to identify new land use opportunities arising from the Forrestfield Train Station. In response, Element (previously TPG + Place Match) under commission from the City prepared the Forrestfield North DSP.
10. In September 2016, the Forrestfield North DSP was approved by the Western Australian Planning Commission (WAPC) to guide the structure, vision and objectives of future urban development for the area. A copy of the approved Forrestfield North DSP is provided in Attachment 1.
11. The Forrestfield North DSP identifies objectives and planning principles for each of the precincts that form part the DSP area. The DSP requires further detailed investigations to articulate the vision and objectives during the detailed planning phase and through the preparation of LSPs.
12. At the 27 February 2017 Ordinary Meeting of the Council, the City appointed Element as the successful tenderer to undertake the detailed planning for the Transit Oriented Development (TOD) – Precinct 1, the Activity Centre - Precinct 2 and the Residential – Precinct 3.
13. Since February 2017, the City has been working with Element and their sub-consultant team to prepare the detailed planning for the precincts.
14. In September 2018, the City received confirmation that the Minister approved Amendment 75 to Local Planning Scheme No. 3, which rezoned the Forrestfield North DSP TOD and Residential Precinct from Special Rural to Urban Development. The Urban Development zoning of the land requires the preparation and adoption of a LSP to coordinate subdivision and development, and establish the overall design principles for the area.
15. On 30 April 2018, the Council at its Special Meeting resolved to adopt the Draft LSP for the purpose of public advertising.

DETAILS

16. Through detailed planning, it has been made evident that there are efficiencies and synergies associated with preparing two LSP areas as opposed to the three envisaged by the DSP. As a result, Precinct 2 has been split and amalgamated into Precincts 1 and 3. The revised precinct boundaries in relation to the DSP are illustrated below:

17.



18. The proposed LSP seeks to create a planning framework to coordinate future subdivision and development over 89 existing lots within the Residential Precinct of the LSP area shown in red above.

19. The progression of the TOD – Precinct 1 Local Structure Plan (TOD LSP) shown in blue was delayed due to significant inputs from the State Government regarding the future form and function of car parking arrangements associated with the new station. In April 2018, the Minister for Transport, Planning and Lands announced that the Public Transport Authority and Department of Planning, Lands and Heritage would revise the TOD precinct parking and activation opportunities with potential for a multi-storey carpark.

20. The TOD LSP is still in the process of development and will be progressed immediately following the Council’s adoption of the Residential Precinct LSP in liaison with relevant State Government departments. The City will communicate directly with landowners within this precinct and continue to provide updates on timeframes as they become available.

21. The following key modifications have been made to the draft LSP map following advertising and the consideration of submissions:

Road network modifications:

- a) Littlefield Road Neighbourhood Connector extension removed and replaced with an indicative local street;

- b) Brae Road Neighbourhood Connector extension removed and modified to reflect existing road alignment to transition into the TOD Connector;
- c) The central TOD Connector 'dog leg' near Local Open Space area to be removed and replaced with T-intersection into Brae Road;
- d) A portion of the proposed TOD Connector has been modified to a 'potential future' District Integrator A; and
- e) Changes to the indicative local street network as required to respond to changes noted above and land use modifications.

Land use modifications:

- a) Residential Medium/High Density areas north and south of TOD Connector west of Brand Road to be modified to encroach east into Local Open Space forming part of ecological corridor by approximately 50m up to Environmental Conservation areas;
- b) The Residential Medium Density area adjacent to the Parks and Recreation Reserve (Bush Forever area) located on Brae Road has been modified to enable greater development options for landowners and the retention of an existing house and improvements;
- c) The Residential Medium Density area adjacent to the TOD Connector flyover has been extended to align with cadastre boundaries;
- d) Light Industry area to the north of Sultana Road West to be removed and replaced with 'Residential Medium / High Density'; and
- e) Band of Residential High Density surrounding the Community Purpose site and Local Open Space reconfigured to respond to modifications made to TOD connector changes noted above.

A schedule of modifications to the LSP map is contained in Attachment 3.

- 22. Importantly, the modifications are predominantly a response to submissions received, however there are instances where modifications are a result of technical considerations that have been identified following the Council's adoption of the LSP for public advertising.
- 23. The proposed modified LSP comprises of the same key elements as adopted by the Council in April 2018 for the purposes of public advertising. These include:
 - a) Residential Land Uses;
 - b) Primary School;
 - c) Public Open Space (POS);
 - d) Conservation;
 - e) Community Uses;
 - f) Environmental Management (including Noise / Bushfire);
 - g) Movement Networks; and
 - h) Water Management.

The following information addresses the key elements of the LSP.

24. Residential Land Uses

The LSP proposes a variety of residential land uses ranging from medium to high density. The outer areas of the LSP are proposed to contain medium residential densities ranging from R40 – R60 representing lot sizes between 120sqm – 180sqm. While the middle and more central areas located in close proximity to the new Forrestfield Train Station and proposed retail/commercial precinct contain medium / high residential densities ranging from R60 – R100 and represent lot sizes between 100sqm – 120sqm.

25. The various density ranges provide proponents the opportunity to develop both single lot and apartment products, providing for a diverse range of housing typologies.

26. As noted above, the composite (residential / light industrial) land use that was proposed in the draft LSP for advertising for properties that front Sultana Road West and interface directly with the existing Forrestfield / High Wycombe Stage 1 Industrial Area, has been removed in light of submissions received and further investigation regarding the feasibility of a composite outcome. Sultana Road West is considered the most appropriate boundary between industrial and residential land uses with design treatments required at the development phase to ensure appropriate integration.

27. The LSP incorporates three density ranges; R40-R60, R60-R80 and R80-R100. As part of the preparation of the LSP an estimate of the predicted dwelling yields was undertaken at the higher end of the density range. Within the LSP area it is estimated that up to approx. 3600 dwellings can be achieved. The approximate breakdown based on the higher range of densities is provided below:

- a) Residential R60 – approximately 426 houses and 83 apartments;
- b) Residential R80 – approximately 1602 houses and 686 apartments; and
- c) Residential R100– approximately 769 houses.

It is noted that the lot yield, dwelling and population estimates provide an indication of future development potential only and these may vary at the time of development. Estimates will be confirmed when cell density plans are proposed for the separately identified development cells within the LSP area in accordance with the requirements set out under Part One – Implementation of the LSP.

28. The residential land densities as proposed by the LSP are largely consistent with the ranges specified by the DSP.

29. Primary School

The LSP proposes to provide a government primary school site within its boundaries. This requirement has been confirmed with the Department of Education as part of preliminary engagement undertaken throughout preparation of the LSP and based on the projected development potential of the broader DSP area.

30. The primary school site has been located to provide co-locational opportunities with the proposed sports space identified over the old landfill site at Brand Road and is readily accessible via the proposed arterial road network. To assist with informing the community infrastructure requirements, a concept plan has been developed to inform more detailed investigations as to the future form and function of the proposed primary school site and sports space.
31. With regard to the existing landfill site, detailed site investigations (including intrusive sampling) are currently underway. A key consideration of these investigations is to ensure appropriate measures are put in place to protect adjacent land uses and to ensure contaminants are controlled and do not transfer to adjacent properties. It is important to note that the primary school site is proposed adjacent to, and not on, the existing Brand Road landfill site.
32. The Department of Education has indicated in their submission on the draft LSP that a due diligence site inspection will need to be carried out, prior to the State Government purchasing the land for the primary school site. It is also noted that further studies will need to be conducted as part of the detailed site investigations to satisfy the Department of Education that the development of a school adjacent to the landfill site is feasible. Additionally, discussions will have to progress with the State Government for the landowners of this parcel to eventually be acquired for the purpose of the school site. This acquisition is undertaken independently by the Department of Education and is not required to be established through a supporting Development Contribution Plan (DCP).
33. Public Open Space
The distribution of Public Open Space (POS) is located to make spaces readily accessible to residents within and surrounding the LSP area.
34. The proposed POS areas achieve the strategic directions of the City's draft POS Strategy which aims to provide for large multi-functional open spaces and an increase in sports space provision while also enhancing and protecting key environmental assets.
35. Approx. 19.56ha of unrestricted POS reserves are proposed throughout the LSP area. This equates to approx. 15.89% of the gross subdivisible area and is above the minimum required 10% provision under Liveable Neighbourhoods. The oversupply is primarily driven by environmental conservation requirements including the delivery of an environmental corridor and the utilisation of the Brand Road land fill site as sports space.
36. The POS also provides for a drainage function for eight drainage basins in the LSP area. As detailed below under Water Management considerations, it is anticipated that further required drainage basin modelling will result in a larger area requirement for some drainage basins, while others may reduce in size, resulting in a possibility that the POS will also need to be increased at three (3) locations, as highlighted with a blue asterisk on the modified LSP map in Attachment 3. This will be reviewed in consultation with the WAPC following the findings of revised drainage basin modelling.

37. Any impacts to landowners will be addressed directly with them at the time the impacts are known. At this preliminary stage, it is anticipated that impacts and increases will not be significant but this is to be confirmed through detailed modelling.

38. The POS areas consist of three typologies, being:

- a) an environmentally oriented 'green link';
- b) co-located educational and 'sports space' precinct; and
- c) a centralised co-located community hub and 'town park'.

These areas are further discussed below.

39. *Green Link*

The green link is proposed to connect the existing Bush Forever site on Sultana Road West with Poison Gully Creek to the north of the LSP area. The 'green link' is designed to incorporate areas of active parkland, conservation (including the wavy-leaved smoke bush), significant stands of vegetation and existing Bush Forever areas. These POS areas will provide the community with active and passive recreation opportunities, high levels of amenity while also achieving and balancing environmental conservation. The green link also provides opportunities for fauna to co-exist within the urban environment and biodiversity to propagate and be rehabilitated where possible.

40. It is noted that the green link has been modified in the following ways in response to submissions following advertising of the draft LSP:

- a) Local Open Space areas north-east and south-west of the TOD connector have been reduced and conversely the Residential Medium/High density encroaches further into the green link by approximately 50 metres; and
- b) the area of Local Open Space and Residential Medium/High density to the north-east of the centrally located Bush Forever site on Brae Road has been reconfigured.

41. Landscape concepts and development guidelines for the green link will be progressed as part of the Public Realm Design Guidelines that will support the LSP and other forms of proposed POS.

42. Cost estimates associated with the upgrade of this POS are being developed as part of the DCP and in parallel with the development of the Public Realm Design Guidelines.

43. *Sports Space Precinct*

The sports precinct is proposed at the old landfill site on Brand Road which is currently undergoing detailed site investigations to determine the level of remediation required to develop the site as playing fields. The utilisation of this area as sports space will help alleviate the City's sports space shortfall identified in the POS Strategy and provide a high quality active recreational space for residents of the broader locality. The POS Strategy identifies High Wycombe as having an existing 12.6ha shortfall of sports space and 14.8ha shortfall by 2036. The proposed sports precinct at Brand Road will reduce the shortfall to approximately 5ha for the 2036 predictions.

44. A concept plan has been developed as part of the Community Infrastructure Strategy to guide future detailed landscape and civil designs for future development of the sports precinct.
45. Key community infrastructure considerations proposed as part of the sports precinct include:
- a) Oval playing field;
 - b) Multipurpose playing field;
 - c) School play area – off the main playing fields;
 - d) Clubhouse, change room, playgroup, out of school care;
 - e) Skate park;
 - f) BMX track;
 - g) Carpark;
 - h) Cricket practice nets;
 - i) Water supply bore and storage tanks;
 - j) Site furniture - shade and seating; and
 - k) 2.4m wide red bitumen walk trail.
46. Preliminary estimates have been undertaken to inform the cost of community infrastructure to support the development of the sports precinct. The staged development of the precinct is forecast to occur between 2028 – 2035 and is estimated to cost approx. \$7.1 million. It is important to note that these estimates are premised on an order of probable costs which are based on preliminary concepts and do not include the cost of remediation of the landfill site. Remediation costs for the landfill site are currently in the process of being investigated. Consideration of the funding of remediation will be contemplated through separate processes and be the subject of potential grant funding or other alternative funding opportunities.
47. *Town Park*
The town park will provide both passive and active recreational opportunities in a central location adjacent to the future community hub and in close proximity to the Activity Centre and Forrestfield Train Station.
48. The development of the town park is proposed to be a demonstration of high quality urban landscape complete with the following key elements:
- a) Shade (natural and man-made);
 - b) Public art – stand-alone and integrated;
 - c) Connecting pathways;
 - d) Clear open turf areas with good sightlines;
 - e) Seating;
 - f) Areas for civic and social celebrations;
 - g) Drinking fountain;

- h) Power and water connections for events;
 - i) Water feature;
 - j) Security lighting;
 - k) Public toilets (self-cleaning style);
 - l) Feature lighting;
 - m) Community information and signage; and
 - n) Play equipment.
49. Due to the central location of the Town Park, it is anticipated that this area will be developed in the early phases of the development of community infrastructure. Initial infrastructure items include the provision of perimeter roads, parking areas and landscaping.
50. Preliminary estimates have been undertaken to inform the cost of infrastructure to support the development of the town park. The staged development of the precinct is forecast to occur between 2022 – 2032 and is estimated to cost approximately \$3 million.
51. *Funding to Acquire Land for POS and Infrastructure Upgrades*
The LSP is characterised by fragmented landownership with 89 properties making up the land within the area. Fragmented landownership is a challenge for future planning, for reasons including:
- a) there are a large number of different landowners who need to be consulted, often with a range of views and aspirations;
 - b) the cost of developing an LSP is generally beyond the financial capacity of individual landowners, particularly with limited lot, dwelling and financial yields to be derived. In this regard, the City has proactively undertaken this process on behalf of the landowners; and
 - c) the cost and complexities involved with land acquisition for future infrastructure, such as POS and new roads is often prohibitive at the time of subdivision due to a lack of 'economies of scale'.
52. For these reasons there is a clear need for the establishment of a DCP to support, coordinate and fund the required infrastructure within the LSP area. The DCP is currently in the process of being developed and includes the acquisition of land for POS and drainage. Similar to the Public Realm Design Guidelines, the LSP and overall urban structure is required to be progressed to final approval with the WAPC to provide a degree a certainty that will enable the finalisation and progression of the DCP.
53. Details relating to the funding of infrastructure upgrades associated with POS and discussed above will be progressed as part of the preparation of the DCP that is currently in the process of being developed to support the provision of infrastructure within the LSP area.

54. If the DCP was to be progressed at this phase, there is a risk of preparing a DCP that is required to be re-worked and revised as a result of changes proposed in response to consultation and submissions received on the LSP. The DCP requires a degree of certainty and detailed information to be available as key inputs into the arrangement.
55. DCPs require development to occur and for funds to be collected which will enable the purchase of land for public infrastructure including POS. A future consideration for the Council is the pre-funding of critical items of infrastructure and land to enable development and providing amenities to future residents in a timely manner. As part of the development and finalisation of the DCP, the Council may choose to pre-fund land acquisitions and infrastructure provision. This is a detailed matter for the Council to consider in the future with the LSP needing to be progressed to establish a framework for implementation.
56. Community Uses
The LSP proposes to deliver new community infrastructure in two key locations; the Community Hub/Town Park in the north-west corner of the LSP area and the Sports/Education Precinct in the south-east portion of the LSP area.
57. A Community Infrastructure Strategy has been prepared to make recommendations on the provision and timing of community facilities with a view of providing the most appropriate community facilities to the new residents with the resources expected to be available at different stages of development.
58. Community facilities are expected to be delivered as demand for these facilities increases through the progression of development and increase in resident population. A majority of community infrastructure milestones, including multipurpose community facilities in the Community Hub and Sports Precinct, are expected to be developed between 2022 and 2036.
59. A key feature of the plan is the future Community Hub which is proposed to provide a social gathering and meeting space for a multitude of community groups and to provide a new library service to potentially replace the existing High Wycombe library. The following components are proposed to be included to meet the variety of needs identified:
- a) Public toilets (as part of the building);
 - b) Branch library (as per NSW guidelines);
 - c) Function room (200pax);
 - d) Activity room 1 – dry (100pax);
 - e) Board / meeting room (20pax);
 - f) Activity room 2 – wet (40pax);
 - g) Manager / Reception area;
 - h) Storage areas;
 - i) Kitchen (commercial grade); and

- j) Circulation space and lobby areas.
60. Preliminary estimates have been undertaken to inform the cost of infrastructure to support the development of the Community Hub. The staged development of the precinct is forecast to occur between 2022 – 2036 and is estimated to cost approximately \$21 million.
61. Details relating to the apportionment of funding for infrastructure upgrades and land requirements associated with the Community Hub will be progressed as part of the preparation of the DCP that is currently in the process of being developed to support the provision of infrastructure within the LSP area. The apportionment of costs has not yet been considered in any detail but this will be undertaken as part of the preparation of the DCP and in accordance with the principles of State Planning Policy 3.6 – Development Contributions for Infrastructure.
62. A portion of the costs for community infrastructure may be included within the DCP for the broader DSP area which will provide the City some funding for these infrastructure items. There are, however, a number of district level facilities within the Sporting Precinct and Community Hub which service a catchment greater than the DSP area. These items will require funding from a future City wide DCP (to apportion costs from neighbouring suburbs) or alternative funding sources (i.e. grants, municipal contributions or reserve funds etc.).
63. Conservation
In 2015, the DSP area was amended from Rural to Urban under the Metropolitan Region Scheme (MRS). The Environmental Protection Authority (EPA) identified the following environmental factors relevant to the LSP area:
- a) flora and vegetation- Wavy-leaved Smokebush (*Conospermum undulatum*); and
 - b) terrestrial fauna- Remnant vegetation providing roosting, foraging and potential breeding habitat for Carnaby's and Forest Red-tailed Black Cockatoos and the Quenda/Southern Brown Bandicoot.
64. The EPA advised that it is expected the Local Planning Scheme No. 3 (LPS3) text as part of a future amendment be modified to include provisions which would contain:
- "specific mechanisms and adequately secure, protect and manage the significant environmental values within the amendment area".*
65. In 2016, the City prepared Amendment 75 to LPS3 to rezone the DSP from Light Industry, Industrial Development and Special Rural to Urban Development, which facilitates the preparation of the proposed Residential Precinct and TOD Precinct LSPs. Amendment 75 was referred to the EPA, the referral was examined and preliminary investigations and inquiries were conducted and Amendment 75 was not formally assessed but advice was given.

66. The EPA in their advice advised as follows (summarised):
- a) the EPA expects that further detailed management plans and LPS3 provisions be provided to address flora and vegetation that will be assessed prior to the finalisation of the LSP;
 - b) the protection of declared rare flora, associated habitat, threatened fauna habitat, and low representation vegetation complexes in appropriately sized retention areas for conservation purposes. These retention areas shall be informed by Level 2 Flora and Vegetation and Fauna Surveys in accordance with EPA Guidance Statements 51 and 56 (or as revised), and targeted for Declared Rare Flora and threatened fauna, and associated habitat. The retention area size, location, protection and management mechanism shall be subject to OEPA advice prior to the WAPC endorsement of the LSP; and
 - c) All future subdivision and development proposals must be consistent with the retention areas agreed.

Amendment 75 has since been approved by the Minister for Transport, Planning and Lands in August 2018.

67. This level of intervention required by the EPA at the LSP phase is not common practice and is primarily because of the extensive nature of vegetation complexes located within the LSP area. The EPA is usually only ever concerned at the rezoning phase and is rarely involved in the LSP preparation process.

68. After extensive consultation and various meetings and iterations of the LSP, the EPA advised of the priority of key environmental factors and their required retention within the LSP area. This guidance was considered "Preliminary State biodiversity advice" prior to formal consideration of the LSP. The advice received incorporated the following (summarised):
- a) retention of intact and good condition areas of Wavy-leaved Smokebush plants which are viable in the long-term; and
 - b) that a functional ecological linkage between the Sultana Road West Bush Forever site and Poison Gully Creek be provided to assist in maintaining the ecological viability of both sites and the intervening retained areas within the corridor are important design elements for the LSP.

69. In response to the advice received and detailed environmental studies and investigations, the LSP has identified approx. 10.27ha of land to be reserved and managed for conservation purposes. This land area is in addition to the approx. 20.6ha already identified for POS and drainage.

70. The need to retain the conservation areas has stemmed from the requirements of the EPA and the fact that many of the species are protected under State and Federal legislation.

71. *Funding for Conservation Areas*
The majority of conservation areas which protect vegetation that are of State and Federal significance within the LSP area are primarily within private landownership. These areas have been identified in addition to the POS areas and are required to be secured through future acquisition.

72. The future development of the LSP area and Forrestfield North more broadly does not require the conservation of these areas through offsets (i.e. there is no extensive clearing of this vegetation type proposed as part of the development).
73. There may, however, be some incidental clearing of this vegetation type which would require some offsets by particular landholdings. However, these instances are limited and can be dealt with on a case by case basis. There is no clear 'need and nexus' between the development of Forrestfield North more broadly and the conservation of key environmental values required by the EPA. The need for the conservation of these environmental values is driven by State and Federal environmental protection requirements.
74. Additionally, the financial liability on the DCP to include these conservation areas for acquisition would be significant and likely make development unviable. There is already a number of key land acquisitions required through the DCP to satisfy local level infrastructure needs.
75. In the context of the requirement for the conservation areas by State and Federal environmental protection requirements, the City is of the view that the funding for these areas should be established through State and/or Federal Government funding sources.
76. Any future or current areas of Bush Forever that have not yet been acquired should be purchased through the Metropolitan Region Improvement Fund (MRIF). The MRIF has previously been used to purchase Swan River foreshores, to protect the face of the Darling scarp, to implement the Bush Forever program and has enabled the WAPC to create the existing system of regional open space which is emblematic of Perth.
77. Land can be acquired through the MRIF where it is zoned Parks and Recreation under the MRS. A separate report has been prepared for the Council to consider requesting a MRS amendment to change the Environmental Conservation areas identified in the LSP from an Urban Zone to Parks and Recreation Reserves. This would provide statutory protection of the Environmental Conservation Areas, while giving the current landowners a clear legislative process to seek compensation through the MRIF.
78. Another funding source may be that the areas are purchased through a third party acquisition (i.e. for an environmental offset requirement). There are known major developments in the locality including the future development of Perth Airport and the Forrestfield Airport Link that may require offsets of this specific environmental type. This prospect has been raised with Perth Airport and the Public Transport Authority, however, at the time of writing this report there has been no formal commitment provided to acquire the Environmental Conservation areas. The City will continue to explore the potential for the responsible authorities involved in these developments to acquire parts of the conservation areas as offsets.

79. The above funding sources do not provide landowners impacted by conservation any certainty with regard to the timing of potential acquisition. However, this matter is being given a high priority, with the matter being presented to the Council to recommend an MRS amendment to change the Environmental Conservation areas identified in the LSP from an Urban Zone to Parks and Recreation Reserves, and ongoing discussions with third parties, State and Federal Government for an acquisition plan. The progression of the LSP to the WAPC will progress necessary discussions to formalise the appropriate acquisition process for these conservation areas.
80. Water Management
The Local Water Management Strategy proposes to maintain pre-development flows off the site through detention and retention on site, while minimising land take for drainage to improve public amenity.
81. The site is located within two drainage catchments, referred to as 'Poison Gully' (northern portion of the site) and 'Airport South' (southern portion of the site). Poison Gully drains into the Perth Airport Northern Main Drain. The Airport South catchment drains into the Perth Airport Southern Main Drain.
82. The majority of the LSP area has minimal drainage infrastructure, which is limited to open drains within the road reservation. The LSP area is characterised by sandy free draining soils, significant depth of ground water and limited areas of hardstand.
83. The stormwater drainage system has been designed using a major/minor approach. The major drainage system includes the use of roads, detention storages and open spaces to provide safe passage of stormwater runoff from major storm events.
84. The minor system will focus on treatment of the 1-year ARI event and involves the use of raingardens within road reserves and areas of POS identified for drainage purposes, outside of the areas of POS identified for conservation purposes.
85. Lots (including strata developments) and laneways will be required to retain and infiltrate the first 26 mm of rainfall within the lot or strata development (equivalent to the 1 hour, 5-year ARI event) prior to the water entering the road drainage system.
86. Lot scale water management systems should aim to include a treatment element in the form of a lot scale retention systems (i.e. tree pits or a planted roof garden) to clean stormwater prior to infiltration.
87. In October 2018, Strategen, who prepared the Local Water Management Strategy, undertook infiltration testing at the request of the Department of Water and Environmental Regulation (DWER) in their comments received during advertising. The results from this testing has revealed a lower than expected ground drainage capacity for some of the drainage locations, which inturn requires additional modelling of the eight (8) drainage basins.

88. It is anticipated that this modelling will result in slightly larger area requirement for some drainage basins, while others may reduce in size. Given the drainage basins are located within POS, there is a possibility that the POS will also need to be increased in size at three (3) locations on the LSP map. The latest draft LSP map in Attachment 3 includes blue coloured asterixes where the POS is anticipated to be reviewed in consultation with the WAPC following the findings of revised drainage basin modelling.
89. Any impacts to landowners will be addressed directly with thoes landowners at the time the impacts are known. At this preliminary stage, it is anticipated that impacts will not be significant but this is to be confirmed through detailed modelling and prior to the WAPC finalising the LSP.
90. *Water Sustainability Initiatives*
The water management strategy for the LSP area includes a number of key water saving initiatives, these include:
- a) trialing the use of soil amendments to improve water and fertiliser efficiency in POS wherever possible;
 - b) trialing pervious pavements to increase infiltration in paves areas of POS;
 - c) encourage the use of water efficient residential landscaping incorporating local species;
 - d) encourage rainwater tanks for in-house and water use wherever possible;
 - e) trial roof-top gardens for a public building, and engcourage the private sector to use rooftop gardens implemented through Urban Water Management Plans; and
 - f) the use of water efficient fixtures being mandated for all new developments in the LSP area to minimise water. This will include the use of water efficient fixtures to the following standards in all buildings:
 - i. showerheads and taps that use ≤ 6 L/min in kitchens, bathrooms and laundries;
 - ii. dishwashers, where installed, that use ≤ 14 L per use; and
 - iii. toilets that use ≤ 4.7 L per full flush.
91. With these measures, it is estimated that potable water demand will be approximately 66 kL/person/year, approximately one third less than the State Water Plan target of 100 kL/person/year.
92. The DWER has provided the City with constructive comments on the proposed Local Water Management Strategy, including recommendations around the proposed abovementioned water sustainability initiatives. These recommendations are not expected to substantially change the initiatives currently proposed. A schedule of all required modifications to the LWMS as agreed by DWER is provided in Attachment 5. The City will be required to finalise the LWMS in liaison with the WAPC, prior to the WAPC's final approval of the LSP.

93. Bushfire
The Forrestfield North development is within a Bushfire Prone Area, which has triggered the requirement for the preparation of a Bushfire Management Plan (BMP). The BMP has assessed the hazard level pre and post development. Medium-High Bushfire Hazard post development is limited to the 'green link' conservation and public open space areas, the Bush Forever located to the south of Sultana Road West and along Poison Gully Creek. This hazard will be managed through using road reserves as buffers, parkland management in public open space areas and the requirement for bushfire attack level (BAL) Assessments to be undertaken at the subdivision and/or development application stage to determine further mitigation requirements.
94. Noise and Vibration
The greatest noise and vibration impacts on Forrestfield North are Perth Airport, Freight Rail Marshalling Yards, Roe Highway and the Forrestfield Train Station. The Residential Precinct is situated outside the Australian Noise Exposure Forecast (ANEF) contour, which does not limit the density that can be achieved. Noise and vibration will be managed through development provisions and the recommendations of the detailed Noise and Vibration assessment that accompanies the LSP.
95. Movement Networks
As noted in the summary of modifications above, there has been a number of changes to the movement network on the modified LSP.
96. The LSP proposes a series of major neighbourhood connectors supported by major access and boundary roads. These roads are proposed generally in accordance with the arterial road network identified within the DSP. Traffic modelling undertaken as part of the LSP is predicated on a flyover existing between Maida Vale Road and Berkshire Road.
97. There is a departure between the alignment of the proposed flyover Roe Highway shown on the DSP and that proposed in the LSP. The main reason for this shift in alignment from Sultana Road West is to ensure the construction of the flyover does not affect existing medium density residential development on the eastern side of Roe Highway. A shift further north allows for the flyover to be constructed on rural land holdings that are proposed to be upgraded as part of future urban development.
98. The road network requirements are influenced by the results of the Traffic Impact Assessment which predicts the following key routes vehicles per day (VPD) 2031:
- a) TOD Connector: 8000-9000VPD (Roe Highway - Community Hub);
 - b) TOD Connector: 11,000-12,000VPD (Community Hub - TOD);
 - c) Maida Vale Road: 13,000-15,500VPD (Roe Highway - Milner Road);
 - d) Berkshire Road: 24,000-26,500VPD (Roe Highway – Milner Road); and
 - e) Milner Road: 14,000-17,000VPD.

It is noted that the above are predictions which are contingent on future development potential and may vary. Estimates will reviewed and confirmed as development and subdivision progresses for the area.

99. The movement network focuses on a wide range of infrastructure initiatives inclusive of:
- a) major road network upgrade requirements including upgrades to:
 - i. Berkshire Road (upgrade to 4-lanes);
 - ii. Milner Road (upgrades to 4 lanes south of Sultana Road West, upgrade to 2 lane divided carriageway between Sultana Road West and Maida Vale Road with parking and widened pedestrian environment plus cycling facilities);
 - iii. Sultana Road West (improved industrial access road);
 - iv. Maida Vale Road (upgrade to 4 lanes east of Milner Road, upgrade to 2 lane divided carriageway west of Milner Road);
 - v. provision of new TOD Connector Boulevard linking the Forrestfield North Railway Station, through the Forrestfield North Residential Precinct LSP Area up to Brand Road, with a potential future requirement to extend the TOD Connector through to the Roe High Way flyover, subject to future demand analysis;
 - b) key intersection upgrades at the intersection of:
 - i. Berkshire Road / Dundas Road / Milner Road (dual lane roundabout);
 - ii. Milner Road / Sultana Road West;
 - iii. Milner Road / TOD Connector Boulevard (new intersection);
 - c) bridge and interchange upgrades at the Roe Highway / Maida Vale Road interchange; and
 - d) potential future TOD Connector Boulevard with flyover connecting future Maida Vale South urban investigation area with the Forrestfield North LSP area.
100. Significant upgrades will be required to the existing road network to support development envisaged by the LSP. Access streets and minor roads will generally be delivered through the subdivision and development process as part of conditional approvals. The remaining arterial road network upgrades outside of the subdivision and development process will be considered as part of the preparation of the DCP that will support the provision of infrastructure within the area.
101. Details relating to the funding and apportionment of major infrastructure upgrades and land requirements associated with road upgrades will be progressed as part of the preparation of the DCP that is currently in the process of being developed to support the provision of infrastructure within the LSP area. With regard to road infrastructure, the DCP requires a clear and well defined road network in order to be established. The progression of the LSP to approval will assist with providing this certainty and enabling progression of the DCP.

102. It is noted that the proposed modifications utilise the existing road network more efficiently, which will result in a reduction of DCP infrastructure costs and provide landowners with greater design flexibility at future planning stages.
103. *Pedestrian and Cycle Networks*
The LSP proposes a series of shared paths and on road cycle lanes largely consistent with the DSP. The pedestrian and cyclist movement network is linked by neighbourhood connectors and major access streets proposed for vehicle traffic.
104. The proposed network feeds into the major transport infrastructure attractors such as the Forrestfield Train Station through strategic routes identified within the LSP area along Maida Vale Road and over the potential future flyover and into the TOD LSP area.
105. It is proposed that shared paths are to be provided along major routes within the LSP area. This is also supported by an extensive on-road cycle network that includes cycle lanes of 1.5 metres wide in each direction. Additionally, all access roads within the LSP area will have a footpath on at least one side of the road.
106. *Public Transport*
The LSP area will be serviced by an improved public transport network with the new Forrestfield Train Station being the key feature. The station is anticipated to be open by December 2020 and is currently in advanced stages of construction.
107. Proposed as part of the new station is a major bus terminal to support feeder bus services that will take residents from the surrounding localities through the LSP area down major aerials and to the station. The proposed road network has been designed to cater for increased bus services and will be readily accessible to surrounding residents.
108. As a project initiative, the LSP area proposes the investigation of an autonomous cyclical bus route that provides residents autonomous access to the new station at Forrestfield from within the LSP area. This project initiative will require a project specific brief and further progression in liaison and partnership with the Public Transport Authority (PTA).
109. The City has also been in contact with the PTA regarding improved bus services within the general locality. The PTA advised they have dates scheduled in 2019 to discuss and re-evaluate these services with the City. The provision of new and increased services is an operational matter for the PTA which is generally reviewed at a time closer to the station being complete.

110. Infrastructure and Servicing

Wastewater

Detailed discussions have been held with the Water Corporation in relation to the upgrade and extension of wastewater infrastructure to service Forrestfield North and Maida Vale South as an interim measure, while the Water Corporation completes detailed planning. The interim plan involves the extension of wastewater infrastructure along Dundas Road for the TOD and Activity Centre Precincts and along Milner Road with three branch systems along Sultana Road West (picking up the proposed Activity Centre and the Industrial Composite land-uses in Sultana Road West, and into Raven Street and Stewart Road to service the majority of the Residential Precinct. Not all properties will be able to service directly off these extensions, however the premise is that the wastewater infrastructure provided under the DCP for the area will accelerate development across a greater number of landholdings than presently exists.

111. The Water Corporation will determine ultimate wastewater planning based on future land development requirements primarily in Forrestfield North and Maida Vale South, with potential for expansion of the network into Maida Vale and High Wycombe. The Water Corporation have confirmed verbally that the construction of infrastructure to suit the ultimate system will not be required by developers of Forrestfield North or Maida Vale South.

112. *Water*

Water infrastructure planning has commenced and has been submitted to the Water Corporation for consideration. The development of water infrastructure is generally simpler than wastewater planning because the water network does not need to be designed to consider depth of service as it's a pressurised system. This means that development can be catered for generally anywhere within the precinct with relation to the water infrastructure network.

113. At this stage, the Water Corporation are completing their planning for the ultimate development scenario. The provision of water infrastructure should not be considered a DCP item and will be provided as part of the subdivision and development process.

114. *Power*

Initial discussions have been held in relation to current Western Power policies when considering large-scale / long-timeframe developments of this nature. The development of power infrastructure to suit developments of this type is an iterative process, as additional power capacity cannot be "stored". It is understood that Western Power is currently not utilising new 1-hectare transformer / substation sites but is preferring to increase the capacity of existing major substations. Some lead-in work may be required after the first five to 10 years of development, but this will be contingent on the rate of development in Forrestfield North and the rate of expansion of other land-use assets connected to local substations and feeders. The key infrastructure requirement will be the undergrounding of existing HV and LV assets in roads to be widened and in road reserves to be closed. The DCP for the area will allow for the relocation of all existing assets due to road widening / road reservation closure and will allow for the undergrounding of all HV assets at 33kV and greater.

115. Existing power services are generally considered to be adequate for initial phases of development to occur in the LSP area.
116. *Gas*
Gas infrastructure is available in the LSP area for immediate development.
117. *Telecommunications*
Telecommunications infrastructure is available in the LSP area for immediate development.
118. Approach to Updating Technical Reports and Progressing the LSP to the WAPC for Final Approval
Given the State Government's recent announcement confirming the Forrestfield Train Station's multistorey parking arrangements, the State Government is progressing work on technical inputs such as access and egress as well as drainage and services around the TOD precinct. The State Government is also investigating how best to activate the land around the Forrestfield Train Station in the short term following its opening in 2020, which involves consideration of land use and density.
119. Given the State Government's ongoing consideration and outstanding technical inputs regarding the TOD precinct, there may also be implications on the Residential Precinct LSP. To avoid reworking the LSP documentation, it is not considered appropriate to update the planning report and technical appendices until the WAPC has formally considered and made recommendations on the LSP. The City has discussed how best to progress the LSP to the next stage in the planning process with senior officers at the Department of Planning, Lands and Heritage and the following has been agreed:
- a) update the LSP map as required in response to submissions received during advertising of the draft LSP. This is included in Attachment 3;
 - b) prepare a schedule of recommended modifications for the LSP report (Volume 1) and technical appendices (Volume 2); and
 - c) following the WAPC's assessment and final recommendation, update LSP report and technical appendices as required.
120. Remaining Studies / Investigations
The Development Contributions Plan, Sustainability and Innovation Strategy Public Realm Design Guidelines, Land Assembly Strategy and Private Realm Design Guidelines are in the development phase and will be completed during the finalisation of the LSPs. It is not unusual for these documents to be progressed post advertising of the main planning framework. This allows for a degree of certainty to be reached within the planning framework and avoids re-working of these documents to account for changes to the LSPs.
121. A copy of the modified LSP map is provided in Attachment 3 with the supporting report and technical documentation, including a list of recommended modifications, in Attachments 4 and 5.

STATUTORY AND LEGAL CONSIDERATIONS

122. Under the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations), the City is required to take the following actions:
- a) determine the level of information required to be provided with the LSP;
 - b) assess the LSP against appropriate planning principles;
 - c) advertise the LSP;
 - d) consider and respond to submissions received during advertising; and
 - e) prepare a report and recommendation on the proposed LSP and provide to the WAPC for its decision.

POLICY CONSIDERATIONS

123. **Directions 2031 and Beyond**
Directions 2031 and Beyond is the State Government's key strategic planning document which outlines the spatial framework for the future growth of Perth and Peel for the next twenty years.
124. **Draft Perth and Peel @ 3.5million - North-East Sub-Regional Planning Framework**
In May 2015, the WAPC released the Draft Perth and Peel @ 3.5 million suite of documents, including the Sub-Regional Frameworks for comment. These documents aim to identify how the vision set out in Directions 2031 for a City of 3.5 million people by 2050 can be realised.
125. The North-East Sub-Regional Framework (Framework) is a spatial plan of the north-east region, which will provide guidance on strategic planning for the next 35 to 40 years. This Framework encourages a consolidated urban form that limits the identification of new greenfield areas to where they provide a logical extension to the urban form, and places a greater emphasis on urban infill and increased residential density of existing urban areas. Under this Framework, the subject site is identified as urban.
126. **Liveable Neighbourhoods**
Liveable Neighbourhoods is a WAPC operational policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites.
127. The policy aims to increase support for efficiency, walking, cycling and public transport and achieving density targets amongst other matters.
128. **State Planning Policy 3.1 – Residential Design Codes**
The Residential Design Codes (R-Codes) apply to any Residential zoned land that has a coding number superimposed on the Scheme Map. The core objective of the R-Codes is to ensure appropriate residential design and density in line with the Scheme.

129. The core application of the R-Codes, as it relates to the proposed LSP, is the reference to residential density and associated development requirements, including lot size. In this regard the proposed R60 and R80 areas on the LSP will be required to achieve an average lot size of 150m² and 120m² respectively. The proposed R100 areas on the LPS are to adhere to the general site requirements of multiple dwellings.
130. **State Planning Policy 3.7 – Planning in Bushfire Prone Areas**
State Planning Policy 3.7 (SPP 3.7) aims to ensure that all planning proposals take into account bushfire protection requirements. SPP 3.7 contains objectives and policy measures relating to strategic planning proposals (such as the proposed LSP) in designated bushfire prone areas, as well as reference to the Guidelines for Planning in Bushfire Prone Areas.
131. Given the subject site is located within a bushfire prone area, a BMP has been prepared. The BMP notes that bushfire risks are readily manageable through standard management responses.
132. At the stage of subdivision and/or development a BAL Assessment will be required to be lodged.
133. **WAPC Development Control Policy 2.3 Public Open Space in Residential Areas**
Development Control Policy 2.3 (DC 2.3) establishes the requirement that 10 percent of gross subdivisible area shall be given up free of cost by a subdivider for public open space. More than the required 10 percent POS is proposed as part of the LSP.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

134. During the development of the LSP and the supporting strategies and studies, the City ensured the preparation of the plans were assessed from the perspective of the following key development-oriented disciplines:
- a) Assets;
 - b) Parks and Environment;
 - c) Community Development; and
 - d) Economic Development.

External Referrals

135. **Community and Stakeholder Engagement Prior to Advertising**
Preliminary community and stakeholder engagement was undertaken from May-June 2017. The engagement included a Landowner Forum on the 29 May 2017, a Community Workshop on the 1 June 2017 and surveys tailored to either landowners or the general community during the engagement period.

136. Key themes from this consultation period that were expressed by landowners and the community indicated a desire to have a family-oriented and natural vibe, to celebrate creeks and streams, recreation and bushland living in the design and to cater for sporting facilities and open green spaces that are lacking in the area.
137. These themes have been addressed in the LSP through the provision of:
- a) a town park and community hub to create a family-orientated precinct;
 - b) a 'green link' for conservation and recreation purposes to cater for bushland living and recreational opportunities;
 - c) a sports precinct to cater for the perceived lack of sports space and open green spaces; and
 - d) the protection and enhancement of Poison Gully Creek to celebrate creeks and streams in the area.
138. Some landowners also expressed a concern with the naming of the LSP area being Forrestfield North. The City has commenced the process for naming the 'Forrestfield North' area. This involved a naming competition in September and October 2018 and resulted in 142 name suggestions from the community. The next steps involve the creation of a shortlist of the suggested names based on the Geographic Names Committee's naming principles, guidelines and procedures and readvertising the shortlisted names. The final name will be returned to the Council for approval followed by state government referral and approval.
139. During the development phases of the LSP a technical advisory group (TAG) was formed including various state agencies and key stakeholders to provide technical guidance and input into the LSP. The TAG met on an as required basis and included representation the following agencies:
- a) Department of Planning, Lands and Heritage (DPLH);
 - b) Metronet;
 - c) Department of Biodiversity, Conservation and Attractions (DBCA);
 - d) Main Roads WA (MRWA);
 - e) Public Transport Authority (PTA);
 - f) Freight and Logistics Council (FLC);
 - g) Department of Fire and Emergency Services (DFES);
 - h) Perth Airport;
 - i) Department of Water and Environmental Regulation (DWER); and
 - j) City of Kalamunda.
140. The outcomes of the TAG have generally been incorporated within the LSP. A key outcome from this process is reducing the number of changes required by State Government agencies after the advertising process.

141. **Public Advertising**
The draft LSP was advertised in accordance with the City's P-DEV 45 – Public Notification of Planning Proposals. The advertising methods include the following:
- a) letters to all landowners and occupiers located in, and within 300m of the boundary of, the LSP area;
 - b) letters to relevant service agencies, public authorities and key stakeholders;
 - c) two 'drop in' information sessions;
 - d) two interactive workshops;
 - e) notice of the proposal on the City's website;
 - f) an online and paper survey; and
 - g) approximately 30 one-on-one meetings with landowners.
142. During the advertising period a total of 40 written submissions were received, comprising of:
- a) 22 submissions from the community, predominantly from landowners and occupiers located within the LSP area:
 - i) 14 objections with comments;
 - ii) three non-objections with comments;
 - iii) five comments without indicating any objection or non-objection;
 - b) 12 submissions from servicing or public authorities with technical comments in submissions;
 - c) two submissions from community/advocacy groups:
 - i) one comment without indicating objection or non-objection;
 - ii) one objection with comments; and
 - d) four submissions requesting confidentiality or stating that the submission is 'without prejudice':
 - i) three objections with comments;
 - ii) one comment without indicating objection or non-objection.
143. The City also received 32 survey responses, of which 45% of the respondents viewed the LSP as either 'good' or 'very good', whereas 35% viewed the draft LSP as 'poor' or 'very poor'. 19% of respondents rate the plan as 'average'. A full summary of the survey results is included following the submission table in Attachment 6.
144. The key concerns raised in objections are as follows:
- a) how and when land identified as POS, road reserve, Community Purpose and Primary School will be acquired;
 - b) concern regarding uncertainty around the acquisition of Conservation Areas;

- c) concern that infrastructure costs will result in excessively high development contribution rates;
- d) land values for sites identified as POS, road reserve, Community Purpose and Primary School;
- e) timing of subdivision/development and likely timeframe for the acquisition or sale of private land within the LSP area;
- f) concern that the location and distribution of POS is inequitable and excessive, above the 10% POS requirement;
- g) the LSP may result in the demolition of dwellings to make way for development or roads;
- h) fragmented land ownership and potential difficulties with consolidated development and delivery of infrastructure;
- i) concern regarding DCP detail and timing at this stage of the planning process;
- j) concern that density is too high and will not be delivered;
- k) desire to protect and appropriately manage Conservation Areas;
- l) concern about protection of animals at road crossings, and given additional population, impact of additional cats and dogs on wildlife;
- m) antisocial behavior in POS; and
- n) concern that there is not a specific provision of aged care facility.

145. Full comments received and responses to submissions is included in Attachment 6 and Confidential Attachment 1.

FINANCIAL CONSIDERATIONS

146. Costs associated with the preparation of the document and public advertising were met through the Development Services annual budget.

147. Infrastructure items associated with the LSP will be met through the future DCP that will support the development of Forrestfield North.

148. The financial implications for remediation of the Brand Road landfill site will need to be considered at the time detailed site investigations have provided details on the extent of remediation works required on the site.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

149. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 1: Kalamunda Cares and Interacts

Objective 1.2 - To provide a safe and healthy environment for community to enjoy.

Strategy - 1.2.1 - Facilitate a safe community environment.

Strategy - 1.2.3 - Provide high quality and accessible recreational and social spaces and facilities.

Priority 1: Kalamunda Cares and Interacts

Objective 1.3 - To support the active participation of local communities.

Strategy 1.3.1 - Support local communities to connect, grow and shape the future of Kalamunda.

Priority 2: Kalamunda Clean and Green

Objective 2.1 - To protect and enhance the environmental values of the City.

Strategy 2.1.1 - Enhance our bushland, natural areas, waterways and reserves.

Priority 3: Kalamunda Develops

Objective 3.1 - To plan for sustainable population growth.

Strategy 3.1.1 - Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.

Priority 3: Kalamunda Develops

Objective 3.4 - To be recognised as a preferred tourism destination.

Strategy 3.4.1 - Facilitate, support and promote, activities and places to visit.

SUSTAINABILITY

Social Implications

150. The LSP will facilitate the development of a greater diversity of lot sizes and housing typologies which in turn will provide greater housing choice, affordability and a potentially broader demographic for the City.
151. A key consideration is ensuring the appropriate interface with the Forrestfield/High Wycombe Stage 1 Industrial Area. In this regard the composite (residential / light industrial) land use that was proposed in the draft LSP for advertising for properties that front Sultana Road West and interface directly with the existing Forrestfield / High Wycombe Stage 1 Industrial Area, has been removed in light of submissions received and further investigation regarding the feasibility of a composite outcome. It is considered that Sultana Road West is the most appropriate boundary and physical separation between industrial and residential land uses. More detailed considerations in relation to land use can be determined through the development of detailed Design Guidelines.
152. The 'green link' and other POS areas will provide the community with high quality amenity as well as health, recreational and organised sports benefits.

Economic Implications

153. The proposed LSP represents a significant development within the City. Increased levels of development as a consequence of the LSP will result in more jobs for within the building and construction industry.

Environmental Implications

- 154. Poison Gully Creek is a registered Aboriginal Heritage Site as a water source and historical birthplace. There is also existing Bush Forever and POS running along the creek which are to be retained and enhanced as part of the LSP. The 'green link' will link Poison Gully with Bush Forever and areas of environmental significance to the south.
- 155. Existing Bush Forever sites are located at Poison Gully Creek, Brae Road Reserve and Sultana Road West. These sites are to be retained and linked within the proposed 'green link'.
- 156. The threatened Wavy-leaved Smokebush (*Conospermum undulatum*) is extensively recorded in the precinct. There are 520 individuals recorded in the precinct. Approx. 88% are proposed to be retained in the LSP area representing a significant retention rate.
- 157. The total area of 'high quality' foraging habitat for Black Cockatoo species in the LSP is 18.31ha and 3.20ha of 'valued' quality foraging habitat. A total of 458 significant trees were recorded in the DSP area with 26 of these containing a total of 42 suitable hollows. 13% of Cockatoo habitat trees, 30% of potential breeding trees and 29% of foraging habitat are proposed to be retained in the LSP area.
- 158. The total area of native vegetation representing Banksia Woodland Threatened Ecological Community (TEC) is 14.92ha within the LSP. 33% is proposed to be retained in the LSP.
- 159. Brand Road Landfill Site is identified as a contaminated site. The site was previously used for landfill and sand extraction. Landfill operations commenced in approximately 1978. It was operated by Western Excavating from the beginning of the sand mining activities until 1989. The sanitary landfill operations started in 1989. The site has been identified for potential sporting fields. The site is currently undergoing investigations for potential suitable uses and remediation requirements.

RISK MANAGEMENT CONSIDERATIONS

160.	Risk: The WAPC make further modifications to the LSP that impact development outcomes.		
	Likelihood	Consequence	Rating
	Possible	Moderate	Medium
	Action/Strategy		
	Ensure any modifications are communicated directly with landowners and are appropriately justified.		

161.	<p>Risk: Some landowners are aggrieved by being identified for public infrastructure (i.e. roads, Environmental Conservation and POS).</p>						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 33%;">Likelihood</th> <th style="width: 33%;">Consequence</th> <th style="width: 33%;">Rating</th> </tr> <tr> <td>Likely</td> <td>Moderate</td> <td>High</td> </tr> </table>	Likelihood	Consequence	Rating	Likely	Moderate	High
Likelihood	Consequence	Rating					
Likely	Moderate	High					
	<p>Action/Strategy</p> <p>Ensure the LSP is advertised to provide landowners and opportunity to comment on the proposal. It is noted that these matters cannot be resolved without the input of State Government agencies and the broader community. In the case of Environmental Conservation areas, request the WAPC to consider Parks and Recreation reservations under the MRS.</p>						

OFFICER COMMENT

162. In respect to the concerns raised during advertising, the following summarises the current status of, and responses to, issues identified:

163. **How and when land identified as POS, road reserve, Community Purpose and Primary School will be acquired.**
 The acquisition of the land identified for local open space, road reserve and community purpose will depend on take up of development and the apportionment of funds that will be raised through the future DCP. The schedule of items requiring purchase and timing of acquisition or delivery is dependent on the take up of development, infrastructure demands and availability of funds within the DCP. The DCP, once finalised, will outline the priority and cost apportionment of infrastructure items. The Primary School will be purchased by the Department of Education, again once the need arises for the planning and development of the school.

164. **Concern regarding uncertainty around the acquisition of Conservation Areas.**
 The City understands the concern regarding the acquisition of land identified as Environmental Conservation and is working with the relevant State departments and agencies to secure certainty around the acquisition of this land. The City will be putting forward a recommendation to Council to initiate a MRS Amendment request for land identified as conservation to be zoned as Parks and Recreation under the MRS. This would generate the requirement for the State Government to purchase land identified as Environmental Conservation through the MRIF.

165. **Concern that infrastructure costs will result in excessively high development contribution rates and lower property values.**
 The modified LSP has removed the Littlefield Boulevard neighbourhood connector, aligned the TOD Connector Boulevard with existing Brand Road, and replaced a portion of local open space within the 'green link' with residential development potential. These components may contribute to a lower DCP rate and increased area for costs to be distributed between. The future DCP is required to meet the underlying principles for development

contributions, including a need to establish a connection between, and the demand generated by, the development and the infrastructure funded through the DCP. Importantly the LSP should be structured in a manner that enables viable delivery of the required subdivision and development by the private sector. The DCP cannot be commenced until the Residential Precinct is progressed to a level of certainty and until the TOD Precinct is also progressed to a level of certainty.

166. **Land values for sites identified as POS, road reserve, Community Purpose and Primary School.**

The City doesn't have an opinion on land value. When purchasing land the City engages an independent land valuer to determine the value of land. The valuation of the primary school is determined by the Department of Education's own land valuation process. Potential land values will be established through independent land valuations as part of the preparation and progression of the DCP.

167. **Timing of subdivision/development and likely timeframe for the acquisition or sale of private land within the LSP area.**

The delivery of development is dependent on market driven forces. The area to the north of the LSP is considered likely to be the first stages of development because it can access existing sewer capacity to the north of Poison Gully Creek. Once the LSP is approved, the development for this area can potentially begin at whatever rate the market dictates. The timeframe for the delivery of infrastructure is dependent on the operation of a DCP which requires funds to be available from the progression of development. Once funds are raised and infrastructure is delivered, this will allow areas that are constrained due to lack of infrastructure to be able to develop as they become unconstrained through the delivery of infrastructure. The rate of these areas developing will also be dependent on the market and in response to the location of the initial stages of land release.

168. **Concern that the location and distribution of POS is inequitable and excessive, above the 10% POS requirement.**

The EPA stated that protecting wavy-leaved smokebush is a priority and that a 'green link' would also be recommended connecting the Bush Forever site on Sultana Road West with the environmental values adjacent to Brand Road and with Poison Gully Creek. This 'green link' also represented the area where all environmental values best overlapped. This is a key reason for the current distribution of LOS. The District Open Space was considered the best and most appropriate land use on the landfill site due to the limited land use options for the site. The LSP also includes the town park which is considered a centralised LOS reserve required to provide sufficient community amenity and recreation opportunities. The other LOS areas are required for drainage purposes.

169. In relation to the percentage of POS, the area does provide in excess of 10% however this is generally broken down as follows:

170. Environmental Conservation: 10.27ha (8.3%)
This land is required to be retained by State and Federal environmental policy requirements and is not proposed to be contributed towards or delivered through the development of the LSP area.
171. Brand Road Landfill: 10.28ha (8.35%)
This land is already owned by the City and is proposed to be redeveloped in the future for sports space.
172. Local Open Space: 9.28ha (7.54%)
This land is to be delivered through the development of the LSP area and shared as a cost infrastructure item through the DCP. Additional land to complete the 10% local open space requirement across the DSP area will be delivered through the TOD Precinct.
173. **The LSP may result in the demolition of dwellings to make way for development or roads.**
Where dwellings are not impacted by future subdivision, there will be opportunities for landowners to retain dwellings and stage subdivision/development. Modifications have been made to the LSP in response to submissions to assist with retaining existing dwellings where possible.
174. It is important for the Council progress the LSP to the WAPC for determination for a number of reasons. The WAPC's consideration and determination will create certainty in the planning framework, which will assist in the ongoing development of the TOD precinct LSP, DCP, Sustainability and Innovation Strategy, Public Realm Guidelines, Private Realm Design Guidelines and Land Assembly Strategy. Importantly, it will also bring to the forefront the consideration of how the Environmental Conservation areas will be acquired and managed.
175. Whilst there are outstanding issues regarding the LSP and the greater implementation of the DSP particularly with regard to land acquisition, the progression of the LSP to the WAPC for consideration and determination will enable these issues to be addressed by the responsible authority within the State Government. Therefore, it is recommended that Council endorse the LSP subject to the modifications provided in Attachments 3, 4 and 5 and forward the LSP to the WAPC for final determination.

Voting Requirements: Simple Majority

RESOLVED SCM 231/2018

That Council:

1. NOTES the submissions received during advertising of the Draft Forrestfield North Residential Precinct Local Structure Plan and responses contained in Attachments 6 and Confidential Attachment 1.

2. ENDORSES the Forrestfield North Residential Precinct Local Structure Plan in accordance with the modifications included in Attachments 3, 4 and 5.
3. AUTHORISES the Chief Executive Officer to forward the Forrestfield North Residential Precinct Local Structure Plan and the associated Schedule of Submissions to the Western Australian Planning Commission for a decision pursuant to Schedule 2, Part 4, Clause 22 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Moved: **Cr Dylan O'Connor**

Seconded: **Cr Allan Morton**

Vote: **CARRIED UNANIMOUSLY (11/0)**

8.1.3 Forrestdfield North Residential Precinct: Request for the Western Australian Planning Commission to Initiate a Metropolitan Region Scheme Amendment

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

Previous Items	OCM 14/2015, SCM 07/2015, OCM 15/2017
Directorate	Development Services
Business Unit	Strategic Planning
File Reference	4.00009461
Applicant	City of Kalamunda
Owner	N/A
Attachments	<ol style="list-style-type: none"> 1. Forrestdfield North Residential Precinct Proposed MRS Amendment Map [8.1.3.1] 2. Draft Forrestdfield North Residential Precinct Local Structure Plan Map [8.1.3.2] 3. Draft Forrestdfield North Residential Precinct Local Structure Plan Amended [8.1.3.3] 4. Forrestdfield North Residential Precinct Conservation Area Tenure Map [8.1.3.4]
Confidential Attachment	<ol style="list-style-type: none"> 1. Conservation Area Tenure Summary Table <u>Reason for Confidentiality:</u> <i>Local Government Act 1995 (WA) Section 5.23 (2) (b) - "the personal affairs of any person."</i>

EXECUTIVE SUMMARY

1. The purpose of this report is to provide Council with the opportunity to request a Metropolitan Region Scheme (MRS) Amendment to change the Environmental Conservation areas identified in the draft Forrestdfield North Residential Precinct Local Structure Plan (LSP) from an Urban Zone to Parks and Recreation Reserves (refer Attachment 1).
2. Once the land is reserved for Parks and Recreation under the MRS the Western Australian Planning Commission (WAPC) can acquire the land, or compensate the land owner, through the Metropolitan Region Improvement Fund (MRIF).
3. It is proposed that the Council endorse the Forrestdfield North Residential Precinct MRS Amendment request so that the Environment Conservation areas, identified for their high biodiversity value, are protected by being reclassified to Parks and Recreation Reserves, and thereby giving the current landowners a statutory process for the relevant portion of their land to be acquired.

BACKGROUND

4. **Land Details:**

Residential Precinct Land Area:	117.80ha
Local Planning Scheme Zone:	Urban Development
Metropolitan Regional Scheme Zone:	Urban

5. **Locality Plan:**



6. **History**

In June 2014, the State Government initiated the Forrestfield-Airport Link and, subsequently, the City began investigating the surrounding areas for planning and land use opportunities as requested by the State Government.

7. In 2015, the District Structure Plan (DSP) area was amended from Rural to Urban under the MRS. The Environmental Protection Authority (EPA) identified the following environmental factors relevant to the LSP area:
 - a) flora and vegetation- Wavy-leaved Smokebush (*Conospermum undulatum*); and
 - b) terrestrial fauna- Remnant vegetation providing roosting, foraging and potential breeding habitat for Carnaby's and Forest Red-tailed Black Cockatoos and the Quenda/Southern Brown Bandicoot.
8. The EPA advised that it is expected the Local Planning Scheme No. 3 (LPS3) text, as part of a future amendment, be modified to include provisions which would contain:

"specific mechanisms and adequately secure, protect and manage the significant environmental values within the amendment area".
9. In 2016, the City prepared Amendment 75 to LPS3 to rezone the DSP from Light Industry, Industrial Development and Special Rural to Urban Development. Amendment 75 was referred to the EPA. Amendment 75 was not formally assessed but advice was given.
10. The EPA provided the following advice (summarised):
 - a) the EPA expects that further detailed management plans and LPS3 provisions be provided to protect flora prior to the finalisation of the LSP;
 - b) the protection of declared rare flora, associated habitat, threatened fauna habitat, and low representation vegetation complexes in appropriately sized retention areas for conservation purposes. These retention areas shall be informed by Level 2 Flora and Vegetation and Fauna Surveys in accordance with EPA Guidance Statements 51 and 56 (or as revised), and targeted for Declared Rare Flora and threatened fauna, and associated habitat. The retention area size, location, protection and management mechanism shall be subject to OEPA advice prior to the WAPC endorsement of the LSP; and
 - c) all future subdivision and development proposals must be consistent with the retention areas agreed.
11. After extensive consultation and various meetings and iterations of the LSP, the EPA advised of the priority of key environmental factors and their required retention within the LSP area. This guidance was considered "Preliminary State biodiversity advice" prior to formal consideration of the LSP. The advice received incorporated the following (summarised):
 - a) retention of intact and good condition areas of Wavy-leaved Smokebush plants which are viable in the long-term; and
 - b) that a functional ecological linkage between the Sultana Road West Bush Forever site and Poison Gully Creek be provided to assist in maintaining the ecological viability of both sites, and that the intervening retained areas within the corridor are important design elements for the LSP.

12. In September 2016, the Forrestfield North DSP was approved by the WAPC to guide the structure, vision and objectives of future urban development for the area.
13. In April 2018, the draft Forrestfield North Residential Precinct LSP was adopted for advertising. A copy of the approved draft LSP is provided in Attachment 2.
14. The LSP map shows the areas identified for Environmental Conservation prepared in accordance with advice from the Office of the Environmental Protection Authority (EPA). In April 2018, Council adopted the Draft Forrestfield North Residential Precinct LSP for advertising (SCM 67/2018).
15. Further to Council consideration of the modified LSP Map (Attachment 3) for referral to the WAPC for consideration as part of this Special Council Meeting Agenda, the City is proposing to request a concurrent MRS Amendment to formalise the conservation areas identified in the LSP as Parks and Recreation under the State Government MRS Map.

DETAILS

16. The Forrestfield North Residential Precinct Local Structure Plan (LSP) is located within the City of Kalamunda (City) in the suburb of High Wycombe and is generally bounded by Sultana Road West to the south, Roe Highway to the east, Poison Gully Creek to the north and Milner Road to the west (refer Attachment 2 and 3).
17. The areas identified for Environmental Conservation are zoned Urban under the MRS and Urban Development under the City's Local Planning Scheme No. 3 (LPS3).
18. **Green Space**
The draft LSP identified a 'green link' between the Bush Forever site, adjacent to Sultana Road West to the south, and Poison Gully to the north, where areas with high biodiversity value were noted as Environmental Conservation linked with sections of Public Open Space (POS). The POS acts as an extended buffer to the environmental conservation areas but also creates a linear functional park for passive and active outdoor recreation.
19. There are two Bush Forever sites within the draft LSP area;
 - a) Bush Forever site 45 at Lot 78 (67) Brae Road, High Wycombe; and
 - b) Bush Forever site 123 at Lot 499 (160) Sultana Road West, High Wycombe
20. The existing Bush Forever sites were identified and purchased in 2006 and 2007 respectively through a \$100 million grant, and managed by the WAPC as part of the MRIF. By 2013 the grant was fully distributed and now Bush Forever sites are purchased via the general Metropolitan Region Scheme Improvement Fund (MRIF), although this is not specifically allocated only for the purchase of Bush Forever sites.

21. Bush Forever site 45 was acquired by the WAPC on recommendation of the then Department of Environmental Conservation for inclusion into Bush Forever as an offset to remove Bush Forever from another site in Maida Vale. Bush Forever site 123 was identified for reservation and inclusion into Bush Forever because of its high conservation values.
22. Bush Forever sites identified as part of region schemes are given priority for purchase. To initiate a site to be purchased the landowner needs to write to the WAPC to request their site to be purchased. In this case because there are 19 properties and 26 landowners affected by conservation areas, resulting from a public project as opposed to private development, the City has undertaken this proposed MRS Amendment to formally initiate discussion with the WAPC on behalf of affected landowners.
23. There are 19 properties or portions of properties proposed to be included in the draft LSP as Environmental Conservation as shown on Attachment 4 – Forrestfield North Residential Precinct Conservation Area Tenure Map, which affects the residents outlined in the Confidential Attachment – Conservation Area Tenure Summary Table for the Forrestfield North Residential Precinct.
24. The modified LSP shows approx. 10.2ha of land to be reserved and managed for conservation purposes which equates to approximately 8.3% of the total LSP area. In addition, the plan provides for 20.6ha of POS which includes the green link and parks.
- The amount of POS provided in the green link was reduced by approximately 2ha to allow for increased residential zoning in response to submissions received by landowners.
25. **Environmental Considerations**
The Biodiversity values in the environmental conservation areas identified in the LSP include:
- a) *Conospermum undulatum* – wavy leaf smokebush;
 - b) *Banksia spp.* – Banksia woodland;
 - c) Cockatoo Habitat Trees; and
 - d) *Isopogon drummondii* – Isopogon.
26. *Conospermum undulatum* commonly known as Wavy Leaved Smokebush is declared vulnerable under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) and *Wildlife Conservation Act 1950* (WC Act).
27. The criteria for declaring a species as vulnerable are:
- a) its population is decreasing because of threatening processes, or
 - b) its population has been seriously depleted, and its protection is not secured, or
 - c) its population, while abundant, is at risk because of threatening processes, or

- d) its population is low or localized or depends on limited habitat that is at risk because of threatening processes.
28. There are approximately 11,400 Smokebush individuals recorded by DBCA in the state. The specific species of *Conospermum* in Forrestfield North is endemic meaning it grows nowhere else in the world and exists in only a small pocket on the Swan Coastal Plain. It is estimated that the 525 Smokebush in the Forrestfield North area accounts for approximately 4.6% of the total population for this species. It is therefore paramount that these individuals are protected as otherwise the survival of the Smokebush species may be compromised. Without protection from future urban development it is likely this population of Smokebush would dwindle to a population size lower than a threshold where it can successfully cross-pollinate and succeed, potentially causing extinction.

STATUTORY AND LEGAL CONSIDERATIONS

29. The MRS may be amended in accordance with Part 4, Division 2, Section 37 (1) of the *Planning and Development Act 2005*.
30. The Council may endorse the proposed MRS amendment request for referral to the WAPC. As the MRS is a State Government Region Scheme, it is the responsibility of the WAPC to resolve to amend a region planning scheme subject to section 36 of the *Planning and Development Act 2005*.
31. If the WAPC resolves to prepare the proposed MRS amendment, the proposal is to be referred to the EPA for comment and review. The proposal may then be referred to the Minister for consent to seek public submissions.
32. Part II Division 3 of the MRS Scheme Text covers Reserved Land not Owned by or Vested in a Public Authority. This section, in essence, requires that development on land so reserved shall not be commenced or carried out without the approval of the WAPC. The process for compensation or land acquisition, through the MRIF, is able to be triggered should the WAPC refuse, or grant approval with unacceptable conditions, if the land is injuriously affected.

POLICY CONSIDERATIONS

33. **State Planning Policy 2 Environment and Natural Resources Policy**
A guide for natural resource management to assist in integrating the environment with broader land use planning. Provides guidance for local governments in relation to soil, water and air quality, as well as biodiversity among other environmental aspects. Part 5.5 (i) a. relating to biodiversity suggests planning strategies, schemes and decision making should consider mechanisms to protect high areas of biodiversity including zoning as a conservation park or other reserve.

34. **State Planning Policy 2.8 Bushland Policy for the Perth Metropolitan Region**

The Bushland Policy 2.8 is a document which provides a framework for identifying areas of high conservation value in Bush Forever areas and local bushland, and provides general policy measures to secure long-term protection of biodiversity and associated environmental values.

COMMUNITY ENGAGEMENT REQUIREMENTS

Internal Referrals

35. Internal referrals have occurred as part of the broader process to adopt the LSP.

External Referrals

36. Should the Council endorse the request for the proposed MRS amendment, referral of the proposal to relevant government agencies, which may be affected by the change, will be undertaken as part of the WAPC amendment process. This may include surrounding local governments, Department of Biodiversity, Conservation and Attractions, Environmental Protection Authority (for prior notification) and Department of Water and Environmental Regulation.
37. If the WAPC accept the MRS amendment request, landowners affected by the proposed MRS amendment will be consulted by the WAPC through the advertising process.
38. Landowners impacted by Environmental Conservation areas expressed significant concern in relation to the future of their land as part of the advertising process. The City has been advocating for the purchase of these areas either through an environmental offset or by Federal or State Government agencies as reservations.

FINANCIAL CONSIDERATIONS

39. The MRS amendment process does not incur any financial cost to the City. The burden of the ongoing maintenance and management of the Conservation Areas will remain with the landowners until these areas are appraised and/or acquired by the WAPC and managed through the appropriate government agency.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

40. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 3: Kalamunda Develops

Objective 3.1 - To plan for sustainable population growth.

Strategy 3.1.1 - Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.

SUSTAINABILITY

Social Implications

41. Reclassifying the Environmental Conservation areas as Parks and Recreation Reserves will initiate the formation of a part of the 'green link' in the draft Residential LSP which has significant health benefits for surrounding residents. Health benefits may include improve physical activity, positive mental health including stress relief, connection to local culture and history, improved amenity, and opportunity for social interaction.
42. Should the conservation areas be rezoned Parks and Recreation under the MRS it would give landowners a clear process regarding purchase of the relevant portion of their land by the State Government through the MRIF.

Economic Implications

43. Reclassifying the Environmental Conservation areas to Parks and Recreation Reserves will provide certainty to landowners regarding the future progress of the draft Residential LSP and property values for future purchase.

Environmental Implications

44. Reclassifying the Environmental Conservation areas to Parks and Recreation Reserves will prevent the areas from further degradation due to urban development or other land uses and protect and preserve rare flora found nowhere else in the world and locally unique to the Perth coastal plain.

RISK MANAGEMENT CONSIDERATIONS

- 45.
- | | | |
|--|--------------------|---------------|
| Risk: Council does not endorse the request for the MRS Amendment and the areas are zoned urban resulting in the degradation of state and federally significant flora. | | |
| Likelihood | Consequence | Rating |
| Possible | Moderate | Medium |
| Action/Strategy | | |
| Endorse the request for the MRS Amendment and refer the proposal to the WAPC to make a determination. | | |

46.

Risk: Council does not endorse the request for the MRS Amendment and affected landowners are subject to uncertainty and unable to sell their property or develop.		
Likelihood	Consequence	Rating
Possible	Moderate	Medium
Action/Strategy		
Endorse the request for the MRS Amendment and refer the proposal to the WAPC to make a determination.		

47.

Risk: The affected landowners consider that they have not had an opportunity to be consulted or involved with regard to the initiation of the MRS amendment process by the Council.		
Likelihood	Consequence	Rating
Possible	Moderate	Medium
Action/Strategy		
A direct and early communication strategy with the affected landowners be undertaken.		

48.

Risk: The WAPC does not accept the MRS Amendment and landowners are subject to uncertainty and unable to sell their property or develop.		
Likelihood	Consequence	Rating
Possible	Moderate	Medium
Action/Strategy		
Endorse the MRS Amendment and refer the proposal to the WAPC to make a determination.		

49.

Risk: The MRS Amendment is adopted by the WAPC and the Minister however the WAPC are not prepared to fund the acquisition of land through the MRIF.		
Likelihood	Consequence	Rating
Possible	Moderate	Medium
Action/Strategy		
Endorse the MRS Amendment and refer the proposal to the WAPC to make a determination.		

OFFICER COMMENT

50. The properties in question are proposed to be set aside for Environmental Conservation on the advice of the State Government agency, the EPA. While a Development Contribution Plan (DCP) is proposed to be established, and that plan will fund the acquisition of certain infrastructure deemed necessary for the LSP area, it will not include the purchase of the areas identified as Environmental Conservation.

51. In the context of the requirement for the conservation areas to be retained by State and Federal environmental protection agency requirements, the City is of the view that the funding for these areas should be established through State and/or Federal Government funding sources.
52. Any current or future areas of Bush Forever that have not yet been acquired should also be purchased through the MRIF. The MRIF has previously been used to purchase Swan River foreshores, to protect the face of the Darling scarp, to implement the Bush Forever program and has enabled the WAPC to create the existing system of regional open spaces, an iconic feature of Perth.
53. While there are potential alternative funding sources, such as environmental offsets, they do not provide landowners, impacted by the Environmental Conservation classification, any certainty with regard to the funding and timing of potential acquisition. The MRS Amendment request, if adopted, will assist with defining and identifying the appropriate acquisition process for these conservation areas giving greater certainty to affected landowners, and ensuring greater protection of the identified environmental values.
54. The MRS amendment request presents an opportunity for the WAPC to support the EPA advice and the regional environmental importance of this land, as well as recognising the impact that the reservation will have on the current landowners.

Voting Requirements: Simple Majority

RESOLVED SCM 232/2018

That Council:

REQUEST the Western Australian Planning Commission amend the Metropolitan Region Scheme, to rezone areas identified as Environmental Conservation in the draft Forrestfield North Residential Precinct Local Structure Plan, as shown on Attachment 1, from Urban to Parks and Recreation Reserve.

Moved: **Cr Dylan O'Connor**

Seconded: **Cr Sara Lohmeyer**

Vote: **CARRIED UNANIMOUSLY (11/0)**

Cr Giardina declared an Interest Affecting Impartiality on Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption as he has relatives that reside in the affected area. Cr Giardina left chambers at 9:31pm and the Deputy Mayor, Cr O'Connor, presided over the meeting thereafter.

9. Public Question Time (Item 12.1.1)

9.1 Kathleen Edmonds of 72 Valcan Road, Orange Grove – Wattle Grove South Industrialisation

Summary of question from Ms Edmonds:

Q1. *As the City continues to provide misleading information on aircraft flight paths and aircraft noise, I would like to know why Councillors prefer to believe City misinformation on projected airline flight paths, rather than Perth Airport Authority information?*

Response from the Director Development Services:

A1. *The information the City has utilised has come from the major development plan for the new runway. This has been further validated in written submissions from the Perth Airport to the City on the draft Industrial Strategy.*

Response from the Chief Executive Officer:

Councillor Lohmeyer and myself attended a Perth Airport meeting last week with Ian Barker, Senior Planner who confirmed there would be noise impacts.

10. Petitions/Deputations (Items 12.1.1)

10.1 Petitions

10.1.1 Nil.

10.2 Deputations

10.2.1 A deputation was received from Bev Dornan of 28 Easterbrook Place, Wattle Grove regarding Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption. Ms Dornan spoke against the Officer Recommendation.

10.2.2 A deputation was received from Andrea Balfe of 22 Valcan Road, Wattle Grove regarding Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions

and Modifications for Final Adoption. Ms Balfe spoke against the Officer Recommendation.

- 10.2.3 A deputation was received from Robert Prew of 52 Crystal Brook Road, Wattle Grove regarding Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption. Mr Prew spoke against the Officer Recommendation.
- 10.2.4 A deputation was received from Kathleen Edmonds of 72 Valcan Road, Orange Grove regarding Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption. Ms Edmonds spoke against the Officer Recommendation.
- 10.2.5 A deputation was received from Peter Forrest of 36 Panoramic Terrace Kalamunda regarding Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption. Mr Forrest spoke against the Officer Recommendation.
- 10.2.6 A deputation was received from Gary Curnow of 78 Victoria Road Wattle Grove regarding Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption. Mr Curnow spoke in favour of the Officer Recommendation.
- 10.2.7 A deputation was received from Di Wilkie of 112-114 Victoria Road, Wattle Grove regarding Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption. Ms Wilke spoke in favour of the Officer Recommendation.
- 10.2.8 A deputation was received from Brett Smith of 14 Brentwood Road, Wattle Grove regarding Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption. Mr Smith spoke in favour of the Officer Recommendation.
- 10.2.9 A deputation was received from Kevin Bennett 782 Welshpool Road East, Wattle Grove regarding Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption. Mr Bennett spoke in favour of the Officer Recommendation.
- 10.2.10 A deputation was received from Gary Warne of 49 Valcan Road, Orange Grove regarding Item 12.1.1 (previously 8.1.4 of the published agenda) City of Kalamunda: Industrial Development Strategy – Consideration of Submissions and Modifications for Final Adoption. Mr Warne spoke against the Officer Recommendation.

11. Matters for Which the Meeting may be Closed (Item 12.1.1)

- 11.1 Item 12.1.1 (previously 8.1.4 of the published agenda) - City of Kalamunda: Industrial Development Strategy - Consideration of Submissions and Modifications for Final Adoption – Submitters List
Reason for Confidentiality: *Local Government Act 1995 (WA) Section 5.23 (2) (b) - "the personal affairs of any person."*

12. Reports to Council

12.1 Development Services Reports

12.1.1 City of Kalamunda: Industrial Development Strategy - Consideration of Submissions and Modifications for Final Adoption

Note: This item was previously 8.1.4 in the published agenda.

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

Previous Items	OCM 106/2018
Directorate	Development Services
Business Unit	Strategic Planning
File Reference	PG-STU-040
Applicant	City of Kalamunda
Owner	N/A
Attachments	<ol style="list-style-type: none"> 1. Industrial Development Strategy - Final Report [8.1.4.1] 2. Community Engagement Summary [8.1.4.2] 3. Submissions Summary Schedule [8.1.4.3] 4. Schedule of Modifications [8.1.4.4] 5. Draft Industrial Development Strategy - As Advertised [8.1.4.5]
Confidential Attachment	<ol style="list-style-type: none"> 1. Submitters List <i>Reason for Confidentiality: Local Government Act 1995 (WA) Section 5.23 (2) (b) - "the personal affairs of any person."</i>

EXECUTIVE SUMMARY

1. The purpose of this report is for Council to consider the submissions received during advertising of the City of Kalamunda (City) Draft Industrial Development Strategy (Strategy) and consider final adoption of the Strategy subject to modifications.
2. The Council adopted the Strategy at the June 2018 Ordinary Council Meeting for the purpose of public advertising (see in Attachment 5). Subsequently, public advertising took place between July 2018 and September 2018, and included a combination of a focus group forum, community workshop, information stalls at local shopping centres, online surveys, and newspaper advertisements. A total of 82 surveys were received and 50 submissions.
3. The advertising of the Strategy coincided with the community engagement on land use options for Wattle Grove South between August 2018 to September 2018. Five petitions were received during this community engagement period. Three petitions related to encouraging industrial land use zoning and its expansion in the area. Two related to the prevention of industrial land use zoning in the area. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council detailing the process, costs and requirements for establishing a Consultative

Community Committee of Council to consider recommendations for the future development of Wattle Grove South.

4. It is recommended that the Council grant final approval of the Strategy as outlined in Attachment 1 subject to a series of modifications in response to matters raised during the advertising period.

BACKGROUND

5. The Strategy will form a component of the City's new Local Planning Strategy, which is currently anticipated to be progressed throughout 2019.
6. The City does not current have an existing strategy dealing with future industrial development. It is considered important to have a strategy to guide future strategic and statutory planning decision making for industrial land uses and development within the City.
7. Planning strategies of this nature are recommended to be reviewed every five years.
8. The Strategy was adopted by the Council at the June 2018 Ordinary Council Meeting for the purpose of public advertising
9. Community consultation took place between July 2018 and September 2018 and included:
 - a) one focus group forum;
 - b) one community workshop;
 - c) information stalls at local shopping centres;
 - d) online and hard copy surveys; and
 - e) newspaper advertisements.
10. Community consultation was also undertaken during the same time frame for the Wattle Grove South precinct specifically which included two community workshop and an online survey. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council detailing the process, costs and requirements for establishing a Consultative Community Committee of Council to consider recommendations for the future development of Wattle Grove South.
11. At the conclusion of the advertising period, the City had received a total of 82 surveys from the community and 50 submissions. A significant portion of submissions were directly in relation to the Wattle Grove South precinct, with a variation of opinion objecting to its inclusion in the Strategy and other submissions supporting its inclusion. Details of the submissions and responses are outlined in Attachment 3.

DETAILS

12. The Strategy has been prepared in accordance with the Western Australian Planning Commission (WAPC) Local Planning Manual 2010 (the Manual). The Manual forms a guide to the preparation of Local Planning Strategies and Local Planning Schemes in Western Australia. The Strategy incorporates the relevant industrial development considerations required by the Manual.
13. The Strategy has the following overarching goal:
The City of Kalamunda will enhance and expand upon our industrial precincts to accommodate growth and diversity in industrial land uses and develop modern, efficient and attractive industrial estates that provide for the local and regional business community.
14. The City currently has a total of approximately 395ha of industrial land, spread across five suburbs; Forrestfield, High Wycombe, Wattle Grove, Kewdale and Walliston. Forrestfield contains the largest amount of industrial land with approximately 197ha, equating to 50% of the City's total industrial land supply. Based on current projections, the City is expected to have an additional 28ha of land rezoned for industrial in the future, which takes the total amount of industrial land to 423ha. The land to be rezoned is within the Maddington-Kenwick Strategic Employment Area (MKSEA) which is already zoned Industrial under the Metropolitan Region Scheme (MRS), however there are portions that are yet to be rezoned to an industrial zone under the City's Local Planning Scheme No. 3 (LPS3).
15. The Strategy identifies and seeks to address eleven industrial areas/precincts in the City:
 - a) Forrestfield Marshalling Yards;
 - b) Forrestfield Industrial Area;
 - c) Forrestfield/High Wycombe Industrial Area Stage 1;
 - d) MKSEA / Kalamunda Wedge;
 - e) Wattle Grove South investigation area;
 - f) Walliston Industrial Area;
 - g) Hatch Court / Stirling Crescent, High Wycombe;
 - h) Kewdale Industrial Area;
 - i) Forrestfield North Industrial Area;
 - j) High Wycombe Special Use 5; and
 - k) Forrestfield Special Use 1.
16. This Strategy expands upon the planning implications discussed in the existing Local Planning Strategy 2010 (LPS 2010), which noted:
 - a) ongoing demand for industrial land due to the freight rail facility in High Wycombe;

- b) the City's location is of strategic importance to transport-oriented industry as it is well located relative to major road, rail and airport systems to and from the eastern states and intra-state;
 - c) Kewdale-Hazelmere Integrated Masterplan (KHIM) and Economic and Employment Lands Strategy (EELS) recommended that existing Rural and Special Rural land to the west of Roe Highway should be rezoned for industrial uses;
 - d) expanded industrial areas should help respond to the demand for truck parking activity throughout the City; and
 - e) land located south of Welshpool Road East abutting the City of Gosnells to be rezoned to allow for industrial development as a result of the Maddington Kenwick Strategic Employment Area.
17. Since the adoption of the LPS 2010, there have been some key developments in regard to the above planning implications, as summarised below:
- a) Forrestfield/High Wycombe Industrial Area Stage 1 planning framework developed for freight and logistics based light industrial uses. Development is progressing in this precinct as is the delivery of key infrastructure projects;
 - b) Wattle Grove South was investigated for potential non-residential land uses by the City with community engagement also undertaken on the topic;
 - c) part of the MKSEA area has been rezoned to Industrial under the MRS and General / Light Industry under the City's LPS3. Infrastructure upgrades and subdivision/development is currently in the process of occurring; and
 - d) the State Government's announcement in 2014 confirming the Forrestfield-Airport Link project, resulted in a major shift in the strategic context envisaged by the KHIM and EELS plans for the provision of industrial land in High Wycombe. This resulted in the need to redefine the potential land uses surrounding the future station, focusing on mixed use development incorporating retail, commercial and higher density residential.
18. This Strategy seeks to build upon the strategic directions of the LPS 2010 and deliver a new set of objectives in the context of the latest State planning framework and incorporating updated statistical data. The Strategy will form a key component of the development of a new Local Planning Strategy to be progressed in 2019.
19. The objectives of the Strategy are principally to:
- a) develop an understanding of the key functions, attributes and needs of the City's industrial areas;
 - b) acknowledge the regional and local influences that determine the opportunities and constraints for the City's current and future industrial areas; and

- c) outline strategies and actions that guide future strategic and statutory planning decision making in regard to industrial land use and development considerations in the City's industrial areas, with a particular focus on:
 - The attraction of high quality businesses that can withstand changing market conditions;
 - Provide incentives to develop and invest in existing industrial areas;
 - Guide development to address a regional need;
 - Improve local employment opportunities in industrial areas.

20. The Strategy takes into consideration current and future population projections, housing and other demographic factors. The key trends and projections influencing the Strategy are:

- a) the City's forecasted population is expected to increase from 60,739 in 2018 to 76,179 people by 2036;
- b) the suburbs of Forresterfield, High Wycombe and Wattle Grove are anticipated to have the greatest population increases over this period;
- c) the population increase from these suburbs will increase the local industrial workforce and provide a challenge to cater for increased demand for population driven industrial uses; and
- d) these population increases will likely see greater pressure on the industrial interface in close proximity to residential areas.

21. The Strategy takes into consideration current and future economic and employment projections. The key trends and projections influencing the Strategy are:

- a) the City has a higher percentage of medium income earners than Greater Perth and lower percentages of low and high-income earners than Greater Perth;
- b) the City's residents' five most common employment sectors are health care and social assistance, construction, retail trade, education and training, and transport, postal and warehousing.;
- c) the City has higher percentages of people than Greater Perth employed in the following industries:
 - agriculture, forestry and fishing;
 - mining;
 - manufacturing;
 - electricity, gas, water and waste services;
 - construction;
 - wholesale trade; and
 - transport, postal and warehousing.

These industries all have association with industrial areas, demonstrating the significant workforce the City has employed in industrial areas.

- d) the City's residents' three most common occupations of employment are technicians and trade workers, professionals and clerical and administrative workers. Technicians, trade workers and administrative workers in particular are associated with employment in industrial areas; and
 - e) Kalamunda has a relatively low rate of employment self-sufficiency (53%). Only the Agriculture Forestry and Fishing, Transport Postal and Warehousing, Education and Training and Accommodation and Food Services sectors have employment self-sufficiency rates at over 70%.
22. The Strategy takes into consideration key factors that influence industrial areas such as transport linkages, proximity to key industrial and freight locations and infrastructure availability.
23. The area bounded by Coldwell Street, Welshpool Road East, Brook Road and the City of Gosnells boundaries within the MKSEA precinct has an Industrial MRS zoning, however is yet to be rezoned under the LPS3. This is due to environmental values, Yule Brook and other planning matters needing to be addressed. This area will be required to be rezoned to an industrial zone under the LPS3 and will require a Structure Plan. This area will also require a Development Contribution Plan to facilitate the development of infrastructure. The Structure Planning Process and DCP will likely be undertaken by developers.
24. Hatch Court Industrial Area is located in the north-west corner of High Wycombe, abutting the City of Swan and Perth Airport. The site is currently zoned light industry and is approximately 30 hectares. The site was originally rezoned from Rural to Urban under the MRS in 2010 and a Local Structure Plan to facilitate residential development was adopted by Council in 2013, however refused by the Department of Planning.
25. The location of Hatch Court was deemed more appropriate for industrial use, given its location abutting the City of Swan's Hazelmere industrial development area and Perth Airport's industrial area, in addition to access to freight links such as Abernethy Road. Amendment 80 was initiated in 2015 to rezone the site from urban development to light industry. At Council's February 2017 OCM, Council adopted Amendment 80. In order to develop light industry within the site a local structure plan must first be prepared and an associated development contribution plan. This planning process will likely be required to be undertaken by the City. The site abuts urban development to the east, which will require an appropriate industrial – residential interface in accordance with SPP 4.1.
26. The State Government's North East Sub-Regional Framework (the Framework) was released on 23 March 2018. The Framework is mostly in alignment with EELS but also considers all local government's Local Planning Strategies. The areas identified in the Framework to cater for future growth require more detailed planning to determine the most appropriate land use mix and public infrastructure requirements.

27. The planning of these areas may be undertaken by the Local Government, State Government, the private sector or a mix of all three. The Framework does not specifically identify any areas for industrial expansion, however does identify two areas for urban expansion and two areas for planning investigation. These sites are listed below:

- a) Wattle Grove South (Urban Expansion and Urban Investigation);
- b) Maida Vale South (Urban Expansion);
- c) Pickering Brook (Planning Investigation); and
- d) Hillview Golf Course (Planning Investigation).

28. One area which is not identified in the Framework, which the community expressed a desire to be included in the Strategy was the area of land north of Welshpool Road East in Wattle Grove (adjacent to Wattle Grove South). The Strategy recommends that this area is considered as part of the future planning for Wattle Grove South. It is also possible that this area could be considered separately. The general extent of this area is shown below (boundaries are subject to detailed planning):



29. The planning of this area may be driven by residents, who will be required to provide documented evidence and formal requests for rezoning prior to any Scheme modifications being undertaken. In this scenario, costs would likely be borne by the residents. The planning may also be progressed by the City with the Strategy forming the strategic basis for this to occur.

30. Although the area may be identified in the Strategy, this does not necessarily mean that industrial land uses are the preferred or best land use option for this area. The detail of land uses and other matters but not limited to traffic and environmental considerations would be subject to more detailed analysis through the progression of the feasibility and planning investigation processes.

31. Approximately 308ha of the 423ha of existing and future industrial land within the City has already been developed. There is approximately 115ha remaining that is yet to be developed. The majority of the undeveloped industrial land is from the Forrestfield/High Wycombe Stage 1 Industrial Area, Hatch Court and MKSEA.
32. The Strategy makes the following key observations:
- a) there is limited opportunity for further development of industrial areas within the City's boundaries. Future industrial development within the City will occur in the already identified or zoned locations of Forrestfield/High Wycombe Industrial Area, MKSEA in Wattle Grove and Hatch Court in High Wycombe;
 - b) supporting the local workforce by increasing the local population in close proximity to industrial areas should be maintained;
 - c) attracting high quality businesses should be supported through effective planning measures such as effective Development Contribution Plans, promoting quality design through building and site design guidelines and quality public realm improvements and ensuring transport links are provided to a high standard in line with the particular access needs of industrial areas; and
 - d) there is a need for more up-to-date research on industrial demand for the broader region, with previous research undertaken as part of EELS, Industrial Land Needs Study (ILNS) and KHIM potentially outdated and in need of review.
33. The Strategy sets out strategic directions and actions to improve the quality of industrial areas, interaction with sensitive land uses, their accessibility and distribution. The following are some of the key strategies and actions:
- a) develop a Local Planning Policy for all industrial areas to guide design and address modern industrial development standards;
 - b) normalise Special Use 1 and Special Use 5 into Local Planning Scheme No. 4 with appropriate zones that reflect their existing and future needs;
 - c) investigate options for public realm improvements in industrial areas for inclusion in the City's future Capital Works Programs or other funding mechanisms;
 - d) Forrestfield North Structure Planning process to determine the most appropriate land use for the component of industrial land uses identified in this area along Milner Road;
 - e) advocate and assist DPLH to review EELS and to investigate and review the regional demand for industrial land;
 - f) industrial areas and sensitive land uses in close proximity to industrial areas assessed and determined in accordance with State Planning Policy 4.1 Industrial Interface; and

- g) investigate and initiate a Local Planning Scheme amendment to remove land use permissibility for the industrial development zone within Local Planning Scheme No.3. Land Use permissibility in the industrial development zone should be required to be guided by a structure plan. This change is to be reflected in Local Planning Scheme No. 4.
34. The City engaged with the public through community workshops, industry working groups, online surveys and pop-ups at local shopping precincts. The full engagement summary can be viewed in Attachment 2.
35. The community workshop took place at Lesmurdie Hall from 6pm, with over 90 community members in attendance. A number of Councillors and staff were also present. Attendees were invited to sit in small groups (approximately five to 10 persons) around the room. This was to ensure that each individual had the time and opportunity to share their input during the activity sessions.
36. The key themes that came from the workshop was the conflicting views on whether Wattle Grove South should be identified as an industrial investigation area, the needs for greater protection of environmental values, better landscaping treatments, better amenity in industrial areas and ensuring that industrial areas and residential areas are appropriately separated.
37. The Strategy survey was made available for the community to complete both online and in hard copy. A total of 82 completed surveys were received.
38. A significant portion of the respondents to the survey felt that protecting the character of their region was the City's greatest challenge to growth and development. A significant portion of respondents felt that if they could make one positive improvement to existing industrial areas it would be leave them as existing with no further expansion. There were also opinions to improve their character through greater greenery.
39. There were a variety of views on how to improve industrial areas and create successful and appealing industrial precincts. This included greater amenities, ensuring they are separated from residential areas and the provision of more trees. Respondents also felt that having more vegetation and being more sympathetic to the natural environment is important for the external presentation of industrial precincts.
40. To better connect the community with industrial areas, respondents felt that there are opportunities to provide community facilities and commercial areas within industrial areas. There were also many respondents that felt that industrial areas should not require greater connection to the community.
41. Many respondents in the survey expressed their desire for Wattle Grove South to be removed as an industrial investigation area.

42. In mid-2018, the City wrote to all industrial land holders in the City and potentially interested community groups or members, inviting them to nominate to be a part of an Industrial Focus Group. From this, the Group was formed, comprising 15 members, representing various businesses, groups, government departments and land holdings. Two City Planning Officers were also in attendance. A Focus Group Meeting was held at the Zig Zag Cultural Centre in Kalamunda on 16 August 2018 from 5pm, running for approximately 2 hours.
43. The Focus Group conveyed the advantages of industrial land being located within the City and in close proximity to Roe Highway and Tonkin Highway and the broader metropolitan area.
44. The Focus Group highlighted a need for greater service and amenity in industrial areas and greater land use flexibility to allow this to occur. It was also conveyed that there should be greater car parking flexibility within the Local Planning Scheme
45. The general consensus amongst the Focus Group was that there is currently sufficient industrial land supply within the City. However, with the emergence of E-Commerce as a rapidly expanding component of the economy, demand for space within larger warehouse facilities will likely result in a shortage of suitable industrial land. Whilst current demand within the metropolitan area is not significant, it should be a key consideration for planning in the future. Sensitivities around broad acre rezoning were discussed with precinct planning and phasing and staging being a key consideration to successful implantation for areas of fragmented landownership.
46. A total of 50 submissions were received; 37 were from the general public and 13 were from public agencies.
47. Of the 37 submissions received from the public, 27 submissions expressed their objection to Wattle Grove South being identified as an industrial investigation area, 9 submissions expressed their support for Wattle Grove South being identified as industrial investigation and 1 submission did not note a preference either way. In response, the Strategy has removed Wattle Grove South as an Industrial Investigation Area within the Strategy and reflected its current status as an investigation area under the North-East Sub-Regional Planning Framework.
48. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be further progressed through this process.
49. The 13 submissions from public agencies provided comments and advice on how to enhance the Strategy. Much of this feedback has been incorporated into the Strategy.

50. Planning consultants Site Planning and Design (Site P+D) have been undertaking research for the inland port project which involves the City of Kalamunda, City of Swan, City of Belmont, City of Canning and Perth Airport. The research assesses the importance of industrial land, particularly freight within the inland port region to the State's economy, the potential for future development and enhancement and the industry's views on the existing and future state of industry within the inland port region. Site P+D presented the research findings to the Industry Focus Group and those findings have been incorporated into the final Strategy.
51. The final Strategy responds to the feedback of the community, state agencies and professionals and updates some of the results and analysis that influences the Strategy. Some of the key modifications made in response to the feedback and updated information is as follows:
- a) removed Wattle Grove South from list of industrial precincts in response to item that went to Special Council Meeting 22 October 2018. Future Wattle Grove South planning to be considered in separate process;
 - b) added Kewdale Industrial Area, Forrestfield North Industrial Area, High Wycombe Special Use 5 and Forrestfield Special Use 1 to list of industrial precincts to better represent all the industrial precincts within the City;
 - c) reviewed quantity of industrial land areas and updated the Strategy to provide more accurate figures;
 - d) added Section 6.0 Research on the Inland Port project. Research information was provided by Site P+D for the Focus Group Meeting during the public advertisement period;
 - e) updated Map 1 to reflect changes to industrial precincts – Wattle Grove South removed as an 'Industrial Investigation Area'. Added Kewdale Industrial Area, Forrestfield North Industrial Area, High Wycombe Special Use 5 and Forrestfield Special Use 1. Added areas identified under the North East Sub-Regional Planning Framework for future development or investigation. Added Welshpool Road East Foothills investigation area;
 - f) updated Map 2 to reflect changes to industrial precincts;
 - g) added Section 7.11 – Locations identified by the North East Sub-Regional Planning Framework. This includes Wattle Grove South, Maida Vale South, Hillview Golf Course and Pickering Brook Townsite;
 - h) added Section 7.12 – Investigation Areas. This includes the Welshpool Road East Foothills. Landowners in this area expressed a desire to become industrial and be included in the future planning of Wattle Grove South;
 - i) added Section 7.14 – Environmental Considerations and associated commentary and strategies. This section was requested by DWER and DBCA;
 - j) added Section 7.15 – Water considerations and associated commentary and strategies. This section was requested by DWER and Water Corporation;

- k) added Section 8.0 – Engagement Outcomes. Provides a summary of the community engagement outcomes including the Focus Group, Community Workshop and Survey;
- l) added Strategy and Action to provide opportunities for service and amenity uses in industrial areas;
- m) added Strategy and Action to provide greater car parking flexibility in industrial areas;
- n) added Strategies and Actions to provide greater development guidance for the portion of MKSEA not zoned industrial under LPS3;
- o) added Strategy and Action for the requirement of a structure plan and development contribution plan for Hatch Court Industrial Area;
- p) updated the suburb industrial area figures. Updated figures more accurate;
- q) updated site plans in Appendix 5;
- r) updated map in Appendix 6 to reflect changes to industrial precincts;
- s) added Appendix 7 – Engagement Summary. Provides detailed summary of the public advertising period.

The full schedule of modifications to the Strategy can be viewed in Attachment 4.

STATUTORY AND LEGAL CONSIDERATIONS

52. Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is a broad land use planning tool that defines the future use of land in broad zones and reservations. The City's Local Planning Scheme must be consistent with the MRS. Not all industrial land is specifically identified for industrial purposes under the MRS. For example, two of the City's industrial areas are located within the Urban zone; Forrestfield/High Wycombe Industrial Area (Stage 1) and the Hatch Court / Stirling Crescent light industrial area. Both areas would permit light industrial uses which are generally compatible with urban land uses and are therefore able to be considered in the Urban zone.

53. In the event that industrial development is ultimately deemed appropriate in an area not already identified as industrial, an Urban zoning under the MRS could enable a light industrial outcome over an urban zone.

54. Local Planning Scheme No. 3

The Strategy is applicable to the areas within the City that are zoned under the Local Planning Scheme No.3 (LPS3) as General Industry, Light Industry and Industrial Development.

55. This Strategy will form a part of the future Local Planning Strategy which will be developed in 2019. This will ultimately provide guidance and rationale for changes to any zoning, land use classification and development standards under the LPS 3 and will inform the preparation of a new Local Planning Scheme No 4.

POLICY CONSIDERATIONS

56. *State Planning Policy 4.1: Industrial Buffers and Draft State Planning Policy 4.1 Industrial Interface*
SPP 4.1 is a guiding document applicable to new industrial areas and industrial uses. Its purpose is to protect industry from encroachment of sensitive land uses and, conversely, to protect sensitive land uses from potentially hazardous industrial activity.
57. *Development Control Policy 4.1: Industrial Subdivision*
DC 4.1 provides guidance for the consideration of industrial subdivision and strategic plans throughout Western Australia. These include matters such as design, shape of industrial lots, road layout, servicing and open space requirements. Lot sizes are not controlled in a strict manner; rather, it is suggested that lot sizes be determined later in the process to allow for a flexible design outcome that suits the function and purpose of each particular industrial area.
58. *Development Control Policy 4.2: Planning for Hazards and Safety*
DC 4.2 Provides for location of industrial developments relative to more sensitive land uses. DC 4.2 also includes some guidance on buffer zones and separation distances similar to SPP 4.1.

ENGAGEMENT REQUIREMENTS

Internal Referrals

59. The draft Strategy was referred to internal departments and comments provided have been incorporated into latest version of the draft Strategy.

External Referrals

60. The Strategy was peer reviewed by planning consultants Taylor Burrell Barnett (TBB). TBB provided a review report, maps and tracked changes to the initial draft Strategy.
61. The advertising of the Strategy assisted in clarifying the key functions, characteristics and needs of each of the City's industrial areas.
62. As referred to earlier, the Strategy was advertised between July 2018 and September 2018 for a period of 81 days which included the following forms of community engagement:
- a) one focus group forum;
 - b) one community workshop;
 - c) information stalls at local shopping centres;
 - d) online and hard copy surveys; and
 - e) newspaper advertisements.
63. A total of 82 surveys were completed by the community.

64. A total of 50 formal submissions were received. A number of submissions included comments of a general nature and ideas. A significant portion of submissions were directed at the Wattle Grove South precinct with a number of objections and support.

A copy of the Community Engagement Outcomes Report (Attachment 2) can be referenced for a full summary of the information received. A copy of written submissions received, and responses are provided within the Submissions Table.

65. The final Strategy responds to the feedback of the community, state agencies and professionals and updates some of the results and analysis that influences the Strategy. Some of the key modifications made in response to the feedback and updated information is as follows:

- a) removed Wattle Grove South from list of industrial precincts in response to item that went to Special Council Meeting 22 October 2018. Future Wattle Grove South planning to be considered in separate process;
- b) added Kewdale Industrial Area, Forrestfield North Industrial Area, High Wycombe Special Use 5 and Forrestfield Special Use 1 to list of industrial precincts to better represent all the industrial precincts within the City;
- c) reviewed quantity of industrial land areas and updated the Strategy to provide more accurate figures;
- d) added Section 6.0 Research on the Inland Port project. Research information was provided by Site P+D for the Focus Group Meeting during the public advertisement period;
- e) updated Map 1 to reflect changes to industrial precincts – Wattle Grove South removed as an 'Industrial Investigation Area'. Added Kewdale Industrial Area, Forrestfield North Industrial Area, High Wycombe Special Use 5 and Forrestfield Special Use 1. Added areas identified under the North East Sub-Regional Planning Framework for future development or investigation. Added Welshpool Road East Foothills investigation area;
- f) updated Map 2 to reflect changes to industrial precincts;
- g) added Section 7.11 – Locations identified by the North East Sub-Regional Planning Framework. This includes Wattle Grove South, Maida Vale South, Hillview Golf Course and Pickering Brook Townsite;
- h) added Section 7.12 – Investigation Areas. This includes the Welshpool Road East Foothills. Landowners in this area expressed a desire to become industrial and be included in the future planning of Wattle Grove South;
- i) added Section 7.14 – Environmental Considerations and associated commentary and strategies. This section was requested by DWER and DBCA;
- j) added Section 7.15 – Water considerations and associated commentary and strategies. This section was requested by DWER and Water Corporation;

- k) added Section 8.0 – Engagement Outcomes. Provides a summary of the community engagement outcomes including the Focus Group, Community Workshop and Survey;
- l) added Strategy and Action to provide opportunities for service and amenity uses in industrial areas;
- m) added Strategy and Action to provide greater car parking flexibility in industrial areas;
- n) added Strategies and Actions to provide greater development guidance for the portion of MKSEA not zoned industrial under LPS3;
- o) added Strategy and Action for the requirement of a structure plan and development contribution plan for Hatch Court Industrial Area;
- p) updated the suburb industrial area figures. Updated figures more accurate;
- q) updated site plans in Appendix 5;
- r) updated map in Appendix 6 to reflect changes to industrial precincts;
- s) added Appendix 7 – Engagement Summary. Provides detailed summary of the public advertising period.

The full schedule of modifications to the Strategy can be viewed in Attachment 4.

FINANCIAL CONSIDERATIONS

66. Costs associated with the preparation and public advertising of the document were met through the Development Services annual budget.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

67. *Kalamunda Advancing Strategic Community Plan to 2027*

Priority 3: Kalamunda Develops

Objective 3.1 - To plan for sustainable population growth.

Strategy 3.1.1 - Plan for diverse and sustainable housing, community facilities and industrial development to meet changing social and economic needs.

SUSTAINABILITY

Social Implications

68. Expansion of industrial areas and further industrial development within existing industrial areas will provide further employment opportunities for the local community.
69. The Strategy aims to have logical transition zones between residential and industrial uses to prevent land use conflict and reduction in local amenity.

Economic Implications

- 70. Expansion of industrial areas and further industrial development within existing industrial areas will increase the economic output of the City.
- 71. Expansion of industrial areas and further industrial development within existing industrial areas will provide further employment opportunities for the local community.
- 72. The Strategy aims to increase the local workforce for industrial areas.
- 73. The Strategy aims to attract businesses that make the most of the City’s local skillset and attract industrial businesses of a variety of size.
- 74. Industrial businesses provide a significant contribution to the City’s rates.

Environmental Implications

- 75. The Strategy aims to have logical transition zones between residential and industrial uses to prevent land use conflict and reduction in local amenity.
- 76. The Strategy aims to investigate public realm improvements in industrial areas and to improve the industrial-residential interface.
- 77. Impacts of any future industrial developments on natural vegetation will be required to be considered and may need to be referred to the relevant State Agencies. Environmental management, protection of vegetation and/or offsets may be required as part of the conditions of development approval.

RISK MANAGEMENT CONSIDERATIONS

78.	Risk: Timeframes for the Strategic Directions and Actions within the Strategy are not achieved.						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 2px;">Likelihood</th> <th style="text-align: left; padding: 2px;">Consequence</th> <th style="text-align: left; padding: 2px;">Rating</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">Possible</td> <td style="padding: 2px;">Moderate</td> <td style="padding: 2px;">Medium</td> </tr> </tbody> </table>	Likelihood	Consequence	Rating	Possible	Moderate	Medium
Likelihood	Consequence	Rating					
Possible	Moderate	Medium					
	<p>Action/Strategy</p> <p>Items shall be addressed in Corporate Business Plans when they are due for implementation. The Strategy will be reviewed every five (5) years to ensure Strategic Directions and Actions are relevant, up to date and being appropriately implemented.</p>						

79.

Risk: Opinions on the content of the Strategy are varied.		
Likelihood	Consequence	Rating
Likely	Moderate	High
Action/Strategy		
For specific projects progress with on-going consultation and education on planning options with an aim of seeking general agreement amongst the community.		

80.

Risk: The City leaves the planning of Hatch Court Industrial Area to the development industry to progress which may lead to substandard outcomes.		
Likelihood	Consequence	Rating
Likely	Significant	High
Action/Strategy		
The City undertakes the structure planning and development contribution plan for Hatch Court Industrial Area.		

81.

Risk: The City leaves the planning of Wattle Grove South open to the development industry or the State Government to progress.		
Likelihood	Consequence	Rating
Likely	Significant	High
Action/Strategy		
Chief Executive Officer to prepare a report to Council detailing the process, costs and requirements for establishing a Consultative Community Committee of Council to consider recommendations for the future development of Wattle Grove South.		

OFFICER COMMENT

- 82. The Strategy has been prepared in accordance with the WAPC Local Planning Manual 2010.
- 83. In order to undertake the actions recommended in the Strategy, project specific briefs will need to be undertaken to rationalise the recommended actions and prioritise and allocate resources accordingly.
- 84. It is anticipated that the Strategy will undergo minor design and formatting improvements through the insertion of infographics and images, prior to the final version being published. The core content, findings and strategic directions and actions of the Strategy will not change through this publishing process.
- 85. The Strategy is a key strategic document to guide the future development of industrial land within the City.

86. The City will enhance and expand upon its industrial precincts to accommodate growth and diversity in industrial land uses and develop modern, efficient and attractive industrial estates that provide for the local and regional business community.
87. At the 22 October 2018 Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council detailing the process, costs and requirements for establishing a Consultative Community Committee of Council to consider recommendations for the future development of Wattle Grove South. As a response the Wattle Grove has been removed as an industrial investigation area within the Strategy, with the future planning and direction of the area to be decided within this separate process.
88. It is recommended that Council adopts the Industrial Development Strategy as shown in Attachment 1.

Cr Thomas foreshadowed an Amendment to the Officer Recommendation. Questions from Councillors were clarified.

Voting Requirements: Simple Majority

RESOLVED SCM 234/2018

That Council:

1. NOTES the Community Engagement Summary Report, Submissions and Responses as outlined in Attachments 2 and 3.
2. NOTES that at the 22 October 2018 Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council detailing the process, costs and requirements for establishing a Consultative Community Committee of Council to consider recommendations for the future development of Wattle Grove South and REMOVES Wattle Grove South as an industrial investigation area within the Strategy pending the outcomes of the Consultative Community Committee of Council process.
3. ADOPTS the Industrial Development Strategy as outlined in Attachment 1.
4. NOTES that the City of Kalamunda: Industrial Development Strategy - Consideration of Submissions and Modifications for Final Adoption will undergo minor design and formatting improvements through the insertion of infographics and images, prior to the final version being published, and this will not change the core content, findings and strategic directions and actions of the Strategy.
5. **REQUEST the Chief Executive Officer to undertake Environmental Studies to fully establish the Environmental Value within the Wattle Grove South Area.**

Moved: **Cr Margaret Thomas**

Seconded: **Cr Sara Lohmeyer**

Vote: **CARRIED UNANIMOUSLY (10/0)**

13. Meeting Closed to the Public

14. Meeting Opened to the Public

15. Closure

15.1 There being no further business, the Presiding Member declared the meeting closed at 11:10pm.