



## Statutory Planning Committee

Notice is hereby given that the next meeting of the Statutory Planning Committee will be held on:

**Wednesday 27 April 2011  
10.00 am**

**5th Floor Conference Room, Albert Facey House,  
469 Wellington Street, Perth**



**Tony Evans  
Secretary**

Please convey apologies to Leah Carr on 9264 7656 or email  
[leah.carr@planning.wa.gov.au](mailto:leah.carr@planning.wa.gov.au)

# Statutory Planning Committee

## Membership:

Member	Representation – <i>Planning and Development Act 2005</i>	Term of office ends
Mr Gary Prattley	Chairman Section 10(1)(a) or Schedule 2 clause 4 (2)(a)	20/4/2013
Mayor Carol Adams	Local Government nominee Schedule 2 clause 4 (2)(f)	1/2/2012
Mr Ian Holloway	Urban and regional planning representative Schedule 2 clause 4 (2)(e)	1/2/2012
Ms Sue Burrows	Department of Planning nominee Schedule 2 clause 4 (2)(b)	5/4/2013
Cr Corinne MacRae	WAPC Nominee Schedule 2 clause 4 (2)(g)	1/2/2012
Ms Elizabeth Taylor	Community representative Schedule 2 clause 4 (2) (d)	1/2/2012
Vacant	Regional Minister nominee Schedule 2 clause 4 (2)(c) or Schedule 2 clause 4 (3)	

**Quorum:** 4

**Role:**

Schedule 2(4)(4)

The Statutory Planning Committee is the WAPC's regulatory decision-making body and performs such of the statutory planning functions of the Commission under the *Planning and Development Act 2005* and Part II of the *Strata Titles Act 1985* as are delegated to the Statutory Planning Committee under section 16 and such other functions as are delegated to it under that section. These functions include approval of the subdivision of land, approval of leases and licenses, approval of strata schemes, advice to the Minister for Planning on local planning schemes and scheme amendments, and the determination of certain development applications under the Metropolitan Region Scheme.

This meeting is not open to members of the public.

## RELEVANT INFORMATION FOR MEMBERS

### Disclosure of interests

In accordance with the *Planning and Development Act 2005* and Part 6 of the Standing Orders 2009, members of Committees (and certain employees) are required to disclose the following types of interests that they have or persons closely associated to them, have:

- direct and indirect pecuniary interests (financial);
- proximity interests (location); and
- impartiality interests (relationship).

A “**direct pecuniary interest**” means a relevant person’s interest in a matter where it is reasonable to expect that the matter if dealt with by the board or a Committee, or an employee in a particular way, will result in a financial gain, loss, benefit or detriment for the person.

An “**indirect pecuniary interest**” means a relevant person’s interest in a matter where a financial relationship exists between that person and another person who requires a board or Committee decision in relation to the matter.

A “**proximity interest**” means a relevant person’s interest in a matter if the matter concerns -

- (i) a proposed change to a planning scheme affecting land that adjoins the person’s land;
- (ii) a proposed change to the zoning or use of land that adjoins the person’s land; or
- (iii) a proposed development, maintenance or management of the land or of services or facilities on the land that adjoins the person’s land.

“**Impartiality interest**” means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the member having the interest and includes an interest arising from kinship, friendship, partnership or membership of an association or an association with any decision making process relating to a matter for discussion before the board or a Committee.

Members disclosing any pecuniary or proximity interests for an item can not participate in discussion or the decision making procedure relating to the item and must leave the meeting room during the discussion of the item. Members disclosing an impartiality interest in an item must also leave the room during the discussion or the decision making procedure relating to the item unless the Committee, by formal resolution, allows the member to remain. The reason to allow a member to remain must be stated in the formal resolution and will be minuted.

### Disclosure of representations

Where a member has had verbal communication with or on behalf of a person with an interest in a matter which is before a meeting, the member is to disclose the interest.

Where a member is in receipt of relevant written material (including email) from or on behalf of a person with an interest in a matter which is before a meeting, the member is to table the material at the meeting for the information of members and relevant employees.

# **ORDER OF BUSINESS**

- 1. Declaration of opening**
- 2. Apologies**
- 3. Members on leave of absence and applications for leave of absence**
- 4. Disclosure of interests**
- 5. Declaration of due consideration**
- 6. Deputations and presentations**
  - 1. Amended Planning Bulletin (linked to Item 9.3)**  
Presenters : Director Special Projects and Senior Legislation and Policy Officer
- 7. Announcements by the Chairperson of the board and communication from the WAPC**
- 8. Confirmation of minutes of 12 April 2011**
- 9. Reports (see attached index of reports)**
- 10. Confidential items (see attached index of reports)**
- 11. General business**
- 12. Items for consideration at a future meeting**
- 13. Closure - next meeting to be held on 10 May 2011**

## Statutory Planning Committee

### Minutes

of ordinary meeting 7421  
held on 12 April 2011

#### Attendance

##### Members

Mr Gary Prattley	WAPC Chairman (Presiding Member)
Mayor Carol Adams	Local Government nominee
Mr Bruce Macdonnell	Nominee of the Director General, Department of Planning
Cr Corinne MacRae	WAPC nominee
Ms Elizabeth Taylor	Community representative

##### Officers

	Department of Planning	
Mr Ben Bassett	Senior Environmental Planner	Item 9.1
Ms Judy Bell	Director, Schemes and Appeals	Items 10.4 & 10.6
Mr Sam Bishopp	Planning Officer (Coastal Planning)	Item 9.1
Mr Ryan Del Casale	Planner (Schemes & Amendments)	Item 10.5
Mr Bob Hay	Senior Planner (Policy Development)	Items 10.2 & 10.3
Ms Vanessa Jackson	Senior Planner (Policy Development)	Item 10.7
Mr Martin Mileham	Executive Director (ICC)	Item 10.1
Mr Mark Szabo	Team Leader (Schemes & Amndmnts)	Items 10.4 & 10.6
Mr Ashley Wilson	Senior Planning Officer	Items 10.2 & 10.3

##### Observers

Mrs Mara Vlaar	Department of Planning Acting Manager, WAPC Secretariat
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##### Presenters

Ms Marion Thompson	Department of Planning Urban Development Co-ordinator (ICC)
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##### Committee Support

Ms Leah Carr	Committee Secretary - Department of Planning
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#### 1 Declaration of Opening

The Presiding Member declared the meeting open at 10.00 am, acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed Members.

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### 2 Apologies

Nil.

### 3 Members on Leave of Absence and Applications for Leave of Absence

Mr Holloway has previously been granted leave of absence for the Statutory Planning Committee meeting to be held on 12 April 2011.

Cr MacRae has made an application for a leave of absence for the period 6 May to 6 June 2011 inclusive.

#### Resolved

#### Moved by Ms Taylor, seconded Mayor Adams

That the approval for a leave of absence be granted to Cr MacRae for the Statutory Planning Committee meetings to be held on 10 May 2011 and 24 May 2011.

*The motion was put and carried.*

### 4 Disclosure of Interests

Nil.

### 5 Declaration of Due Consideration

No declarations were made.

### 6 Deputations and Presentations

#### 6.1 Institute of Public Works Engineering Australia (IPWEA) Subdivisional Guidelines

Presenter Ms Marion Thompson

This presentation is linked to Item 10.1; Ms Thompson gave a concise but detailed summary of the major points raised in the Report.

*Moved to Item 10.1*

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### 7 **Announcements by the Chairperson of the Board and communication from the WAPC**

Mr Prattley informed the committee that this was the last meeting to be attended by Mr Macdonnell who tendered his resignation to the Department of Planning, effective 15 April 2011; and that he would be replaced by Ms Sue Burrows. Mr Prattley thanked Mr Macdonnell for his contribution to the production and quality of reports that have come to the Western Australian Planning Commission and, on behalf of the committee, wished him the very best of luck in his future endeavours.

### 8 **Confirmation of Minutes**

#### 8.1 **Minutes of the Statutory Planning Committee meeting held on Tuesday 22 March 2011**

**Resolved**

***Moved by Ms Taylor, seconded by Mr Macdonnell***

*That the minutes of the Statutory Planning Committee meeting held on Tuesday 22 March 2011, be confirmed as a true and correct record of the proceedings.*

***The motion was put and carried.***

### 9 **Reports**

#### **D - General Items Other Matters**

##### 9.1 **North Alkimos Foreshore Management Plan**

File DP/09/00636/2  
Agenda Part D  
Reporting Officer Manager Coastal Planning

**Resolved**

***Moved by Mr Macdonnell, seconded by Ms Taylor***

*That the Western Australian Planning Commission resolves to:*

- 1. note that North Alkimos Foreshore Management Plan (FMP) has been produced as a requirement of the planning approvals process for the Alkimos North development (Shorehaven);*

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2. *endorse the North Alkimos Foreshore Management Plan.*

***The motion was put and carried.***

### G - Developments / Subdivisional Strata Items

#### 9.2 Club Sponsorship Signage - Lot 500 West Swan Road, West Swan

File 21-50355-1  
Agenda Part G  
Reporting Officer Planning Manager Metro Planning North East

#### **Resolved**

***Moved by Mayor Adams, seconded by Cr MacRae***

*That the Western Australian Planning Commission resolves to approve the proposed Club Sponsorship Sign at Lot 500 West Swan Road, West Swan subject to the following conditions:*

#### **CONDITIONS**

1. *This approval relates specifically to the plans submitted and date stamped 24 January 2011 by the Department of Planning (copy attached).*
2. *The sign shall be located entirely within the subject lot and shall not encroach into the road reserve.*
3. *The sign shall not be illuminated and shall not flash or pulsate.*

#### **ADVICE**

1. *Any additional development, which is not in accordance with the application (the subject of this approval) will require further approval.*
2. *The City of Swan advises that no bunting is to be erected on the site including streamers, streamer strips, banner strips or decorations of a similar kind without approval.*

***The motion was put and carried.***

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### 9.3 Adoption Of The Wedgefield Industrial Estate Development Plan

File SPN/0239/1  
Agenda Part G  
Reporting Officer Planning Officer Northern Regions

#### Resolved

#### ***Moved by Ms Taylor, seconded by Mayor Adams***

*That the Western Australian Planning Commission resolves to adopt the Wedgefield Industrial Estate Development Plan as a guiding strategic planning framework for the expansion of light and transport industry in Wedgefield, subject to the plan being modified as follows:*

*"Delete 'Development Plan Policy Provision No 6' on the Wedgefield Industrial Estate Development Plan and replace with the following:*

- "6. The following plans should be addressed as appropriate at more detailed planning stages (subdivision and/or development):*
- i. A Local Water Management Strategy;*
  - ii. A Traffic Management Plan; and*
  - iii. An Environmental Management Plan."*

***The motion was put and carried.***

### 9.4 Development Of An Antenna, Lot 8045 Millhouse Road, Aveley

File 21-50324-3  
Agenda Part G  
Reporting Officer Planning Officer Perth, Peel, South West Planning and Strategy

#### Resolved

#### ***Moved by Ms Taylor, seconded by Mayor Adams***

*That the Western Australian Planning Commission resolves to approve development application 21-*



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*That the Western Australian Planning Commission resolves to:*

- 1. endorse the Outline Development Plan for Lot 55 Lancaster Road, McKail, subject to the attached schedule of modifications (Attachment 6);*
- 2. advise the City of Albany of its decision accordingly.*

***The motion was put and carried.***

**9.6 Temporary Childcare (Structure And Refurbishment) - Reserve 33244 (22) Verdun Street, Nedlands (08-756-7) & Temporary Outdoor Playground - Lot 1715 (101) Monash Avenue, Nedlands (08-756-8).**

File 08-756-7 & 08-756-8  
Agenda Part G  
Reporting Officer Planning Manager Metro Planning Central

### **Resolved**

***Moved by Ms Taylor, seconded by Cr MacRae***

*That the Western Australian Planning Commission resolves to:*

- 1. approve the proposed development (WAPC Ref: 08-756-7) of the temporary childcare centre (structure and refurbishment) at Reserve 33244 (22) Verdun Street, Nedlands in accordance with the plans submitted thereto subject to the following conditions and advice:*

### **CONDITIONS**

- 1. The childcare centre is to operate for a maximum period of three (3) years.*
- 2. The hours of operation of the childcare centre to be restricted to:  
Before and After School Care  
6:45 am – 6.00 pm Monday to Friday  
Vacation Care 6:45 am – 5:45 pm  
Monday to Friday.*

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3. *A maximum of 60 children to be accommodated within the childcare centre at any one time.*
4. *Seven (7) car bays, generally in the location identified on the approved plans, to be reserved for the exclusive use of the childcare centre.*
5. *Ten (10) bollards (2 metres apart) to be erected on the verge in front of the childcare centre and to be undertaken to the specification of the City of Nedlands and to the satisfaction of the WAPC.*
6. *The proposed pedestrian footpath is to be constructed to a minimum width of 2 metres and to be undertaken to the specification of the City of Nedlands and to the satisfaction of the WAPC.*

### **ADVICE**

1. *The proposed development is to comply with all relevant Acts and Regulations.*
2. *With regard to Condition 4, the proponent is advised to liaise with the City of Nedlands with respect to the erection of signage to control the access and use of these bays.*
3. *An Acid Sulfate Soils Self-Assessment Form and, if required as a result of the self-assessment, an Acid Sulfate Soils Report and an Acid Sulfate Soils Management Plan shall be submitted to and approved by the Department of Environment and Conservation before the development is commenced. Where an Acid Sulfate Soils Management Plan is required to be submitted, all development shall be carried out in accordance with the approved management plan.*

*The "Acid Sulfate Soils Self-Assessment Form" can be*

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downloaded from the Western Australian Planning Commission's website at: [www.wapc.wa.gov.au/Applications/Subdivision+and+application/default.aspx](http://www.wapc.wa.gov.au/Applications/Subdivision+and+application/default.aspx)

The "Acid Sulfate Soils Self-Assessment Form" makes reference to the Department of Environment and Conservation's "Identification and Investigation of Acid Sulfate Soils" guideline. This guideline can be downloaded from the Department of Environment and Conservation's website at: [www.dec.wa.gov.au/management-and-protection/acid-sulfate-soils/guidelines.html](http://www.dec.wa.gov.au/management-and-protection/acid-sulfate-soils/guidelines.html)

2. approve the proposed development (WAPC Ref: 08-756-8) of the temporary outdoor playground at Lot 1715 (101) Monash Avenue, Nedlands in accordance with the plans submitted thereto subject to the following condition and advice:

### **CONDITION**

1. The outdoor playground is to operate for a maximum period of three (3) years.

### **ADVICE**

1. An Acid Sulfate Soils Self-Assessment Form and, if required as a result of the self-assessment, an Acid Sulfate Soils Report and an Acid Sulfate Soils Management Plan shall be submitted to and approved by the Department of Environment and Conservation before the development is commenced. Where an Acid Sulfate Soils Management Plan is required to be submitted, all development shall be carried out in accordance with the approved management plan.

The "Acid Sulfate Soils Self-Assessment Form" can be downloaded from the Western

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Australian Planning Commission's website at: [www.wapc.wa.gov.au/Applications/Subdivision+and+application/default.aspx](http://www.wapc.wa.gov.au/Applications/Subdivision+and+application/default.aspx)

The "Acid Sulfate Soils Self-Assessment Form" makes reference to the Department of Environment and Conservation's "Identification and Investigation of Acid Sulfate Soils" guideline. This guideline can be downloaded from the Department of Environment and Conservation's website at: [www.dec.wa.gov.au/management-and-protection/acid-sulfate-soils/guidelines.html](http://www.dec.wa.gov.au/management-and-protection/acid-sulfate-soils/guidelines.html)

**The motion was put and carried.**

### H - Subdivisional Survey Strata Items

- 9.7      **Subdivision Application For Lot 101 Mount Leay Road, Scotsdale, Shire Of Denmark**  
File                      139-10/1  
Agenda Part            H  
Reporting Officer      Regional Manager Great Southern Planning

#### **Resolved**

**Moved by Mayor Adams, seconded by Cr MacRae**

*That the Western Australian Planning Commission resolves to approve the subdivision application for Lot 101 Mount Leay Road, Scotsdale, subject to the following conditions:*

#### **CONDITIONS**

1. *Lots 11 and 12 as shown on the plan proposed by this application are to be shown as Common Property and not created until such time as when the lots proposed on adjoining Lot 103 and shown on the endorsed Subdivision Guide Plan for the Landscape Protection Zone No. 5 Howe Road are created on a Deposited Plan and a Certificate of Title issued. (WAPC)*

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2. *Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power, for the provision of an electricity supply service to the survey strata lot(s) shown on the approved plan of subdivision, which may include the provision of necessary service access rights either as an easement under Section 136C (Schedule 9A) of the Transfer of Land Act 1893 for the transmission of electricity by underground cable, or (in the case of approvals that include common property) via a portion of the common property suitable for consumer mains. (Western Power)*
3. *Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the removal, relocation and/or replacement of electricity supply infrastructure, including plant and equipment, located on or near the lots shown on the approved plan. (Western Power)*
4. *The transfer of land as a Crown Reserve, free of cost to Western Power for the provision of electricity supply infrastructure. (Western Power)*
5. *Preparation of an Urban Water Management Plan prior to the commencement of ground disturbing activities to the specifications of the Department of Water and in consultation with the Local Government. (Department of Water)*
6. *Implementation of the Urban Water Management Plan to the specifications of the Local Government and in consultation with the Department of Water. (Local Government)*
7. *Notification(s) in accordance with section 6 of the Strata Titles Act 1985 are to be placed on the Certificates of Title of the proposed lot(s) confirming that there is a restriction of the lots. The Notice(s) are to be included on the Deposited Plan. The Notice(s) are to state as follows:*

*"This lot is in close proximity to lands managed by the Department of Environment and Conservation and the amenity may be*

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*affected on occasion by the following:*

1. *Prescribed burning for the enhancement and conservation of biodiversity and/or fire hazard reduction purposes.*
2. *Application of herbicides and other chemicals for weed and plant disease control.*
3. *Road construction and maintenance."  
(Department of Environment and Heritage)*
8. *Satisfactory arrangements being made for the construction of full earthworks, one sealed carriageway, drainage facilities, and landscaping required for Howe Road and Mt Leay Road to the specifications of the Shire of Denmark. (Local Government)*
9. *Lots being provided with frontage to a constructed sealed access way connected to the local road systems and any such access way(s) being constructed and drained at the developer's cost to the specifications of the Shire of Denmark. (Local Government)*
10. *The developer providing a geotechnical report certifying that the land is physically capable of development to the specifications of the Shire of Denmark. (Local Government)*
11. *Access way corners within the subdivision being truncated to the standard truncation of 8.5 meters. (Local Government)*
12. *The width of all access ways being widened to sixteen (16) metres. (Local Government)*
13. *The cul-de-sac head being designed and constructed to the specification of the Shire of Denmark. (Local Government)*
14. *Vehicle crossovers to be designed and constructed to the specification of the Shire of Denmark. (Local Government)*

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15. *The battleaxe accessway(s) being constructed and drained at the applicant/owner's cost to the specifications of the local government. (Local Government)*
16. *Verge configuration and development in accordance with Council's Verge Guidelines Policy to the specification of the Shire of Denmark. (Local Government)*
17. *The land being filled and/or drained at the developer's cost to the specification of the Shire of Denmark and any easements and/or reserves necessary for the implementation thereof, being provided free of cost to the Shire. (Local Government)*
18. *The land being graded and stabilised at the developer's cost to the specification of the Shire of Denmark. Final ground levels to be coordinated with adjacent roads, properties and development. (Local Government)*
19. *1 in 100 year overland flow path is to be demonstrated. (Local Government)*
20. *A soil stabilisation and erosion control plan must be submitted and approved by the Shire Denmark prior to the commencement of any site works. (Local Government)*
21. *The vegetation from all cleared areas is to be mulched on site and spread over disturbed or landscaped areas. (Local Government)*
22. *Land suitability for on-site effluent disposal shall be determined for each lot based on late winter assessment (August/September) at the developer's expense to the specifications of the Shire of Denmark. (Local Government)*
23. *The proponents shall prepare a Fire Management Plan to the specifications of the Shire of Denmark for its adoption, and implement its requirements. (Local Government)*
24. *Upon final approval of subdivision plans, a digital copy of plans in appropriate format, to be supplied to the Shire of Denmark's Engineering Services. (Local Government)*

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25. *Any clearing prior to any site works is to be undertaken to the specifications of the Director Planning and Sustainability. (Local Government)*

26. *A Management Statement being prepared and submitted in accordance with Section 5C of the Strata Titles Act 1985 that clearly identifies responsibilities of both the Strata Management Company and individual landowners. The Management Statement is to address the following matters:*

- *Dieback controls and weed and vegetation management in the area of remnant vegetation;*
- *Fire risk mitigation contained in the approved Fire Management Plan;*
- *Maintenance of access-ways;*
- *Rubbish disposal and recycling;*
- *The legitimate ongoing agricultural/ rural pursuits conducted in close proximity to the land;*
- *The provisions and objectives of Landscape Protection Zone Area No.5. (Local Government)*

27. *The subdividers making arrangements satisfactory to the Western Australian Planning Commission to ensure notification of all prospective purchasers and successors in title being advised in writing of the following:*

- *The provisions of the Howe Road Landscape Protection Zone No. 5 in the Shire of Denmark's Town Planning Scheme No. 3;*
- *Reticulated sewer is not provided and an approved onsite effluent disposal system will be required;*
- *Fire Management Guidelines of the Homeowners Bushfire Survival Manual and Australian Standard 3959.*

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- *Compliance with the Shire's Annual Fire Regulations Notice. (Local Government)*
- *All buildings and structures are to be confirmed to development areas as shown on the Subdivision Guide Plan. (Local Government)*

### **ADVICE**

1. *You are advised that the Survey Strata Plan and Management Statement created under this approval needs to provide for and guide the staging and re-subdivision of the survey strata plan, as well as provide for access from Howe Road to the proposed survey strata subdivision of adjoining Lot 103 shown in the endorsed Subdivision Guide Plan for the Landscape Protection Zone No. 5 Howe Road.*
2. *With regard to Condition 2, Western Power provides only one point of electricity supply per freehold (green title) lot and requires that any existing overhead consumer services is required to be converted to underground.*
3. *With regard to Condition 3, if an existing aerial electricity cable servicing the land the subject of this approval crosses over a proposed lot boundary as denoted on the approved plan of subdivision, satisfactory arrangements will need to be made for the removal and relocation of that cable.*
4. *With regard to Conditions 4, the specific location and area of land required is to be to the satisfaction of the WAPC on the advice of the local government and Western Power.*
5. *With regard to Condition 16, verge grade to be at 2% towards the access way and flush curbing to be constructed.*
6. *With regard to Condition 17, stormwater flow between two(2) adjoining blocks (outside boundary to outside boundary) not to exceed a fall of more than 2 m.*

***The motion was put and carried.***

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### 9.8 Proposed Survey Strata Subdivision - Lot 103 Mount Leay Road, Scotsdale

File 1256-09  
Agenda Part H  
Reporting Officer Regional Manager Great Southern Planning

#### Resolved

#### **Moved by Mayor Adams, seconded by Ms Taylor**

*That the Western Australian Planning Commission resolves to approve the subdivision application for Lot 103 Mount Leay Road, Scotsdale, subject to the following conditions:*

#### **CONDITIONS**

- 1. Lots 1 and 2 as shown on the plan proposed by this application are to be shown as Common Property and not created until such time as when the lots proposed on adjoining Lot 101 and shown on the endorsed Subdivision Guide Plan for the Landscape Protection Zone No. 5 Howe Road are created on a Deposited Plan and a Certificate of Title issued. (WAPC)*
- 2. Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power, for the provision of an electricity supply service to the survey strata lot(s) shown on the approved plan of subdivision, which may include the provision of necessary service access rights either as an easement under Section 136C (Schedule 9A) of the Transfer of Land Act 1893 for the transmission of electricity by underground cable, or (in the case of approvals that include common property) via a portion of the common property suitable for consumer mains. (Western Power)*
- 3. Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the removal, relocation and/or replacement of electricity supply infrastructure, including plant and equipment, located on or near the lots shown on the approved plan. (Western Power)*

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4. *The transfer of land as a Crown Reserve, free of cost to Western Power for the provision of electricity supply infrastructure. (Western Power)*
5. *Notification(s) in accordance with section 6 of the Strata Titles Act 1985 are to be placed on the Certificates of Title of the proposed lot(s) confirming that there is a restriction of the lots. The Notice(s) are to be included on the Deposited Plan. The Notice(s) are to state as follows:  
"This lot is in close proximity to lands managed by the Department of Environment and Conservation and the amenity may be affected on occasion by the following:  
  1. *Prescribed burning for the enhancement and conservation of biodiversity and /or fire hazard reduction purposes.*
  2. *Application of herbicides and other chemicals for weed and plant disease control.*
  3. *Road construction and maintenance."  
(Department of Environment and Heritage)**
6. *Satisfactory arrangements being made for the construction of full earthworks, one sealed carriageway, drainage facilities, and landscaping required for Mt Leay Road and Howe Road to the specifications of the Shire of Denmark. (Local Government)*
7. *Lots being provided with frontage to a constructed sealed access way connected to the local road systems and any such access way(s) being constructed and drained at the developer's cost to the specifications of the Shire of Denmark. (Local Government)*
8. *The developer providing a geotechnical report certifying that the land is physically capable of development to the specifications of the Shire of Denmark. (Local Government)*

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9. *Accessway corners within the subdivision being truncated to the standard truncation of 8.5 meters. (Local Government)*
10. *The width of all accessways being widened to sixteen (16) metres. (Local Government)*
11. *The cul-de-sac head being designed and constructed to the specification of the Shire of Denmark. (Local Government)*
12. *Vehicle crossovers to be designed and constructed to the specification of the Shire of Denmark. (Local Government)*
13. *The battleaxe accessway(s) being constructed and drained at the applicant/owner's cost to the specifications of the local government. (Local Government)*
14. *Verge configuration and development in accordance with Council's Verge Guidelines Policy to the specification of the Shire of Denmark. (Local Government)*
15. *The land being filled and/or drained at the developer's cost to the specification of the Shire of Denmark and any easements and/or reserves necessary for the implementation thereof, being provided free of cost to the Shire. (Local Government)*
16. *The land being graded and stabilised at the developer's cost to the specification of the Shire of Denmark. Final ground levels to be coordinated with adjacent roads, properties and development. (Local Government)*
17. *1 in 100 year overland flow path is to be demonstrated. (Local Government)*
18. *A soil stabilisation and erosion control plan must be submitted and approved by the Shire Denmark prior to the commencement of any site works. (Local Government)*
19. *The vegetation from all cleared areas is to be mulched on site and spread over disturbed or landscaped areas. (Local Government)*

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20. *Land suitability for on-site effluent disposal shall be determined for each lot based on late winter assessment (August/September) at the developer's expense to the specifications of the Shire of Denmark. (Local Government)*
21. *The proponents shall prepare a Fire Management Plan to the specifications of the Shire of Denmark for its adoption, and implement its requirements. (Local Government)*
22. *Upon final approval of subdivision plans, a digital copy of plans in appropriate format, to be supplied to the Shire of Denmark's Engineering Services. (Local Government)*
23. *Any clearing prior to any site works is to be undertaken to the specifications of the Director Planning and Sustainability. (Local Government)*
24. *A Management Statement being prepared and submitted in accordance with Section 5C of the Strata Titles Act 1985 that clearly identifies responsibilities of both the Strata Management Company and individual landowners. The Management Statement is to address the following matters:*
  - *Dieback controls and weed and vegetation management in the area of remnant vegetation.*
  - *Fire risk mitigation contained in the approved Fire Management Plan.*
  - *Maintenance of access-ways.*
  - *Rubbish disposal and recycling.*
  - *The legitimate ongoing agricultural/ rural pursuits conducted in close proximity to the land.*
  - *The provisions and objectives of Landscape Protection Zone Area No. 5. (Local Government)*
25. *The subdividers making arrangements satisfactory to the Western Australian Planning*

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*Commission to ensure notification of all prospective purchasers and successors in title being advised in writing of the following:*

- *The provisions of the Howe Road Landscape Protection Zone No. 5 in the Shire of Denmark's Town Planning Scheme No. 3.*
- *Reticulated sewer is not provided and an approved onsite effluent disposal system will be required.*
- *Fire Management Guidelines of the Homeowners Bushfire Survival Manual and Australian Standard 3959.*
- *Compliance with the Shire's Annual Fire Regulations Notice. (Local Government)*
- *All buildings and structures are to be confirmed to development areas as shown on the Subdivision Guide Plan. (Local Government)*

### **ADVICE**

1. *You are advised that the Survey Strata Plan and Management Statement created under this approval needs to provide for and guide the staging and resubdivision of the survey strata plan, as well as provide for access from Mount Leay Road to the proposed survey strata subdivision of adjoining Lot 103 shown in the endorsed Subdivision Guide Plan for the Landscape Protection Zone No. 5 Howe Road.*
2. *With regard to Condition 2, Western Power provides only one point of electricity supply per freehold (green title) lot and requires that any existing overhead consumer services is required to be converted to underground.*
3. *With regard to Condition 3, if an existing aerial electricity cable servicing the land the subject of this approval crosses over a proposed lot boundary as denoted on the approved plan of subdivision, satisfactory arrangements will need to be made for the removal and relocation of that cable.*
4. *With regard to Conditions 4, the specific location*

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*and area of land required is to be to the satisfaction of the WAPC on the advice of the local government and Western Power.*

5. *With regard to Condition 14, verge grade to be at 2% towards the access way and flush curbing to be constructed.*
6. *With regard to Condition 15, stormwater flow between two (2) adjoining blocks (outside boundary to outside boundary) not to exceed a fall of more than 2 m.*

***The motion was put and carried.***

### 9.9 Subdivision To Create 2 Lots For Rural Purpose: Lot 890 Hobbs Road, Dale

File 142413  
Agenda Part H  
Reporting Officer Planning Manager Regional Planning and Strategy

**Resolved**

***Moved by Ms Taylor, seconded by Mr Macdonnell***

*That the Western Australian Planning Commission resolves to approve the application for subdivision of Lot 890 Hobbs Road, Dale to create 2 lots for rural purpose subject to the following conditions:*

#### **CONDITIONS**

1. *Suitable arrangements being made with the local government for the provision of vehicular crossovers to service the lots shown on the approved plan of subdivision. (Local Government)*
2. *Notification in the form of a section 70A notification, pursuant to the Transfer of Land Act 1893 (as amended) is to be placed on the Certificates of Title of the proposed lots advising that no reticulated water supply can be provided to the land by a licensed water service supplier and as a consequence owners will be required to make their own arrangements to provide an adequate water supply of potable water. (Local Government)*

***The motion was put and carried.***

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*Moved to Item 10.2*

### 10 Confidential Items

#### A - Policy

#### 10.1 Institute Of Public Works Engineering Australia (IPWEA) Subdivisional Guidelines

File DPI/09/00952/3  
Agenda Part A  
Reporting Officer Urban Development Co-ordinator  
(consultant)

**THIS ITEM IS CONFIDENTIAL**

*Moved to Item 7*

#### 10.2 State Planning Policy 5.3 Land Use Planning In The Vicinity Of Jandakot Airport

File 855/01/01/2P78V  
Agenda Part A  
Reporting Officer Manager Strategic Policy

**THIS ITEM IS CONFIDENTIAL**

#### 10.3 State Planning Policy 5.1 Land Use Planning In The Vicinity Of Perth Airport

File DP/10/01638/1  
Agenda Part A  
Reporting Officer Manager Strategic Policy

**THIS ITEM IS CONFIDENTIAL**

#### B - Local Planning Schemes / Local Planning Scheme Amendments

#### 10.4 Town Of Cottesloe Local Planning Scheme No.2 Amendment No. 44 For Final Approval.

File 853/02/03/0005P 0044V  
Agenda Part B  
Reporting Officer Planning Manager Schemes, Strategies  
and Amendments

**THIS ITEM IS CONFIDENTIAL**

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- 10.5 Town Of Bassendean Local Planning Scheme No.10  
Amendment No.3 For - Final Approval**  
File TPS/0400/1  
Agenda Part B  
Reporting Officer Planning Manager Schemes, Strategies  
and Amendments  
**THIS ITEM IS CONFIDENTIAL**

- 10.6 City Of Nedlands Town Planning Scheme No.2 Amendment  
No.192 - For Final Approval**  
File TPS/0281/1  
Agenda Part B  
Reporting Officer Planning Manager Schemes and  
Amendments  
**THIS ITEM IS CONFIDENTIAL**

### LATE ITEM

#### A - Policy

- 10.7 Review Of State Planning Policy 3.1 – Residential Design  
Codes (R-Codes)**  
File DP/10/00574/3  
Agenda Part A  
Reporting Officer Senior Planner, Policy Coordination and  
Development  
**THIS ITEM IS CONFIDENTIAL**

## 11 General Business

### 11.1 Agenda Size

This agenda was over 700 pages and members had difficulty downloading it in its entirety onto their Ipads as it contained many substantial agenda items that required considered reading. Members felt they could not give items near the end of the agenda the appropriate consideration that was necessary.

Possible outcome :

1. move to fortnightly meetings;
2. EMC at Agenda Setting Meetings consider the size and substance of the Agenda items

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### 12 Items for Consideration at a Future Meeting

Item No	Report	Request	Report Required by
7416	Directions 2031	Planning Director - 2031 to brief the Committee after release of WA Tomorrow 2011	July/August 2011

### 13 Closure

The next ordinary meeting is scheduled for 10 am on Wednesday, 27 April 2011.

There being no further business before the Committee, the Presiding Member thanked members for their attendance and declared the meeting closed at 11.55 am.

**PRESIDING MEMBER** \_\_\_\_\_

**DATE** \_\_\_\_\_

UNCONFIRMED

# INDEX OF REPORTS

<b>Item</b>	<b>Description</b>
<b>9</b>	<b>REPORTS</b>
<b>A.</b>	<b>Policy</b>
9.1	SHIRE OF KALAMUNDA LOCAL PLANNING STRATEGY
9.2	CITY OF GERALDTON-GREENOUGH INTERIM COMMERCIAL ACTIVITY CENTRES STRATEGY
9.3	AMENDED PLANNING BULLETIN 93/2011
<b>G</b>	<b>Developments/Subdivisional Strata Items</b>
9.4	MULTI-DECK CAR PARK AT QEII MEDICAL CENTRE - LOTS 8699 & 9075 WINTHROP AVENUE, NEDLANDS
<b>10</b>	<b>CONFIDENTIAL</b>
<b>B</b>	<b>Local Planning Schemes/Local Planning Scheme Amendments</b>
10.1	CITY OF FREMANTLE LOCAL PLANNING SCHEME NO.4 AMENDMENT NO.46 - FOR FINAL APPROVAL
<b>E</b>	<b>Minor Local Planning Schemes / Local Planning Scheme Amendments</b>
10.2	SHIRE OF BROOMHILL - TAMBELLUP NO.3 - RESOLUTION TO PREPARE A NEW LOCAL PLANNING SCHEME
10.3	SHIRE OF PERENJORI LOCAL PLANNING STRATEGY AND LOCAL PLANNING SCHEME NO.2 - FOR FINAL APPROVAL
10.4	SHIRE OF DENMARK LOCAL PLANNING SCHEME AMENDMENT NO.106 - FOR FINAL APPROVAL
10.5	CITY OF ALBANY TOWN PLANNING SCHEME NO.3 AMENDMENT NO.296 - FOR FINAL APPROVAL
10.6.	SHIRE OF BRUCE ROCK LOCAL PLANNING STRATEGY & LOCAL PLANNING SCHEME NO.3 - FOR FINAL APPROVAL
<b>G</b>	<b>Developments/Subdivisional Strata Items</b>
10.7	SAT S31 RECONSIDERATION OF CONDITIONS OF APPROVAL FOR FREEHOLD SUBDIVISION - SHIRE OF JERRAMUNGUP, GORRIE WAY, BREMNER BAY



## ITEM NO: 9.1

### SHIRE OF KALAMUNDA LOCAL PLANNING STRATEGY

**WAPC OR COMMITTEE:** Statutory Planning Committee

REPORTING AGENCY: Department of Planning  
REPORTING OFFICER: Director Schemes and Appeals  
AUTHORISING OFFICER: A/Director General  
AGENDA PART: A  
FILE NO: TPS/0407/1  
DATE: 14 April 2011

ATTACHMENT(S):

1. Schedule of Modifications
2. TPS Location Plan
3. Local Planning Strategy – Spatial Plan 2031  
Population Scenario 3
4. Population Scenario 3 Table
5. Proposed Sites for Aged Persons  
Accommodation
6. Plan indicating surrounding MRS zoning

DETAILS: Local Planning Strategy submitted for certification of WAPC to advertise

#### RECOMMENDATION:

*That the Western Australian Planning Commission resolves to certify that the local planning strategy is consistent with regulation 12A(3) of the Town Planning Regulations 1967 (as amended) subject to the modifications outlined in the Schedule of Modifications (Attachment 1) being undertaken prior to advertising, and is to be advertised for not less than 21 days.*

#### SUMMARY:

The key points relating to this report are as follows:

- A draft Local Planning Strategy has been prepared by the Shire of Kalamunda and submitted to the WAPC for certification to advertise under current planning legislation.
- The Strategy forecasts a 50% increase in population by 2031 to a total of 79,000 people based on recent growth rates and the accessibility of the area to major employment.

- Urban expansion will take the form of consolidation of existing urban areas, development of new urban and residential bushland areas and provision for a diversity of accommodation including aged persons accommodation.
- Such development is proposed to be supported by expansion to commercial and industrial areas and improvement in servicing and transportation infrastructure.
- Advertising of the Strategy is supported subject to some key modifications to clarify the need for more detailed investigation of areas for urban and rural expansion and the need to address servicing, bushfire and biodiversity protection issues.

## **BACKGROUND:**

This report deals with the assessment of a Local Planning Strategy for the Shire of Kalamunda in the context of state and regional plans and policies.

The Shire of Kalamunda Local Planning Scheme No. 3 (Scheme No. 3) was gazetted in February 2007 and there have been 14 amendments to the Scheme since that time. The Shire has now prepared a new Local Planning Strategy and commenced examination of the current scheme.

The town site of Kalamunda is located approximately 24 km from the Perth Central Business District (CBD) and the local government area is bounded by the City of Swan and Shire of Mundaring to the north, by the City of Belmont and the City of Canning to the west, by the City of Gosnells and the City of Armadale to the south and to the east by Shire of Mundaring and the Shire of Brookton **Attachment 2 - Location Plan.**

The current population of the Shire is approximately 50,000 people. The Shire covers an area of approximately 349km<sup>2</sup> and encompasses three distinct areas, the Foothills/Plains, the Escarpment and the Eastern Rural Districts. It contains a high proportion of State Forest land and is traversed by Primary Regional Roads, the Roe and Tonkin Highways and other important regional roads such as Kalamunda Road and Welshpool Road. It also encompasses rapidly growing urban areas in the foothills, such as Forrestfield, High Wycombe, Maida Vale, Wattle Grove and an expanding industrial and transport hub adjacent to Perth airport.

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## LEGISLATION / STRATEGIC PLAN / POLICY:

**Legislation** *Planning and Development Act 2005 (part 5)*  
Town Planning Regulations 1967 (as amended)  
Section: Part 5 of the Act

**Strategic Plan**  
Strategic Goal: Planning  
Outcomes: Effective Delivery of Integrated Plans  
Strategies:

- develop integrated infrastructure and land use plans for the State
- build infrastructure capacity and integration
- implement State and Regional Priorities

**Policy**  
Number and / or Name: Refer to Details in Report

## DETAILS:

### Strategic Planning Context

The key State and regional planning policies relevant to the Shire include:

#### **State Planning Strategy (December 1997):**

The State Planning Strategy (SPS) provides the basis for long-term State and regional land use planning and coordinates a whole-of-government approach to planning . The SPS includes a set of principles and outlines the considerations that influence good decision-making. The Shire falls within the Perth Region which has the following vision:

*"Over the next three decades Perth will become one of the cleanest, most productive and liveable cities in the world. It will have all of its major natural features available for all to access and enjoy, its cultural heritage protected and its coastal and inland waters and air quality maintained to the highest possible standard, Perth will be an efficient City where the less mobile are able to easily access facilities and where there is a balance between walking, cycling, public transport, car and truck usage. It will be a region comprising distinct living areas with their own sense of community, their own recognisable centre and range of facilities."*

#### **Directions 2031 and Beyond) & the draft Outer Metropolitan Perth and Peel sub-regional Strategy (August 2010)**

Directions 2031 and Beyond (Directions 2031) released by the Commission in August 2010 is a high level spatial framework and strategic plan for the Perth and Peel Metropolitan Region which provides direction on the following points:

- how to provide for a growing population whilst ensuring that the population lives within the available natural resources;
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- where development should be focused and what patterns of land use and transport will best support this development pattern;
- what areas of the city need to be protected to retain high quality natural;
- what infrastructure in the region is needed to support the predicted growth.

The draft Outer Metropolitan Perth and Peel Sub-regional Strategy (Sub-Regional Strategy) released at the same time for public comment provides a framework for delivering the objectives of Directions 2031 and addresses strategic planning issues in outer sub-regions of the north-west, north-east, south-east and south-west metropolitan region.

These documents identify the areas of Forrestfield, High Wycombe, Helena Valley, Bushmead and Maida Vale for future residential development to accommodate the expected high growth associated with the expansion of the adjacent Perth Airport, freight rail and container handling facility. Wattle Grove has also been identified as a potential area for future consideration as an urban investigation area due to its proximity to the urban front and employment opportunities around the airport. Under the 'Connected City' approach, it is estimated that Shire could accommodate approximately 14,100 additional dwellings. Both Strategies also identify the following key points:

- an estimated increase in population of 69,000 across the whole sub-region;
- a target of 75% employment self sufficiency has been set for the north-east sub region (including the Shire), and an additional 42,000 jobs over the whole sub-region;
- Kalamunda town centre and Forrestfield (shopping centre) are identified as District centres;
- the importance of the vast areas of forest for conservation within the Shire is acknowledged; and
- the Perth Hills are identified as a 'metropolitan attractor' that entices tourists and is highly valued by local and regional residents.

#### **State Planning Policy No.4.2 (SPP 4.2) - 'Activity Centres for Perth and Peel (August 2010)**

SPP 4.2 replaces the former State Planning Policy 4.2 Metropolitan Centres Policy Statement for the Perth Metropolitan Region and the key aims of this policy are:

- to distribute activity centres to meet different levels of community need, enable employment, goods and services to be accessed efficiently and equitably;
  - to apply the activity centre hierarchy as part of a long-term and integrated approach;
  - to plan activity centres to support a wide range of retail and commercial premises and promote a competitive market;
  - increase the range of employment in activity centres and contribute to self-sufficiency targets;
  - increase the density and diversity of housing in and around activity
-

centres;

- ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport;
- maximise access to activity centres by modes other than private car; and
- plan activity centre development around a legible street network with quality public spaces.

Kalamunda and Forrestfield are identified as District Centres in SPP 4.2.

### **State Planning Policy 3 'Urban Growth and Settlement (March 2006) (SPP 3)**

SPP 3 sets out the following objectives;

- to promote a sustainable and well planned pattern of settlement across the State with sufficient suitable land to provide for a wide variety of housing, employment, recreational facilities and open space;
- to build on existing communities with established local and regional economies and enhance the quality of life in those communities;
- to manage growth and development of urban areas in response to the social and economic needs of the community;
- to promote the development of a sustainable and liveable neighbourhood; and
- to coordinate new development with the efficient, economic and timely provision of infrastructure and services.

### **State Planning Policy No.2.4 - Basic Raw Materials (SPP 2.4)**

SPP 2.4 is a framework for identifying and protecting resources in order to ensure that the building and development needs for basic raw materials will continue to be met. SPP 2.4 outlines key resource and extraction areas within the metropolitan region. It identifies a rock resource area in the vicinity of Pickering Brook.

### **State Planning Policy No.2.5 - Agricultural and Rural Land Use Planning (SPP 2.5)**

SPP 2.5 applies to all land zoned Rural under the Metropolitan Region Scheme and with DC Policy 3.4 is used as a basis for determining applications for the subdivision of rural land. SPP 2.5 requires those local authorities experiencing pressure for change in rural land use to prepare and adopt a Local Rural Strategy. The policy also includes special requirements for the development of land in areas suitable for agriculture, raw material, future urban, landscape/conservation, and rural-residential usage.

The Shire of Kalamunda has a well established Orchard area and several rural residential areas.

### **State Planning Policy No.5.1 – Land Use Planning in the Vicinity of Perth Airport (SPP 5.1)**

SPP 5.1 applies to land located in the vicinity of Perth Airport which is or may be affected by aircraft noise. The objectives of SPP 5.1 are to protect Perth Airport from unreasonable encroachment by incompatible development; and minimise the impact of aircraft noise operations on existing and future residential areas located in close proximity to Perth Airport. SPP 5.1 identifies measures for areas below 20 ANEF

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(Australian Noise Exposure Forecast), between 20 and 25 ANEF; and areas above 25 ANEF.

Within the Shire, the residential areas of High Wycombe and Wattle Grove are affected by 20 to 25 ANEF .

### **Perth Airport Master Plan 2009**

The most recent update of the Perth Airport Master Plan was published in November 2009. The report highlights the very rapid growth in aircraft flights, passenger movements and development on the airport land. The growth in the number of flights and passenger trips has put pressure on surface access to and from the airport. Road improvements are being planned with Main Roads WA and these include new access points and grade separation. The Public Transport Authority is examining the feasibility of connecting Perth Airport to the Perth suburban railway network.

A by-product of this may be a rail terminal in the Shire of Kalamunda that will provide a service to Perth for the Kalamunda community. The Airport also contains environmentally sensitive precincts and areas of special Aboriginal heritage elements, which need to be managed on an ongoing basis.

### **Draft Industrial Land Strategy: Perth and Peel (2009)**

The Industrial Land Strategy for the Perth and Peel region was prepared collaboratively between the Department of Planning, LandCorp, the Department of State Development and the Department of Environment and Conservation and was released by the WAPC in November 2009 for advertising. The main purpose of the strategy is to review the industrial land development program, examine extension opportunities and identify light and general industrial land requirements over the next 20 years.

The draft Industrial Land Strategy identifies Forrestfield as a 'Future Possible Industrial Site (Landbank)'. The draft Strategy states that these sites will be supported for future investigation if the current priority sites fail to deliver the projected land supply owing to major land constraints and other issues, and the situation will be monitored annually. The draft Outer Metropolitan Perth and Peel sub-regional Strategy also identifies Forrestfield as a possible industrial site as a result of the Kewdale-Hazelmere Integrated Master Plan as it is located in close proximity to Perth Airport and the Kewdale-Welshpool Strategic Industrial Centre.

### **Kewdale-Hazelmere Integrated Master plan**

The Kewdale-Hazelmere Integrated master plan was released in 2006 by the WAPC and includes land in the cities of Canning, Gosnells, Swan, Belmont and the Shires of Kalamunda and Mundaring. The area was identified as having strategic importance to Perth and Western Australia particularly for the freight industry. The report acknowledged the fact that the freight industry is growing rapidly and the volume of freight and the number of freight movements in the Perth Metropolitan Region is expected to increase significantly over the next 30 years.

### **Middle Helena Catchment Area Land Use and Water Management Strategy**

The Middle Helena Catchment Area Land Use and Water Management Strategy was approved by the WAPC in 2010 and has the primary objective of protecting this

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significant catchment area from inappropriate land uses. The document makes a number of recommendations which involve zoning of the land under the Metropolitan Region Scheme and local planning schemes and inclusion of specific provisions in the local planning scheme to ensure responsible assessment of any planning applications.

Part of the Catchment Area falls within the Kalamunda Shire.

### **Planning for Bushfire Protection Guidelines**

This document was prepared by the Fire and Emergency Services Authority (FESA) in consultation with the Department of Planning and included a review of bush fire planning guidelines and Development Control Policy 3.7 Fire Planning. The new revised guidelines, Planning for Bush Fire Protection Guidelines (Edition 2) have been released as interim guidelines and will be subject to further review and finalisation following the release of the 2009 Victorian Bushfires Royal Commission final report.

The primary focus of the document is to ensure bush fire protection is given careful consideration at the early stages of land development and applied to all levels of planning decision making including that associated with strategic and structure planning. The Guidelines indicate the need for local governments to identify bush fire hazard levels in their local planning strategies as a basis for determining future land use and zoning. This requires bush hazard assessment in accordance with a set methodology and analysis of the implications of such assessment for future land use planning.

The Shire of Kalamunda with its undulating topography and vegetation density is an area of potential for high fire risk.

### **Proposed Local Planning Strategy**

#### **Key Issues**

The preparation of the Strategy involved a series of land planning vision workshops attended by the public and the following key issues were identified in this process:

- the population is increasing in general and ageing;
  - there is a need to diversify housing within the Shire to accommodate the increasing and ageing population;
  - there are development pressures on Special Rural Areas, and on land uses in the Orchard Areas;
  - the rapid growth of industrial land uses and employment;
  - the growth and expansion of Perth Airport;
  - the rapid rate of housing development and the associated demand for new services and facilities;
  - the need to achieve sustainable development and maintain the Shire's biodiversity;
  - the poor quality of public transport services from the Shire to Perth;
  - the need to enhance tourism development opportunities;
  - the need to improve urban design elements and streetscapes within the Shire, particularly in and around commercial centres.
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### **Key Objectives**

Following analysis of the state and regional planning context for the Shire, the local planning context and the current shire profile, the following key objectives have been formulated for the Strategy :

- provide a more diverse range of housing accommodation in the Shire;
- promote and enhance Kalamunda Town Centre as the heart of the Shire and maintain its village atmosphere;
- protect the biodiversity and natural environment;
- promote local employment growth building on opportunities in and around airport and supporting home based business;
- encourage development of well designed activity centres in the Shire with mixed uses and facilities for the community;
- promote and encourage tourism opportunities in the Shire;
- provide adequate recreational and community facilities throughout the Shire;
- expand industrial development to take advantage of state industrial and transport policies and opportunities at Perth Airport;
- maintain quality and economic viability of rural areas without adverse impact on the environment; and
- promote and encourage good transportation services and the efficient development of other physical infrastructure.

### **Future Urban Growth**

The Strategy examines four different broad population scenarios which focus on growth in the Shire by an increase of 10,000, 20,000, 25,000 and 30,000 additional people respectively, over the next 21 years . Population Scenario 3 accommodating 25000 people has been selected as the basis for planning in the Strategy taking into account state and commonwealth population projections but also the high growth rates associated with the development of the Airport, employment opportunities and the availability of affordable land.

The Strategy recognises that there are potential opportunities to accommodate the demand for an additional 8000 lots in existing urban and development zones, by providing for density development around major activity centres such as Kalamunda and Forrestfield, by increasing density in some residential and rural areas and the establishment of new urban areas.

Scenario 3 proposes to accommodate the estimated population and lot demand in the areas indicated in **Attachment 3** and as indicated in the Table in **Attachment 4**.

### **Aged Persons Accommodation**

The Local Planning Strategy has also recognised the need to provide for Aged Accommodation' across the localities in the Shire of Kalamunda and has selected six sites with the necessary locational and servicing attributes for this purpose identified on **Attachment 5**.

### **Future Rural Growth**

Although the Shire is listed as a metropolitan local authority, requiring a rural strategy, the Shire does not consider that there is sufficient rural activity to warrant a full Local Rural Strategy. The Strategy identifies significant issues in the rural areas of the Shire

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which include ongoing intrusion of urban activities such as truck parking and earth moving industrial uses, the significance of the orchard industry for food production and ongoing viability and the scattered and haphazard nature of the Pickering Brook settlement.

The Strategy proposes rezoning of land indicated on **Attachment 3** to Residential Bushland with minimum lot sizes of 4000sqm to create a bushland buffer between existing residential areas and to retain good quality natural vegetation.

The Strategy recommends a further study of the Hills Orchard area to identify underutilised land and to examine potential development, subdivision and tourism opportunities in orchard areas.

In relation to Pickering Brook Town Centre, the Strategy suggests preparation of an overall plan to identify land for subdivision and preparation of an economic and social plan for the community.

### **Commercial Development**

The Strategy recognises that ongoing urban growth in the Shire will require ongoing commercial/retail development as the population increases. It proposes to promote Kalamunda Town Centre as the heart of the Shire but to retain the village atmosphere. Forrestfield District Centre is likely to expand in the future but no further District Centres are proposed. The Strategy identifies the need to improve and expand existing activity centres, which have become neglected and run down and to encourage a range of uses including some high density residential on the periphery of such centres. It also supports the preparation of townscape improvement plans for these activity centres, which are produced by landowners together with operators to improve the quality of the activity centres.

### **Industrial Development**

The Strategy proposes the following changes indicated on **Attachment 3**

- the recommendation of the Kewdale-Hazelmere Integrated Master plan to rezone the existing 'Rural' and 'Special Rural' zoned land to the west of Roe Highway to 'Industry'.
- the land north of Sultana Road West in Forrestfield, north of Poison Gully be rezoned to 'Industry';
- the land bound by Maida Vale Road, Raven Street, Milner Road and Dundas Road (which is currently zoned 'Urban Development') be rezoned to 'Light industry' to compliment the existing and proposed industrial areas in Forrestfield and High Wycombe..

### **Economy, Employment & Tourism Development**

The Strategy recognises the diversified economic base in the Shire which is strong in construction and property/business sectors, the growth in the health/community services sector and a marked increase in the home-based business sector.

The potential for expansion of tourism opportunities is recognised and it is proposed to establish a larger and improved tourist information centre, to be part of the new

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Kalamunda Cultural and Community Centre. A review of the Heritage Inventory is proposed and more emphasis on heritage protection.

It is also proposed to encourage the development of tourist accommodation and additional short stay accommodation in Kalamunda including the rural areas of Carmel and Bickley Brook to lengthen the tourist stay in the Shire and promote complementary tourism uses. The Strategy also supports the need to develop, implement and monitor a Kalamunda Bike Plan, a Walk and Trails Master plan and the Hartfield Park Management Plan.

### **Environmental and Biodiversity Protection**

The Strategy cites the protection of drinking water resources in the Middle Helena catchment and protection of biodiversity local natural areas as significant environmental issues faced by the Shire.

A Special Control Area is recommended to be included in the scheme to provide for protection of the water resource from inappropriate uses.

The Shire adopted a Local Biodiversity Strategy in 2008 which indicated that of the 32,354ha of pre-European endemic vegetation 24,081ha remain (74%). Of this 21,970ha are within Bush Forever sites, Regional Parks and State Forest and are outside the control of the Shire. Within the Shire 2,110ha remain in local natural areas (6.5%). These latter areas form the focus of the Local Biodiversity Strategy. The Shire also has prepared a Wildlife Corridor Plan, which no formal status, but acts as a guideline for the Shire. Most of the 'wildlife corridors' are included in reserves, however, they also encroach on private land holdings and for that reason are managed on a day to day basis in consultation with landowners. The Local Biodiversity Strategy also contains an action plan to allow the Shire to implement the following:

- to protect the natural areas of the Shire;
- to incorporate biodiversity protection into planning and decision making; and to encourage private landowners to voluntarily protect their natural areas.

With regard to the protection of biodiversity in the Shire, the Strategy proposes to maintain a semi rural buffer along the Darling Scarp, to protect waterways and wetlands and preserve vegetation identified in Local Natural Areas through the structure planning process

### **Community Facilities & Open Space**

The Strategy recognises that existing facilities within the Shire are in need of repair and that the development of facilities and open space in Wattle Grove (Cell 9), Forrestfield and High Wycombe, and monitoring of existing facilities are significant issues for the Shire. The Strategy supports the following to deal with these issues:

- the preparation of the 'Community Facilities Plan', to assess the current community, recreational and educational facilities;
  - the repair of existing recreational facilities in the Shire;
  - the development of the new cultural and community centre in Kalamunda Town Centre;
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- A joint initiative with the Shire of Mundaring and Department of Environment, to develop a 'Local Trails Master plan', to enable all organisations to contribute to the upgrade and planning of the trails; and
- a review of the Local Public Open (completed in 1996).

### **Urban Design**

To create better streetscapes and provide for public safety and security through urban design the Strategy supports the preparation of further townscape improvement plans for the commercial areas and centres within the Shire . These will guide the development of Kalamunda Town Centre, the Sanderson Road shopping centre in Lesmurdie, the Forrestfield District activity centre, the Edinburgh Road shopping centre and all the shopping centres in High Wycombe and has the objective of raising the standard of aesthetic appeal to be more attractive for the local communities and visitors alike.

### **Infrastructure Development**

The Strategy supports the Public Transport Authority's work regarding the potential link to the Shire from Perth via a proposed rail line which connects Perth to the integrated International – Domestic Terminal. The Strategy suggests that public bus routes may need to be rerouted to link with the new terminal. The Shire has also commissioned a bike plan to investigate the need to integrate dual use paths with existing and planned urban areas.

The Central Kalamunda sewerage scheme is not economically viable in its present form and the Strategy is proposing to increase density in the central parts of the Shire to increase dwelling unit contribution to make the Scheme viable.

### **GOVERNMENT AND CORPORATE IMPLICATIONS:**

The Local Planning Strategy, once endorsed, will provide a strategic planning framework for decision making by WAPC, State and Local Government

### **CONSULTATION:**

Recommendation is to advertise LPS for public comment.

### **OFFICER'S COMMENTS**

Regulation 12A (3) of the *Town Planning Regulations 1967* requires that a Strategy shall:

- set out the long-term planning directions for the local government;
- apply State and regional planning policies; and
- provide the rationale for the zones and other provisions of the Scheme.

Pursuant to Regulation 12B of the *Town Planning Amendment Regulations 1999* the Commission is required to certify a Strategy as being consistent with the above prior to advertising the document.

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### **General Assessment of Document**

A number of suggestions to improve the content and legibility of the document have been discussed with the Shire officers and are recommended in the Schedule of Modifications to the Strategy. These include :

- the inclusion of additional information in the Executive Summary to clarify the broad thrust of the Strategy recommendations , explain the selected Scenario 3 for future planning and the justification for such selection.
- The preparation of larger scale Local Strategy Plan to clearly indicate the proposals for growth and development in the context of the major land use elements and transport links in the Shire .
- Inclusion of improvement plans approved for Kalamunda Townsite and Forrestfield District Centre and a summary of proposals for redevelopment and reference to plans currently in progress.
- Some reorganisation of the Strategy to clarify implications of analysis of state and local planning context and shire profile and to separate analysis of data from final recommendations.

### **Urban Growth**

The Local Planning Strategy for the Shire of Kalamunda has indicated the areas for future growth and development on **Attachment 3 - Local Planning Strategy – Spatial Plan 2031 – Population Scenario 3** to accommodate an estimated population increase of 25000 people . Whilst the population projection is in excess of that forecast by state government, the Shire is of the view that a higher growth rate is likely given recent rapid urban development and the significant potential for employment within and around the airport.

The Strategy proposes to increase residential densities around major activity centres and in some of the older established residential areas and this is in accordance with the objectives of state government policy for growth in the metropolitan region. The broad reference in the Strategy to increased densities along major transport routes such as Kalamunda Road, Berkshire Road, Hale Road, Hawtin Road and Maida Vale Road needs to be removed or further justified. Support for such development should be guided by a more detailed analysis of existing land uses, traffic impact and urban design outcomes along each transport corridor as is currently being undertaken along major roads such as Stirling Highway and Scarborough Beach Road.

A significant amount of urban growth (3850 lots) is proposed in two Urban Investigation Areas, one in East Forrestfield and the other in Wattle Grove. Although there may well be strong community opposition to urbanisation of these special rural areas, there are sound reasons to consider these areas for future urbanisation as both are close to existing urban areas and accessible to major transport routes and employment centres. The main issue to be addressed however is the feasibility and staging of such development with regard to the provision of essential services.

East Forrestfield is well located for extension of wastewater and water services but the servicing of Wattle Grove is likely to be more difficult particularly in the short to medium term and needs to be the subject of a comprehensive analysis of future servicing of land in this and the surrounding vicinity. Land to the south and south west of the site in the City of Gosnells (**Attachment 6**) is zoned Rural under the Metropolitan Region Scheme and part of the land is the subject of further investigation

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for the Maddington / Kenwick Strategic Employment Area. The land has severe constraints relating to environmental and Aboriginal Heritage issues and the City is engaged in a number of studies to address the potential for development of part of this area. The area in Gosnells immediately to the south of Wattle Grove in Kalamunda also zoned Rural under the Metropolitan Region Scheme is subject to the Draft Foothills Rural Strategy and there is currently no intention to develop this land for urban uses.

Future development of both the urban investigation areas is faced with the constraints associated with multiple landowners and the difficulties associated with land assembly. Both urban nodes if suitable for urban zoning will need to be the subject of detailed structure planning to ensure that they operate as functional and liveable neighbourhoods for the future community.

Neither of these areas are currently included for priority expansion in the Outer Growth Management Strategy. One of the outcomes of the advertising of this Strategy is recognition of the need to prepare a sub- regional strategy for the North Eastern Corridor which will provide the essential strategic analysis of land suitable for urban development and establish a staging plan linked to the provision of infrastructure. This study is to be undertaken by the Department and is likely to take a further 12 to 18 months.

It is recommended that the areas be advertised as indicated in the Strategy for future urban expansion but modifications be included in the Strategy to acknowledge the servicing constraints and clarify the requirements for a comprehensive investigation of the potential and timing for servicing of this land prior to zoning or development for urban purposes. The Strategy also needs to refer to the need for detailed structure planning prior to the subdivision and development of this land.

### **Rural Growth**

The proposal to support further subdivision of the larger lots in the areas indicated as Residential Bushland to a minimum of 4000m<sup>2</sup> also requires more detailed investigation. The Commission has a Development Control Policy DC 2.5 relating to this form of Special Residential Development and this recommends that such development be supported sparingly and only in special circumstances. The Policy generally only supports such development on land zoned Urban under the Metropolitan Region Scheme as it is considered to be urban land use. This proposal by the Shire responds to the need to accommodate population growth, reflects the community preference for larger lots and has the potential to provide a buffering development between the Scarp and existing urban development.

The potential intensification of development in these areas which are in close proximity to the scarp needs to be evaluated from a fire risk perspective. Whilst opportunities exist for fire management plans, both local and state government need to consider the risk of intensifying development in areas of extreme fire risk at the strategic planning stage, rather than relegating this issue to management at the subdivision and development application stage. The requirement for fire hazard risk assessment as part of the local planning strategy preparation is clearly set out in the Commission Guidelines. A further issue to be examined is future service provision and in particular the provision of water services to such areas. The potential for future

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urbanisation of these areas in the longer term given their proximity to existing and future urban area also requires examination to ensure that future urban opportunities and servicing optimisation are not compromised.

It is recommended that the Strategy include text to indicate that the Commission will not support rezoning or subdivision in these area until a comprehensive analysis of issues relating to bush fire risk, future servicing of the area and protection of vegetation have been undertaken to support such change.

The recommendation to conduct a further study of the Orchard Area with a view to establishing it's continuing viability is supported.

### **Aged and Dependant Persons Accommodation**

The lack of aged persons accommodation in the Kalamunda Area has been identified by the Council in past studies and highlighted during recent consideration of Amendment 18 to the current scheme which proposes to rezone land in Wattle Grove for a retirement accommodation and facilities. This amendment attracted considerable public comment, has been supported by the Council and a request to finalise the amendment has been submitted to the Department. The Council have supported the amendment on the basis that the size of the property does provide for appropriate economies of scale, the site is located a short distance from a local shopping centre in Forrestfield and is well serviced by major arterial transport routes. **The Council also considers that** the provision of appropriate services can be provided to the Wattle Grove area.

In granting consent to advertise the amendment, the Minister for Planning indicated that the Shire needed to provide a strategic context for the rezoning of land for this purpose in this rural residential area. At this time it was noted that the Local Planning Strategy was in the process of preparation and that this was the appropriate document to provide the context for the provision of aged accommodation in the Shire of Kalamunda.

The Local Planning Strategy has identified six potential sites to provide for this type of accommodation. Two of these, one in the Forrestfield District Shopping Centre and another in Lewis Road, Forrestfield are owned by the Shire and although small have potential to provide for such accommodation in the short to medium term. The Council is actively seeking expressions of interest for development of these sites.

A third site is currently a Parks and Recreation Reserve in Wilkins Road and comprises an area of 10.774 ha .The site is relatively flat with good road access and is located approximately 300 metres from the local shopping centre on Canning Road. The site can be connected to the sewer head works in the vicinity of the Local Shopping Centre. Development of the site for this purpose will require rezoning and a transfer of the vesting from the Department of Works and this is currently being investigated by the Shire.

The fourth site, Hillside Golf Course in Kalamunda Road, Maida Vale has the potential to accommodate a significant aged accommodation use incorporating independent living units assisted care and a nursing home . The owner, an institution

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involved in community service has indicated some interest in development of the site, however recent discussions with the Water Corporation indicate that servicing of the site would be difficult in the short to medium term.

The last two sites are both large and located in the existing Special Rural Area of Wattle Grove which is indicated as a future urban investigation area in the Strategy. It is clear from the landowner initiatives in the area that there is considerable interest in developing this area for more intensive land use and that the size and location of this area provides an opportunity for the development of a consolidated urban node incorporating a range of residential densities, local commercial and social facilities, public transport and other liveable neighbourhood elements. As indicated above the servicing and development of this areas needs detailed examination and commitment to funding by service agencies prior to supporting urbanisation . In addition development should occur as part of a comprehensive structure planning exercise to ensure that all land use are integrated and a pleasant and functional living environment is created for all future residents.

Aged residents have particular need for support services such as health , public transport, library and community services and there is increasing recognition of the need to integrate aged accommodation into local communities and also bring the community into retirement village sites. The establishment of such uses some distance from urban nodes generates the need for specific facilities and services,can create development with limited opportunity for integration with surrounding development in the long term and is less likely to contribute to accessible and affordable accommodation for the aged.

On this basis, it is recommended that the Strategy be modified to include reference to the requirements of urban zoning and structure planning to support the establishment of such uses in rural areas and that rezoning of such land should not be supported prior to significant commitment to the urbanisation process for such areas.

### **Biodiversity Protection**

The Local Biodiversity Strategy for the Shire of Kalamunda was jointly funded by the state and local government and finalised in 2008. The recommendations of this document reflected the importance of vegetation protection to the community and provided objectives, targets and implementation mechanisms to guide assessment of future development in the Shire. Whilst the submitted Strategy contains some reference to this document, an assessment of the content indicates the need to improve the integration of the biodiversity protection recommendations with the land use planning direction in the Strategy . This will clarify how such objectives and targets are to be addressed at the time of consideration of rezoning, subdivision and development and a number of modifications to the Strategy to address this issue have been discussed with Shire officers.

### **Commercial Strategy**

The Commercial Strategy component of the Local Planning Strategy provides considerable information on existing centres and includes objective in accordance with the Commissions Activity Centre Strategy. There are indications that there will be

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proposals for significant expansion of district centres in the Shire and this will need to be supported by a retail needs assessment. The draft LPS needs to clarify the intentions for development in the District Centres and what is required to support and justify future expansion.

## **CONCLUSION**

The Strategy provides a framework for future urban and rural development in the Shire of Kalamunda which reflects the objectives of the current state policy framework. It is recommended that this Strategy be certified for public advertising subject to a number of modifications which clarify the implementation requirements of growth envisaged in the Strategy.

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## SCHEDULE OF MODIFICATIONS

Include additional information in the Executive Summary about the general thrust of the Strategy including the justification and nature of the selected Population Scenario.

***( Executive summary provides a substantial summary of the key issues facing the Shire but provides less focus on the main recommendations – suggest the last part of the ES be reorganised to explain what is proposed ie Scenario 3 and how it is to be achieved by specifying the areas for consolidation, urban and rural growth)***

Include a larger scale plan clearly depicting the future growth and development areas of the Shire but also showing key land uses and identifiers such as :Kalamunda Town Centre and other activity centres, Perth Airport , ANEF area, major roads with names, suburbs, national park reserves, natural local areas/wildlife corridors ,poultry farm buffers, Bibbulman Track, major industrial areas .

***(Current plan is small and difficult to follow – reference is made in the LPS to showing the above information on the LPS plans and one larger consolidated plan with this information will contribute to an easier understanding of the issues and proposals during advertising)***

Include reference in the Strategy to the plans prepared for specific areas within the Shire for the Kalamunda City Centre, Forrestfield etc and others where work is in progress.

***( These are substantial and positive initiatives undertaken by the Shire regarding future land use planning and should form part of the Document)***

Include information in the body of the Strategy and the Executive Summary to clarify the need for a comprehensive investigation of the potential for servicing the Urban Investigation Area in Wattle Grove prior to urban zoning under the Metropolitan Region Scheme and local planning scheme and to emphasise the importance of comprehensive structure planning of this and other urban investigation areas prior to subdivision and development.

***( Currently LPS does not acknowledge the issues to be addressed prior to rezoning for urban development)***

Include information in the body of the Strategy and the Executive Summary to indicate that the Commission will not support rezoning or subdivision in Residential Bushland areas until a comprehensive analysis of issues relating to bush fire risk, future servicing of the area, biodiversity protection and other relevant planning considerations have been undertaken to support such change.

**( This clarifies that such areas should not be fragmented on an ad hoc basis through subdivision without comprehensive planning assessment)**

## 2.0 STRATEGY

In section 2.3.1 include the rationale and justification for the selection of Scenario 3 this point.

**( The rationale is provided to some extent on Page 72)**

### 2.4.2 Environment

Amend the second new dot point under Strategies to read as follows:

- Protect and enhance the existing natural environment in accordance with the objectives, targets and recommendations of the Local Biodiversity Strategy 2008 or any subsequent review, taking into account the need to balance these objectives with wider strategic land use planning objectives.

Amend the last dot point under Proposed Schemes and Amendments and Policy Initiatives to read as follows:

- Protect significant Local Natural Areas identified in Local Biodiversity Strategy through :
  - Requirements for comprehensive structure planning at the earliest stages of the planning process based on environmental studies of vegetation, flora and fauna in accordance with EPA Guidance statements with the objective of protecting and enhancing existing significant natural areas
  - The development of a Local Planning Policy for Biodiversity Conservation to provide guidance on this issue.
  - Investigate the inclusion of zones and reservations and provisions in local planning scheme to facilitate protection of areas of high conservation value.
  - Investigate the potential for the development of a private landholder incentives strategy.

**( These modifications acknowledge the purpose, intent and recommendations for implementation of the Local Biodiversity Strategy)**

### 2.4.3 Housing

Include reference to proposed new urban investigation areas and the need to investigate servicing and undertake comprehensive structure planning of such areas.

***( This is a significant component of the housing strategy but does not appear in any of the strategies or scheme amendments and policy initiatives)***

Remove reference to supporting increased densities along major roads in Shire in 2.4.3 and 3.4.3 or alternatively qualify that such increases will only be supported in the context of comprehensive plans for future land use along each or part of these roads.

#### 2.4.7 Open Space and Recreation

Include reference to WAPC policy relating to Developer Contributions in this section or in the relevant section in the Strategy

***( Commission Policy sets out the principles for application of such developer contributions and may restrict some of the proposed initiatives)***

#### 2.4.10 Rural

Add a further dot point under "Proposed Scheme Amendments and Policy Initiatives":

- Introduce scheme objectives and scheme provisions for proposed Residential Bushland zone which will promote and enhance identified Local Natural Areas by encouraging the development of smaller lots in cleared areas and the protection of areas of environmental significance.

***( These modifications acknowledge the purpose, intent and recommendations for implementation of the Local Biodiversity Strategy)***

#### 3.2 State and Regional Context

Reorder the sections on Regional Strategies and Regional and Sub- Regional Structure Plans to precede the discussion of State Planning Policies.

***( these documents set the scene for broad planning objectives for the City and particular localities which are then further applied through the principles in the policies. )***

Include reference to draft Outer Metro Perth and Peel Sub Regional Strategy and its expectations and outcomes.

Update information relating to Middle Helena Catchment Area Land Use and Water Management Strategy and Planning for Bushfire Protection.

Amend reference to SPP2.8 and include a summary of content and implications for Kalamunda with respect to Bush Forever sites.

**( These reflects the status of current strategic documents for the area)**

Amend Planning Implications to summarise the main planning implications arising from State and Regional Planning Plans and Policies.

**(A Local Planning Strategy needs to demonstrate how the Shire applies state and regional plans and policies and the purpose of this section is to discuss the relevant plans and policies and draw out the implications for land use planning in the Shire of Kalamunda. The Planning Implications section on Page 37 does not draw out the implications of the major strategies, plans and policies for the Shire of Kalamunda but provides only a general summary of the section. Some examples of implications for the Shire which then drive the thrust and content of the Strategy and its recommendations would be ;**

- **The need to provide for coordinated and sustainable urban expansion.**
- **Promote development of existing commercial centres into robust activity centres with mixed land uses and a high standard of urban design and amenity**
- **Protect land suitable for agricultural production and provide for appropriate rural settlement (SPP2.5)**
- **Protection of natural vegetation and landscapes**
- **Need to protect priority drinking water areas from inappropriate development**
- **The need to identify and plan for prevention of bushfire risk**
- **Managing and minimising land use conflict between industrial uses and essential infrastructure and sensitive land uses.)**

Under Draft Industrial Land Strategy, rephrase the comments about the ILS as issues to be dealt with in the LPS .

**( LPS provides the opportunity for the Shire to address deficiencies in state and regional plans and justify what they require.)**

### 3.3 Local Planning Context

Amend Section 3.3 – Shire of Kalamunda Local Biodiversity Strategy to include reference to the status of the document, its link to SPP2.8, its vision and focus on Local Natural Areas and their definition, an indication of representative and biodiversity feature targets and a summary of the identified actions.

Include reference in Section 3.3.4 to make reference to past or current amendments to the scheme .

**( these are usually a good indication of where change is proposed ).**

Include what information in the 'community needs survey' is relevant to urban planning in Kalamunda .

### 3.4 Local Profile

Modify text in this section to separate recommendations from analysis.

**( This section includes data, analysis of data and also a number of significant recommendations for the Strategy – suggest a separate paragraph or box should deal with recommendations as this is the final outcome of the analysis of data and should not be confused with the key issues)**

#### In 3.4.1 Environment and Landform

Include additional information on regional and local significance of Shires endemic vegetation.

**( Information to be provided by Department in consultation with local government)**

Include information on Threatened and Priority Ecological Communities and the target for these in the Local Biodiversity Strategy

**( Information to be provided by Department in consultation with local government)**

Include the following section on Wetlands :

*Wetland protection needs to be considered in the context of total water management and biodiversity protection planning .Development proposals shall have due regard to the Shire's objectives for wetland conservation and relevant state policy requirements including:*

- *Retention and protection of all lakes listed under the Environmental Protection (Swan Coastal Plain Lakes) Policy 1992 and Conservation Category Wetlands (Shire of Kalamunda Local Biodiversity Strategy, 2008)*
- *Minimisation of impacts on Resource Enhancement Wetlands, their buffers and the associated upland vegetation (Shire of Kalamunda Local Biodiversity Strategy, 2008)*
- *Wetlands that are to be protected require a minimum 50 metre buffer distance. Alternatively a site-specific buffer requirement may be determined (EPA Guidance Statement no 33).*

Include some additional text to explain the Local Natural Areas to be indicated on Figure 5 , how these areas were selected and the mapping basis.

**( Information to be provided by Department in consultation with local government )**

Include reference to Regional Ecological Linkages and Wildlife Corridors.

**( Information to be provided by Department in consultation with local government )**

Include information to indicate that a review of Council reserves is to be undertaken and this will include investigation of the recommendation to vest some local reserves for conservation purposes as listed in Local Biodiversity Strategy.

***( These modifications acknowledge the purpose, intent and recommendations for implementation of the Local Biodiversity Strategy)***

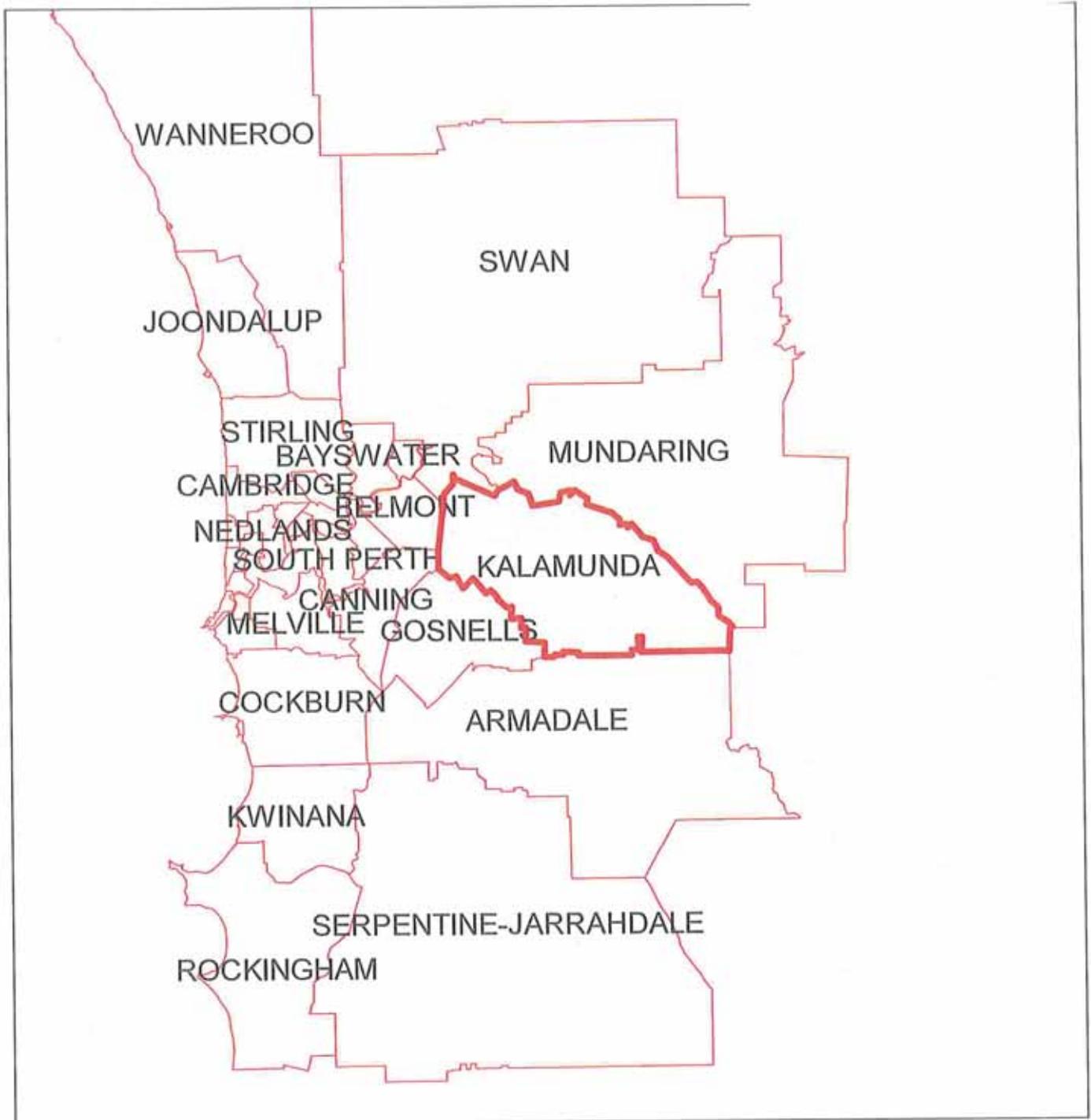
In 3.4.3 under the section dealing with Aged Persons Accommodation include reference to

- the need to plan for accessible and affordable facilities which are integrated and not separated from surrounding development in the Kalamunda community.
- that prior to rezoning of such land for this purpose, there should be a demonstrated commitment to urbanisation of the surrounding area and a structure planning process to a quality urban environment.

***( The establishment of such uses some distance from urban nodes generates the need for specific facilities and services, creates development with limited opportunity for integration with surrounding development in the long term and does not provide an ideal environment for accessibility and affordability for the aged. )***

In 3.4.6 include clarification as to what is required to support expansion of Forrestfield District Centre in terms of Activity Centres Policy.

***( this would require retail need assessment and preparation of a structure plan if redevelopment was significant)***



 Local Government Areas - Metro



Prepared by: Rdelcasale  
Prepared for:  
Date: Tuesday, April 12, 2011 10:16  
Plot Identifier: P20110412\_1016



Government of Western Australia  
Department of Planning

LOCATION PLAN

**DP INTERNAL USE ONLY**

# Local Planning Strategy - Spatial Plan: 2031

POPULATION SCENARIO 3 - 25k Growth

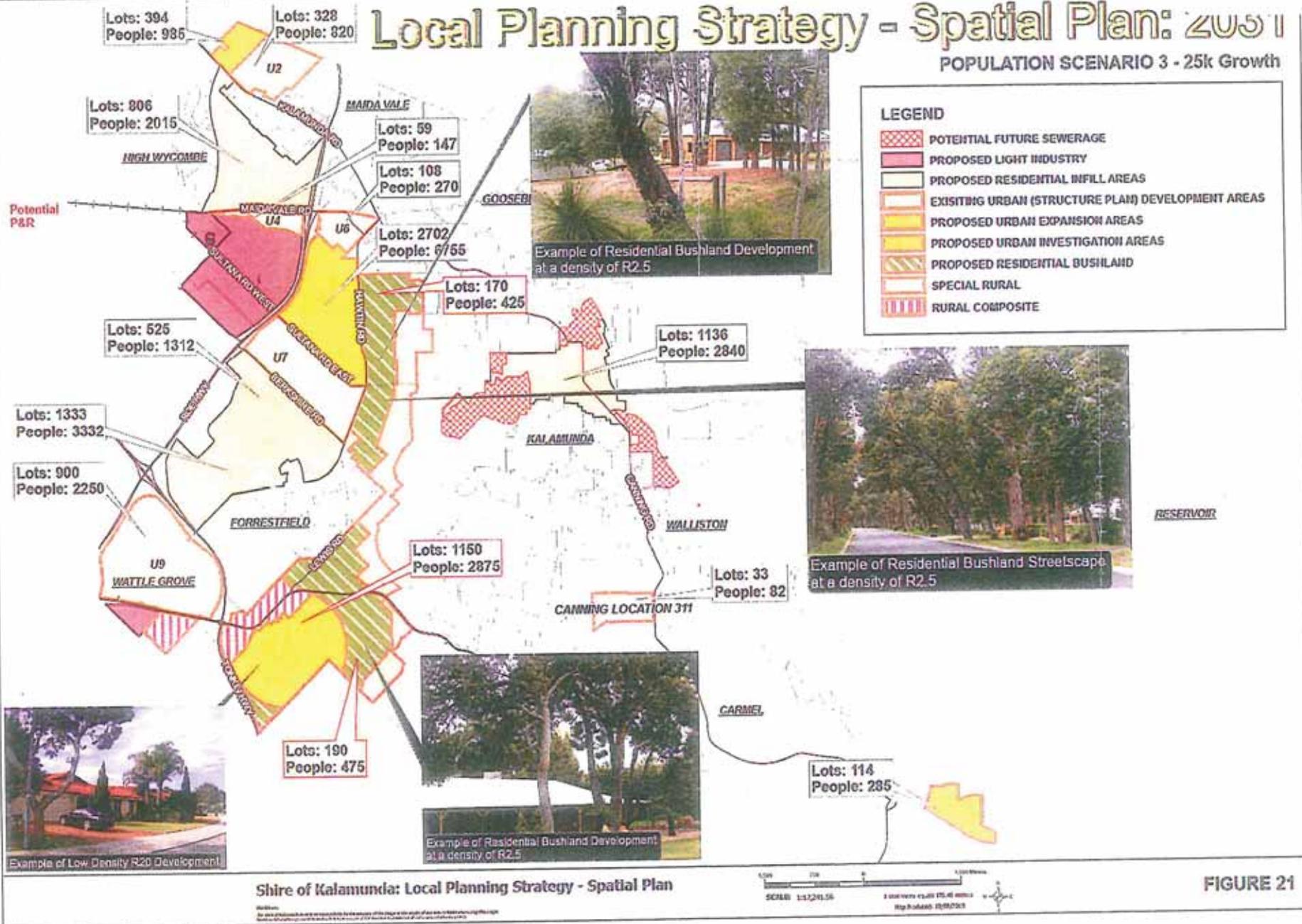


Figure 21; Scenario 3; Additional 25,000 Population

- 69 -

Table 3: Proposed Future Lots and Population to 2031

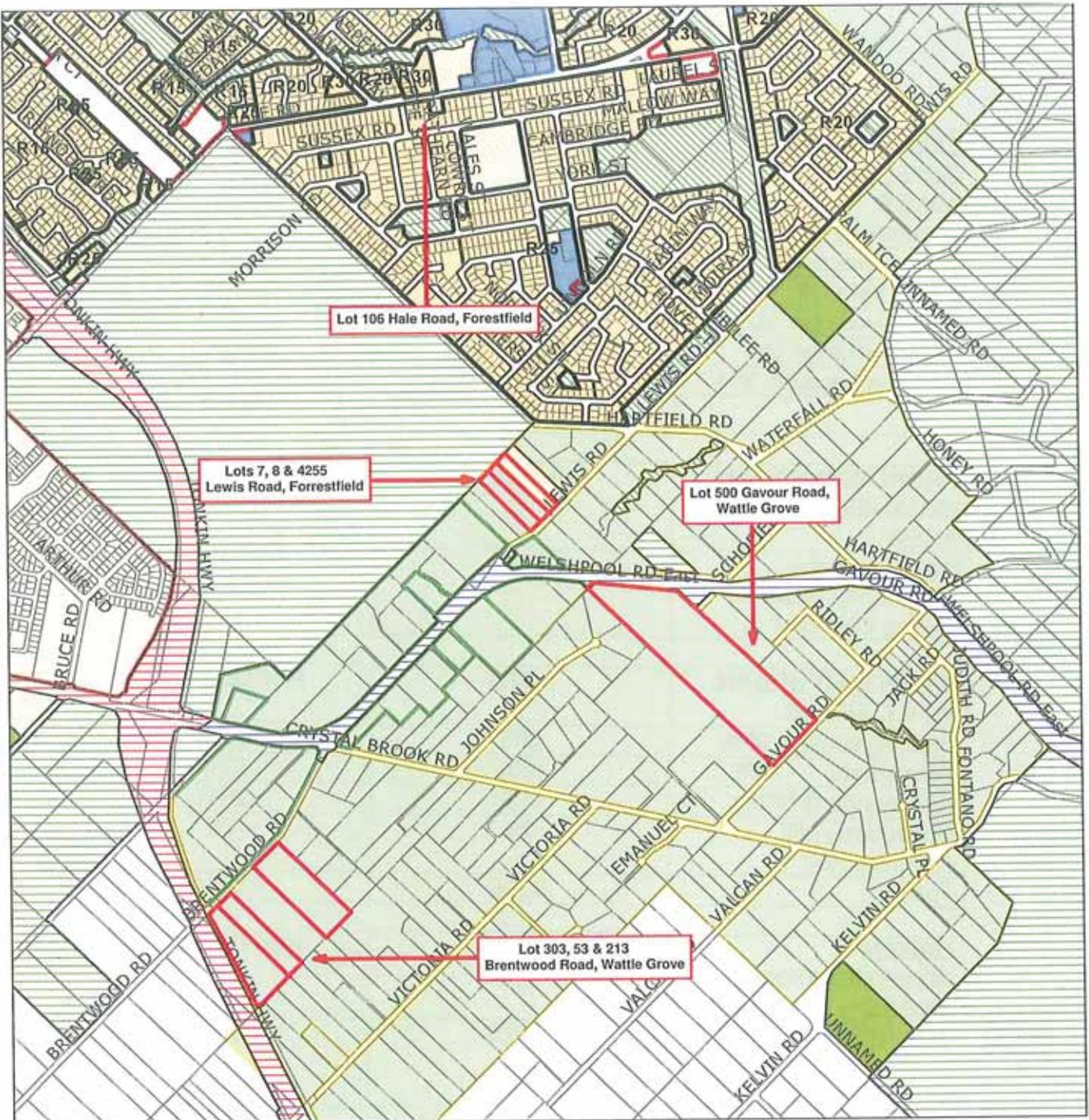
EXISTING URBAN DEVELOPMENT ZONES	LOTS	*POPULATION
Forrestfield U7	525	1313
Wattle Grove U9	900	2250
Maida Vale U6	108	270
High Wycombe U2	328	820
High Wycombe U4	59	148
Canning Location 311	33	83
<b>Total</b>	<b>1953</b>	<b>4884</b>

PROPOSED URBAN EXPANSION AREA	LOTS	POPULATION
High Wycombe – Kalamunda Road & Stirling Crescent	564	1410

PROPOSED URBAN INFILL AREAS	LOTS	POPULATION
High Wycombe 50%	806	2015
Forrestfield 50%	1333	3333
Kalamunda (DURE)	1136	2841
Gooseberry Hill (Graham Rd)	30	75
<b>Total</b>	<b>3305</b>	<b>8264</b>

URBAN INVESTIGATION AREAS	LOTS	POPULATION
Special Rural Area North of Sultana Road East Forrestfield	*2702	6755
Special Rural Area North East of Tonkin Highway	1150	2875
<b>Total</b>	<b>3852</b>	<b>9630</b>

RURAL INVESTIGATION AREA	LOTS	POPULATION
Pickering Brook Town Site Expansion	76 @ R2.5 38 @ R5	285
<b>Total</b>	<b>114</b>	<b>285</b>



TPS - R Code Boundaries	DISTRICT CENTRE	PUBLIC PURPOSES (K) - KINDERGARTEN
Cadastre	COMMERCIAL	PUBLIC PURPOSES (PS) - PRIMARY SCHOOL
PRIMARY REGIONAL ROADS	SERVICE STATION	PUBLIC PURPOSES (H) - HALL / COMMUNITY CENTRE
OTHER REGIONAL ROADS	PRIVATE CLUBS & INSTITUTIONS	PUBLIC PURPOSES (EX) - TELEPHONE EXCHANGE
PARKS & RECREATION	LOCAL OPEN SPACE	PUBLIC PURPOSES (AC) - AGED CARE
RESIDENTIAL	RURAL COMPOSITE	SPECIAL USE
URBAN DEVELOPMENT	SPECIAL RURAL	NO ZONE

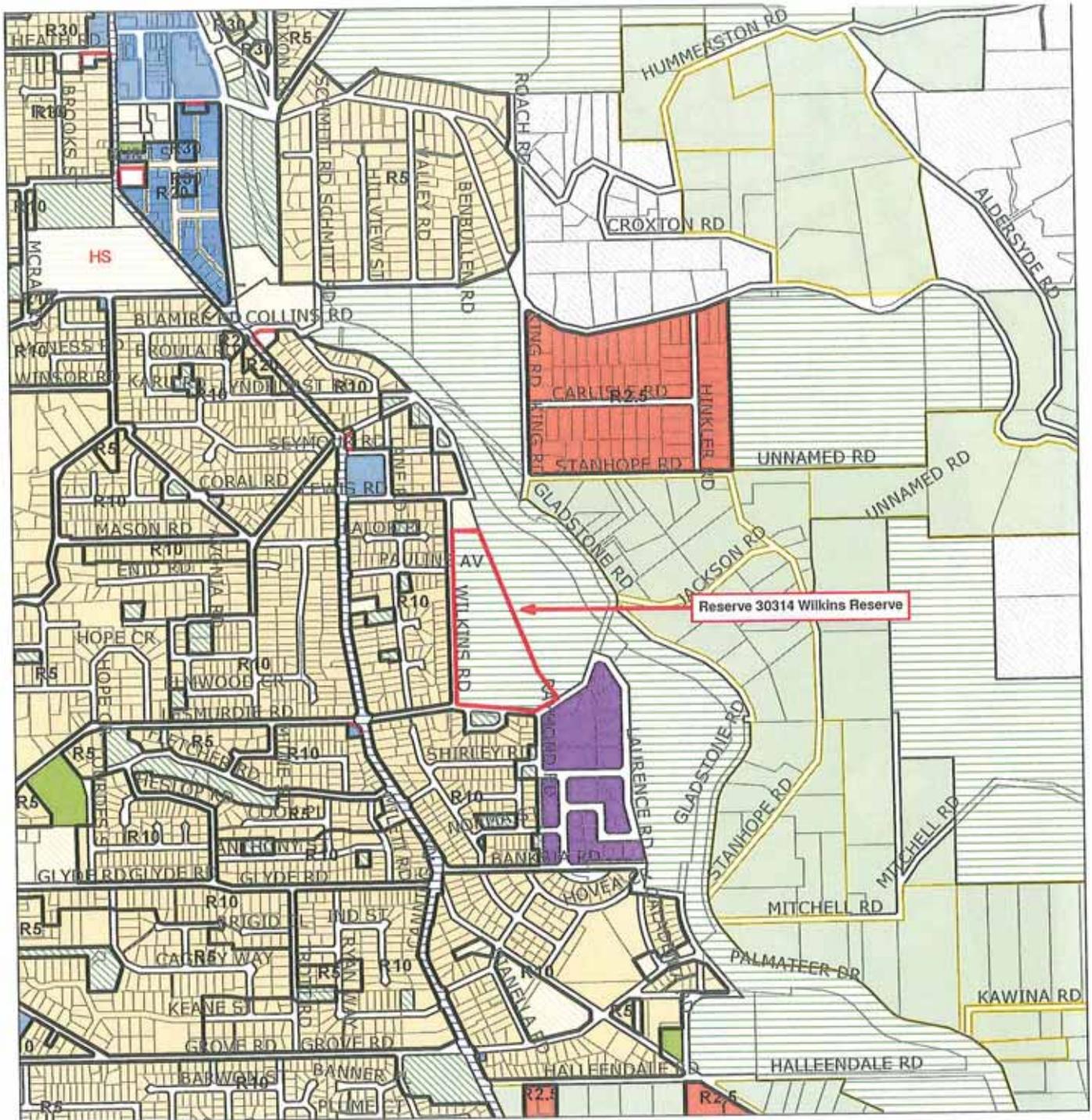
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Prepared by: Rdelcasale  
 Prepared for:  
 Date: Tuesday, April 05, 2011 10:53  
 Plot identifier: P20110405\_1052

**DP INTERNAL USE ONLY**



LOCATION PLAN - LPS



TPS - R Code Boundaries	SERVICE STATION	PUBLIC PURPOSES (K) - KINDERGARTEN	PUBLIC PURPOSES (CP) - COMMUNITY PURPOSES
Cadastre	MIXED USE	PUBLIC PURPOSES (PS) - PRIMARY SCHOOL	PUBLIC PURPOSES (CO) - COUNCIL OFFICES
OTHER REGIONAL ROADS	PRIVATE CLUBS & INSTITUTIONS	PUBLIC PURPOSES (H) - HALL / COMMUNITY CENTRE	PUBLIC PURPOSES (AQ) - AQUATIC CENTRE
PARKS & RECREATION	GENERAL INDUSTRY	PUBLIC PURPOSES (CH) - CHURCH	PUBLIC PURPOSES (EL) - ELECTRICAL SUB STATION
PP - HIGH SCHOOL	LOCAL OPEN SPACE	PUBLIC PURPOSES (POL) - POLICE STATION	PUBLIC PURPOSES (WA) - WATER TANK
RESIDENTIAL	RURAL AGRICULTURE	PUBLIC PURPOSES (EX) - TELEPHONE EXCHANGE	SPECIAL USE
RESIDENTIAL BUSHLAND	SPECIAL RURAL	PUBLIC PURPOSES (AC) - AGED CARE	
DISTRICT CENTRE	RURAL LANDSCAPE INTEREST	PUBLIC PURPOSES (MUS) - RAILWAY MUSEUM	
COMMERCIAL	RURAL CONSERVATION	PUBLIC PURPOSES (BS) - BUS STATION	

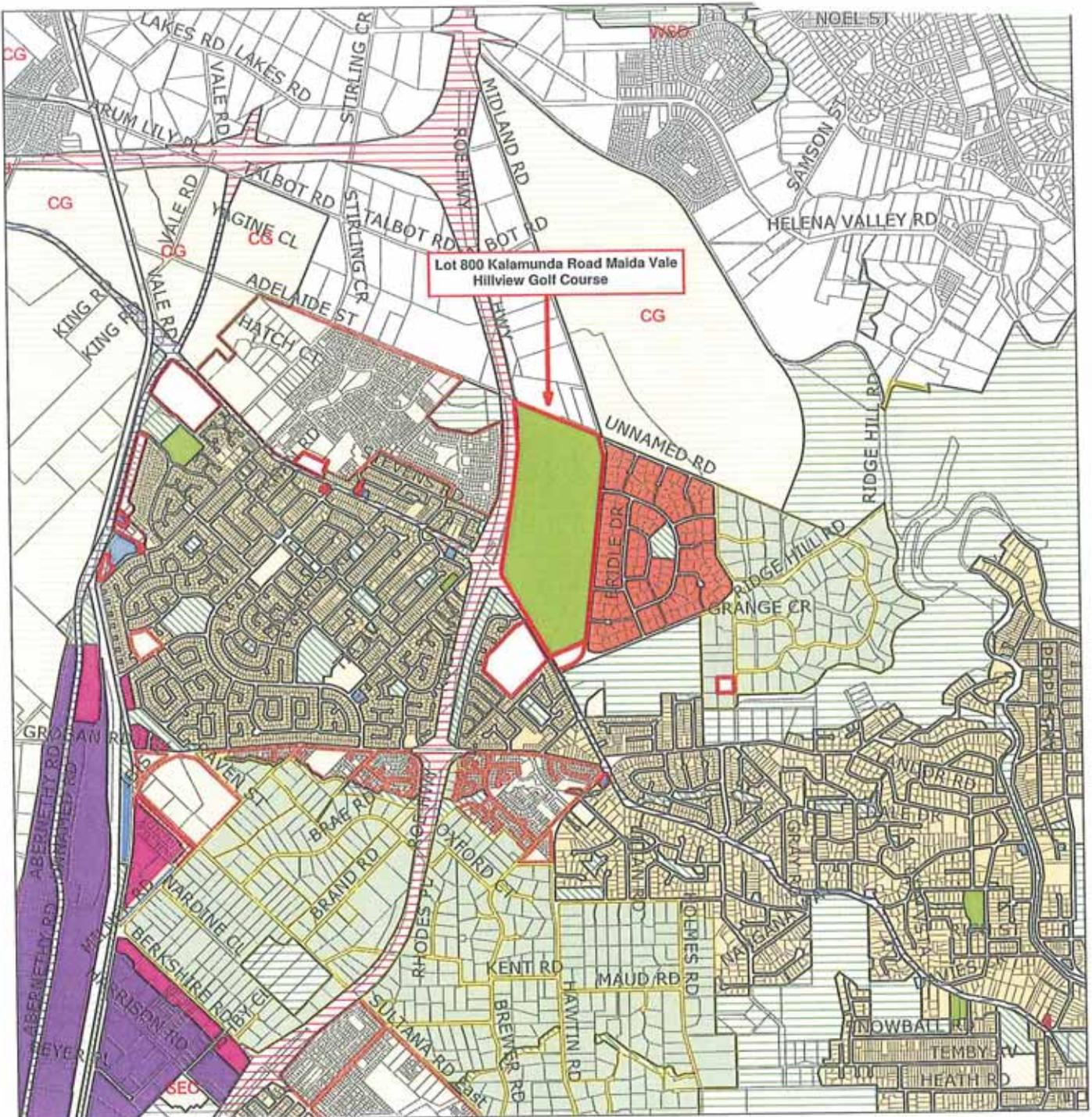


Prepared by: Rdelcasale  
 Prepared for:  
 Date: Monday, April 04, 2011 14:51  
 Plot identifier: P20110404\_1451



LOCATION PLAN - LPS

**DP INTERNAL USE ONLY**



Lot 800 Kalamunda Road Maida Vale Hillview Golf Course

- |                              |                              |   |
|------------------------------|------------------------------|---|
| Cadastre                     | URBAN DEVELOPMENT            | SPECIAL RURAL                                 |
| PRIMARY REGIONAL ROADS       | RESIDENTIAL BUSHLAND         | RURAL CONSERVATION                            |
| OTHER REGIONAL ROADS         | COMMERCIAL                   | PUBLIC PURPOSES (PS) - PRIMARY SCHOOL         |
| PARKS & RECREATION           | SERVICE STATION              | PUBLIC PURPOSES (H) - HALL / COMMUNITY CENTRE |
| RAILWAYS                     | MIXED USE                    | PUBLIC PURPOSES (LIB) - LIBRARY               |
| PP - COMMONWEALTH GOVERNMENT | PRIVATE CLUBS & INSTITUTIONS | PUBLIC PURPOSES (CH) - CHURCH                 |
| PP - STATE ENERGY COMMISSION | LIGHT INDUSTRY               | PUBLIC PURPOSES (EX) - TELEPHONE EXCHANGE     |
| PP - WATER AUTHORITY OF W A  | GENERAL INDUSTRY             | PUBLIC PURPOSES (CP) - COMMUNITY PURPOSE      |
| RESIDENTIAL                  | LOCAL OPEN SPACE             | SPECIAL USE                                   |

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0.5 km

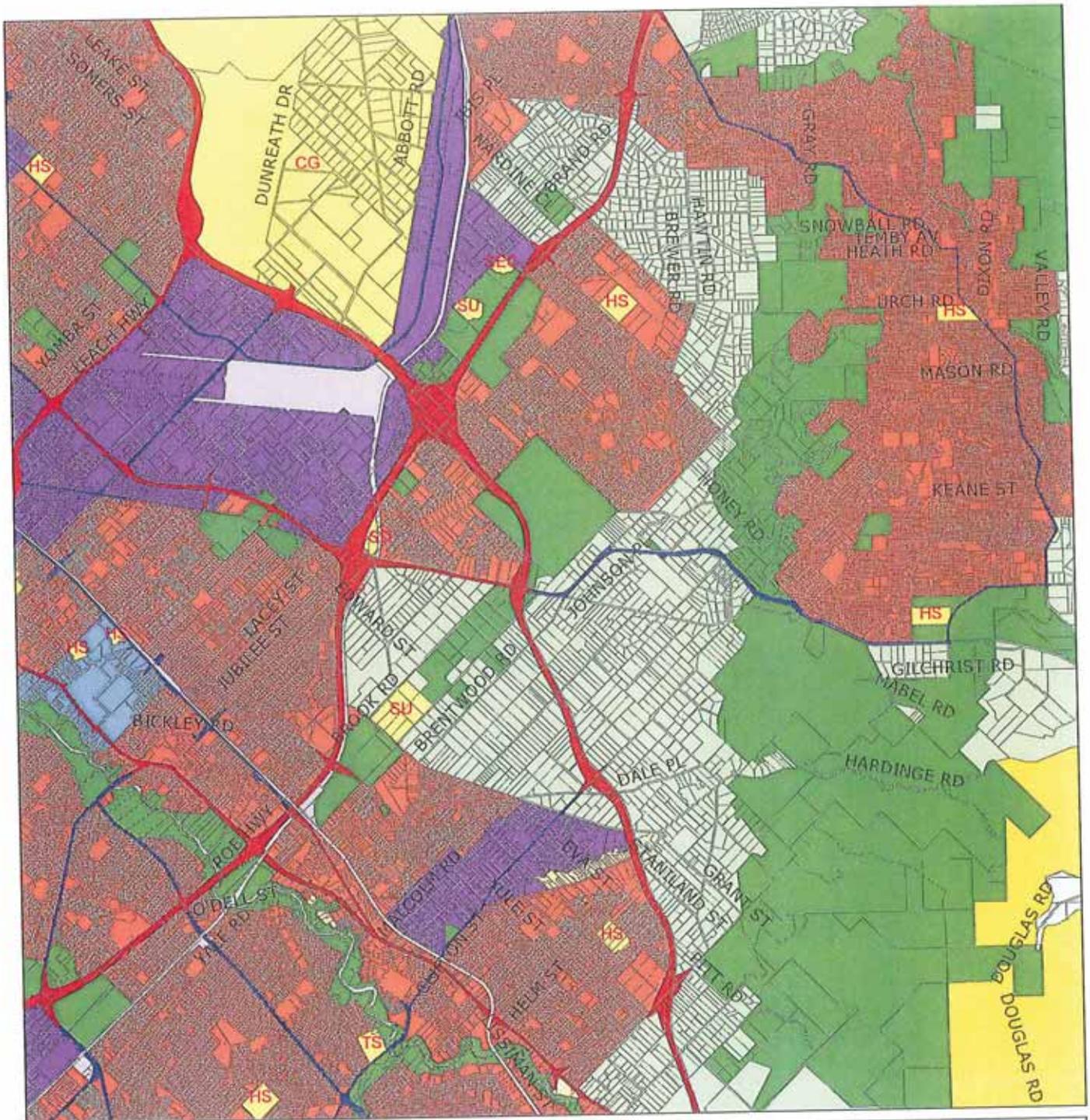
Prepared by: Rdelcasale  
Prepared for:  
Date: Monday, April 04, 2011 14:44  
Plot identifier: P20110404\_1443



Government of Western Australia  
Department of Planning

LOCATION PLAN - LPS

**DP INTERNAL USE ONLY**



	Cadastre		PRIMARY REGIONAL ROADS		PP - HIGH SCHOOL
	URBAN		OTHER REGIONAL ROADS		PP - TECHNICAL SCHOOL
	PUBLIC PURPOSES		WATERWAYS		PP - COMMONWEALTH GOVERNMENT
	URBAN DEFERRED		PARKS & RECREATION		PP - STATE ENERGY COMMISSION
	CENTRAL CITY AREA		RAILWAYS		PP - SPECIAL USES
	INDUSTRIAL		STATE FORESTS		PP - WATER AUTHORITY OF W A
	RURAL		PP - HOSPITAL		



Prepared by: Rdolcasale  
 Prepared for:  
 Date: Tuesday, April 12, 2011 09:56  
 Plot identifier: P20110412\_0955



MRS PLAN

**DP INTERNAL USE ONLY**



## ITEM NO: 9.2

### CITY OF GERALDTON-GREENOUGH INTERIM COMMERCIAL ACTIVITY CENTRES STRATEGY

**WAPC OR COMMITTEE:** Statutory Planning Committee

REPORTING AGENCY: Department of Planning  
REPORTING OFFICER: A/Manager Statutory Planning Central Regions  
AUTHORISING OFFICER: A/Executive Director Regional Planning and Strategy  
AGENDA PART: A  
FILE NO: 757/3/1/2PV2  
DATE: 11/04/2011  
ATTACHMENT(S): 1 Schedule of Submissions,  
2 Location Map 1  
3 Location Map 2

#### RECOMMENDATION:

*That the Western Australian Planning Commission resolves to:*

- 1. endorse the Interim Commercial Activity Centres Strategy;**
- 2. advise the City of Geraldton-Greenough that:**
  - a) it should liaise with the Department of Planning to correct grammatical errors within the strategy; and**
  - b) it proceeds in developing a Local Planning Strategy that includes a comprehensive commercial activity centre strategy component.**

#### SUMMARY:

The key points relating to this report are as follows:

- There is an immediate need for an interim planning mechanism to guide commercial development within the City of Geraldton-Greenough.
  - There is a requirement for a document that can inform structure planning within the City of Geraldton-Greenough.
-

## **BACKGROUND:**

The draft Geraldton-Greenough retail & Services Strategy prepared in 1996 provides an examination of commercial activity and strategic planning framework for retail and commercial development. It has been identified that this document now requires updating and to this end the City of Geraldton-Greenough have prepared this Interim Commercial Activity Centres Strategy (ICACS).

The ICACS will provide a broad regional planning framework to coordinate the location and development of retail and commercial activities in the City of Geraldton-Greenough. The strategy will be adopted by the City of Geraldton-Greenough as a local planning policy under Town Planning Scheme No.3 and Local Planning Scheme No.5 and will be valid until such time as a comprehensive Local Planning Strategy, which includes a Commercial Activity Centres Strategy, has been finalised.

## **LEGISLATION / STRATEGIC PLAN / POLICY:**

### **Legislation**

Section:

*Town Planning Regulations 1967*

12

### **Strategic Plan**

Strategic Goal:

Planning

Outcomes:

Planned Local Communities developing a sense of place

Strategies:

Develop connected and accessible communities

### **Policy**

Number and / or Name:

SPP3 - Urban Growth and Settlement  
Geraldton Regional Centre Strategy (2005)  
Geraldton Region Plan (1999)  
Greater Geraldton Structure Plan (2011)

## **DETAILS:**

Normally a retail/commercial strategy would include detailed modelling of the demand for retail services, including the size and type of services required for each location within the strategy area. As ICACS is a higher order strategic document that provides an interim position on commercial development within the City of Geraldton-Greenough it is considered that such detailed modelling is not immediately required. It is expected that specific detail regarding retail/commercial requirements will be included in the creation of local structure plans and as part of a new comprehensive local planning strategy.

Notwithstanding the above the ICACS clearly articulates the requirements for an activity centres hierarchy and places primacy on the Central Business District as the city's principle commercial/retail activity centre.

ICACS draws inspiration from the WAPC's Spatial Framework for Perth and Peel (*Directions 2031 and Beyond*), is guided by SPP4.2 Activity Centres for Perth and Peel and is generally consistent with WAPC policy.

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The Statutory Planning Committee (SPC) approved consent to advertise the ICACS. During consideration of the consent to advertise the SPC recognised the ICACS as an appropriate planning document and noted the need for an interim measure to guide the location and scale of commercial centres within the City of Geraldton-Greenough.

#### **GOVERNMENT AND CORPORATE IMPLICATIONS:**

The ICACS provides a transparent framework for considering the appropriateness of future commercial applications in the City of Geraldton-Greenough.

#### **CONSULTATION:**

The strategy was advertised for 42 days and eight submissions were received (**Attachment 1**). Furthermore all landowners in areas identified as 'Activity Centres' were informed in writing and received a copy of the strategy. The strategy was referred to the following entities:

- Department of Education
- FESA
- Main Roads WA
- Mid West Development Commission
- Mid West Chamber of Commerce and Industry
- All Progress Associations
- Tourism WA
- Water Corporation
- Western Power
- Big W
- Kmart
- Woolworths
- Coles
- CSBP
- Homemaker Centre

#### **OFFICER'S COMMENTS:**

The ICACS has been assessed as a local planning strategy under the *Town Planning Regulations 1967*. The strategy is consistent with this definition in as much as it:

- indicates the medium to long term planning directions for commercial/retail development;
- acknowledges the WAPC's 'Activities Centres Policy'; and
- provides, through reference to the Activities Centre Policy, a rationale for re-zoning requirements.

The ICACS is generally consistent with the Geraldton Regional Centres Strategy (2005) in that it maintains the primacy of the CBD for commercial development and identifies the need for highway commercial development as well as district and local retail activity centres. This is echoed in the Geraldton Region Plan (1999) and the draft Greater Geraldton Structure Plan (2011). The development of a strategy to guide commercial development is consistent with and supported by SPP3 - Urban Growth and Settlement.

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There is considerable development pressure anticipated for the City of Geraldton-Greenough as a result of a potential expansion in port and mining development and the resulting growth in population. There are no current local planning mechanisms to guide the commercial aspects of development required to cater for this population growth. The creation of an interim measure offers the best short term solution to rectify this situation. The proposed ICACS provides guidance as to the location and scale of commercial centres while being flexible enough to respond to changing population demographics and commercial requirements. It is not intended that the location of centres and the centres hierarchy, as depicted in the ICACS (**Attachment 2 and 3**), describe the limits of commercial development until such time as a new local planning strategy is developed, but rather that proposals shall be considered for development outside of those parameters where they accord with the broad aims and objectives of the ICACS.

A number of grammatical errors were identified following review of the strategy and it is suggested that the City of Geraldton-Greenough liaise with the Department of Planning to correct these prior to the WAPC formally endorsing the strategy.

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## City of Geraldton-Greenough Interim Commercial Activity Centres Strategy - Schedule of Submissions

Submission No. & Date Received	Submitter & Affected Property	Nature of Submission	City of Geraldton-Greenough Comment	City of Geraldton-Greenough Response	WAPC Response
1 (15/12/10)	Mid West Chamber of Commerce and Industry	1. Aspirational document that should be used as a “guide” rather than become “hard and fast” policy.	<p>Section 1, page 4, paragraph 5 specifically states:</p> <p><i>The strategy is intended to provide a <b>guide</b> for centres that is <b>flexible</b> enough to enable commercial development to respond to market conditions ...</i></p> <p>It is proposed that the Interim Strategy be endorsed as a local planning policy under Town Planning Scheme No. 3 (Geraldton) and Local Planning Scheme No. 5 (Greenough).</p> <p>A Local Planning Policy is not part of the Scheme and does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.</p>	Note Submission	Noted
		2. Like to see “grandfather clause” included that provides protection for existing businesses in their current location.	<p>The principal purpose of the Interim Strategy is to provide a broad regional planning framework for commercial development.</p> <p>The statutory mechanism of protecting existing businesses is</p>	Dismiss Submission	

## City of Geraldton-Greenough Interim Commercial Activity Centres Strategy - Schedule of Submissions

Submission No. & Date Received	Submitter & Affected Property	Nature of Submission	City of Geraldton-Greenough Comment	City of Geraldton-Greenough Response	WAPC Response
			within the Town/Local Planning Schemes under the “Non-conforming Use” rights contained therein.		
		3. It is imperative to retain a blend of larger and smaller properties as well as a similar blend in the various areas of the City		Note Submission	Noted
		4. City maintain flexibility with its approvals process so as to assist in ensuring a level of diversity of activity with varying types of retail and other commercial activity	Section 1, page 4, paragraph 5 specifically states:  <i>The strategy is intended to provide a <b>guide</b> for centres that is <b>flexible</b> enough to enable commercial development to respond to market conditions</i>	Note Submission	Noted
		5. Not want to see businesses forced to move from one location to another for the sake of an aspirational set of planning protocols	The statutory mechanism of protecting existing businesses is within the Town/Local Planning Schemes under the “Non-conforming Use” rights contained therein.	Dismiss Submission	Dismiss. Comments by the City supported.
		6. Should this document and the implied changes become policy in the short term that could have further detrimental effect on the CBD and the viability and vibrancy thereof. However should the document be a “guide” as we mature in size then such planning will ensure a more vibrant CBD.	Section 1, page 4, paragraph 5 specifically states:  <i>The strategy is intended to provide a <b>guide</b> for centres that is <b>flexible</b> enough to enable commercial development to respond to market conditions ...</i>  It is proposed that the Interim	Note Submission	Noted

## City of Geraldton-Greenough Interim Commercial Activity Centres Strategy - Schedule of Submissions

Submission No. & Date Received	Submitter & Affected Property	Nature of Submission	City of Geraldton-Greenough Comment	City of Geraldton-Greenough Response	WAPC Response
			<p>Strategy be endorsed as a local planning policy under Town Planning Scheme No. 3 (Geraldton) and Local Planning Scheme No. 5 (Greenough).</p> <p>A Local Planning Policy is not part of the Scheme and does not bind the local government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.</p>		
2 (16/12/10)	Kmart Australia and MacroPlan Acting on behalf of Kmart/Coles	Have secured a highly strategic land parcel at the northern edge of the Geraldton CBA, which we will be looking to partner with the City and seek a rezoning to enable development for large format retailing	<p>It is clearly not the intent of the Interim Strategy to identify new sites (in the absence of any surveys or modelling) nor should the Strategy be used to fetter the decision making of the City in regards to rezoning of land parcels.</p> <p>There is a well defined rezoning process that needs to be followed for this type of proposal which should be clearly separated from the process of adoption of the Interim Strategy.</p> <p>Whilst there is some wording in Section 1 of the Interim Strategy</p>	<p>Note Submission</p> <p>Insert new paragraph under Section 1 "Background and Purpose" as follows:</p> <p><i>It is not intended that the Hierarchy of Centres (section 3.2) and Location of Centres (Appendix 2) be the limits on commercial development until a local planning strategy is adopted, but rather the City will be open to</i></p>	Noted. Actions proposed by the City are supported

## City of Geraldton-Greenough Interim Commercial Activity Centres Strategy - Schedule of Submissions

Submission No. & Date Received	Submitter & Affected Property	Nature of Submission	City of Geraldton-Greenough Comment	City of Geraldton-Greenough Response	WAPC Response
			<p>that indicates a degree flexibility for future decision making, it is considered that there should be wording inserted that shows a clear intent that the City is open to consider other sites in accordance with the objectives of the Interim Strategy.</p> <p>It is considered that this type of wording will give the proponent sufficient confidence to proceed further with the proposal.</p>	<i>considering proposals for other commercial development on sites not explicitly identified in this Strategy in accordance with the aims and objectives of this interim strategy.</i>	
3 (17/11/10)	Water Corporation	No objection.	The comments of the Water Corporation are more applicable to the subdivision and development stages.	Note Submission	Noted
		A supply of reticulated water and connection to the reticulated sewerage scheme is available for this development proposal. Any costs incurred in upgrading or relocating existing services will be the responsibility of the developer.			
		Some activities in commercial centres are a non compatible land use within odour buffer areas of wastewater pump stations and wastewater treatment plants, therefore commercial centres should not be planned within these areas	All the centres shown in proximity to wastewater treatment plants are zoned appropriately for commercial development.	Note Submission	Noted
4 (21/12/10)	Greg Rowe and Associates	Support the Highway Commercial designation for the site.		Note Submission	Noted

## City of Geraldton-Greenough Interim Commercial Activity Centres Strategy - Schedule of Submissions

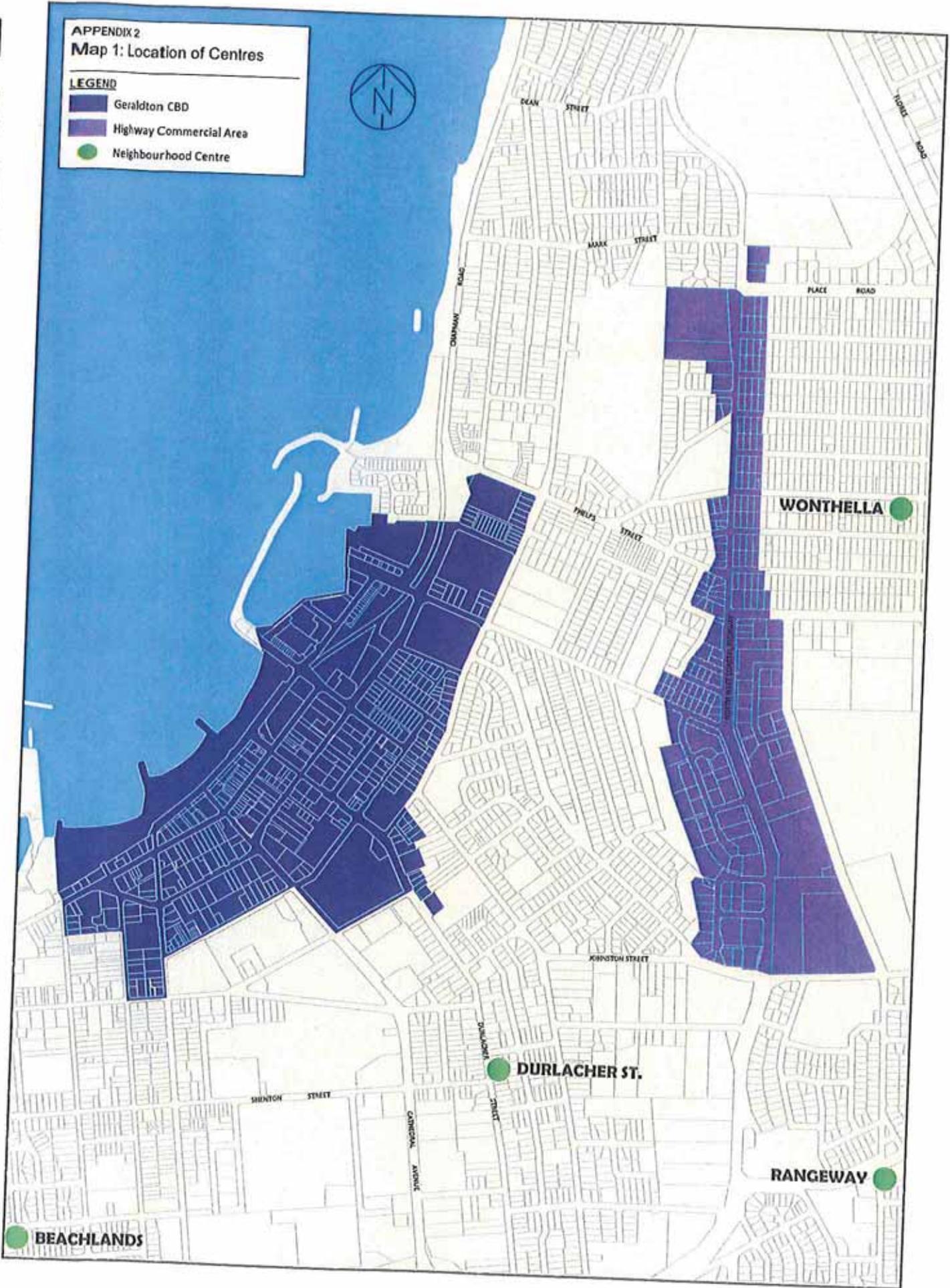
Submission No. & Date Received	Submitter & Affected Property	Nature of Submission	City of Geraldton-Greenough Comment	City of Geraldton-Greenough Response	WAPC Response
	Acting on behalf of Landowner Lot 207 Eastward Road, Woorree				
5 (21/12/10)	Greg Rowe and Associates Acting on behalf of Landowner Lot 206 Horwood Road, Woorree	Support the Highway Commercial designation for the site.		Note Submission	Noted
		Object to the classification of 'Large Format Retail' as a use not typically found within a Highway Commercial Activity Centre.  Modify Appendix 1 by listing 'Large Format Retail' as a typical use within the Highway Commercial Activity Centre.	Under Local Planning Scheme No. 5 (Greenough) the use 'Showroom' is a discretionary use. A 'Showroom' is defined as:  <i>Premises used to display, sell by wholesale or retail, or hire, automotive parts and accessories, camping equipment, electrical light fittings, equestrian supplies, floor coverings, furnishings, furniture, household appliances, party supplies, swimming pools or goods of a bulky nature.</i>  The types of uses proposed in the submission (i.e. fishing, camping or hardware store) can be considered showrooms and therefore are able to be permitted at Council discretion.	Dismiss Submission	Dismiss. Comments by the City supported

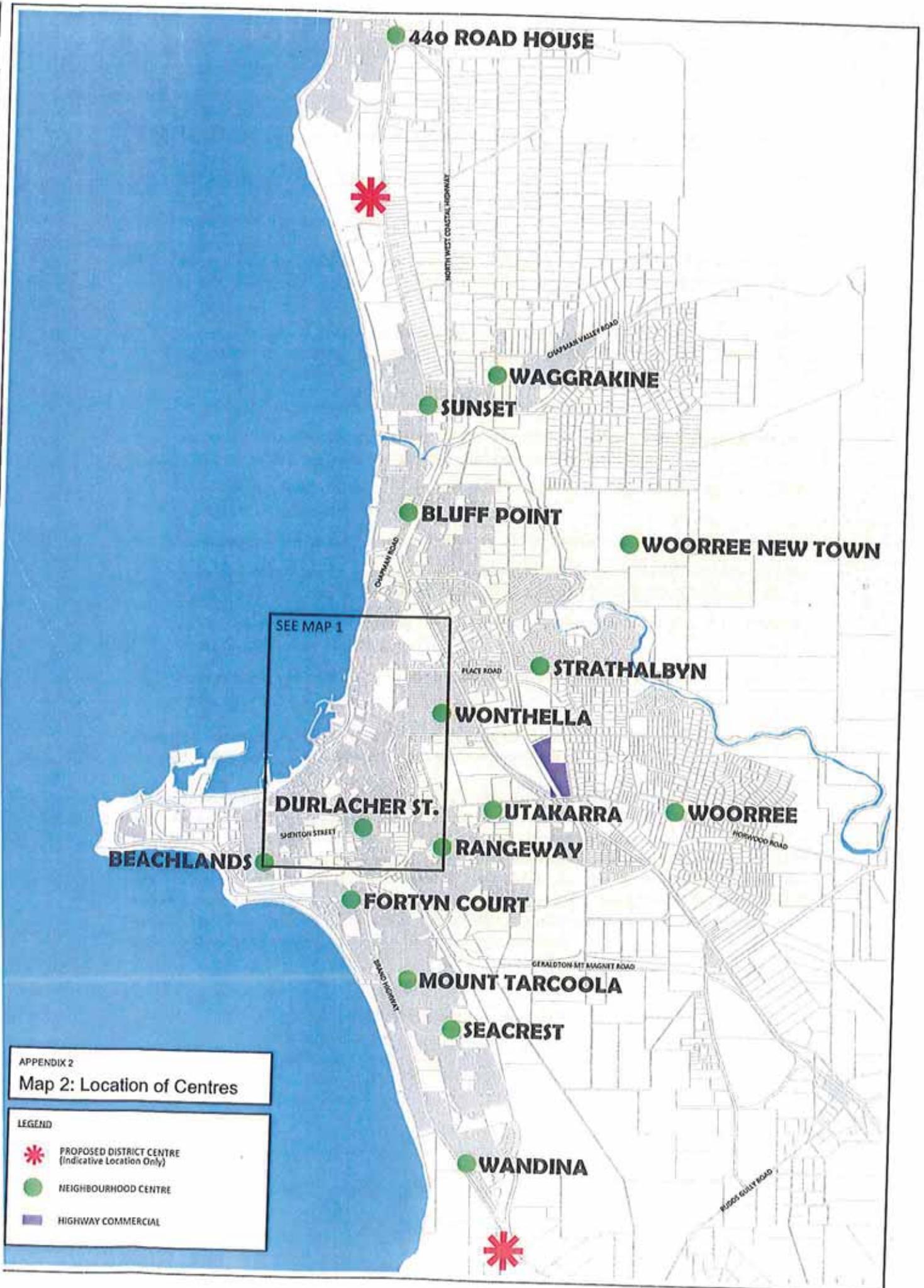
## City of Geraldton-Greenough Interim Commercial Activity Centres Strategy - Schedule of Submissions

Submission No. & Date Received	Submitter & Affected Property	Nature of Submission	City of Geraldton-Greenough Comment	City of Geraldton-Greenough Response	WAPC Response
6 (21/12/10)	Greg Rowe and Associates Acting on behalf of Landowner Lot 55 (No. 871) Chapman Road, Glenfield	Wish to alter slightly the location of the Northern District Centre.	The intent of the Interim Strategy is to identify indicative locations for the District centres. There exact location will be determined at further detailed planning stage.  Given Submission No. 8 also proposes a different location it is recommended the map not be altered but that it be notated that the locations are indicative only.	Note submission  Insert in the legend of Map 2, Appendix 2 notate that the Proposed District Centres shown are " <i>indicative location only</i> ".	Noted. Actions proposed by the City are supported
7 (21/12/10)	Department of Planning State Strategic Policy (tourism component)	No comment.		Note Submission	Noted
8 (23/12/10)	North Bay Developments Pty Ltd Lots 9000, 5805 and 404 Chapman Road, Glenfield	The location of the future District Centre should be reconsidered for the following reasons: <ul style="list-style-type: none"> <li>• Topographical constraints.</li> <li>• Environmental constraints.</li> <li>• Staging of development.</li> </ul> Best urban design practice.	The intent of the Interim Strategy is to identify indicative locations for the District centres. There exact location will be determined at further detailed planning stage.  Given Submission No. 6 also proposes a different location it is recommended the map not be altered but that it be notated that the locations are indicative only.	Note submission  Insert in the legend of Map 2, Appendix 2 notate that the Proposed District Centres shown are " <i>indicative location only</i> ".	Noted. Actions proposed by the City are supported

APPENDIX 2  
Map 1: Location of Centres

- LEGEND**
- Geraldton CBD
  - Highway Commercial Area
  - Neighbourhood Centre





APPENDIX 2  
**Map 2: Location of Centres**

**LEGEND**

-  PROPOSED DISTRICT CENTRE  
(Indicative Location Only)
-  NEIGHBOURHOOD CENTRE
-  HIGHWAY COMMERCIAL



## ITEM NO: 9.3

### AMENDED PLANNING BULLETIN 93/2011

<b>WAPC OR COMMITTEE:</b>	<b>Statutory Planning Committee</b>
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Senior Legislation and Policy Officer
AUTHORISING OFFICER:	Director Special Projects
AGENDA PART:	A
FILE NO:	DP/151/1/1/75P27V
DATE:	12 April 2011
ATTACHMENT(S):	<i>Amended Planning Bulletin 93/2011 – Planning and Development Regulations 2009 (Part 7 Local Government Planning Charges)</i>

#### RECOMMENDATION:

***That the Western Australian Planning Commission resolves to approve amended Planning Bulletin 93/2011 – Planning and Development Regulations 2009 (Part 7 Local Government Planning Charges).***

#### SUMMARY:

The key points relating to this report are as follows:

- The fee items set out in schedule 2 of the *Planning and Development Regulations 2009* have been amended, based on the Consumer Price Index rate of 3.0%, as advised by the WA Treasury.
- Consequently, the *Planning Bulletin 93/2011 – Planning and Development Regulations 2009 (Part 7 Local Government Planning Charges)* has in turn been amended to communicate these changes, and is attached for approval.

#### BACKGROUND:

The *Planning and Development Regulations 2009* (PDR), made under Section 263 of the *Planning and Development Act 2005* (PD Act), provides a regulatory framework for local government fees and charges for planning services and include details of the maximum fees that may be levied. The Department for Planning reviews these fees

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**CONSULTATION:**

The Department has consulted with the Western Australian Local Government Association (WALGA) regarding the proposed amendment, who took a leading role in assisting the formulation of the final proposed fee item figures. WALGA have offered their support to the proposal. A letter will be sent to every local government, advising them of these changes and attaching a copy of the amended planning bulletin.

**OFFICER'S COMMENTS:**

In summary, the SPC is asked to approve the attached planning bulletin.

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## 1 Purpose

The purpose of this planning bulletin is to advise of amendments to the maximum prescribed fees for local government planning services.

The fees prescribed in the Planning and Development Regulations 2009 for local government services have been increased by the Consumer Price Index (CPI) rate of 3.0% per cent as advised by WA Treasury. The new fees will become effective from 1 July 2011. This planning bulletin supersedes Planning Bulletin 93/2010 Planning and Development Regulations 2009 (Part 7 Local Government Planning Charges). The change consists of a new schedule of fees.

## 2 Background

The regulations provide a framework for local government fees and charges for planning services and include details of the fees that maybe levied. Regulations for maximum fees were first gazetted in 2000 and have subsequently been reviewed annually since 2007. In 2009, the Planning and Development (Local Government Planning Fees) Regulations 2000 were consolidated into the Planning and Development Regulations 2009.

## 3 Fee principles

The system of fees is based on the following guiding principles:

- A maximum fee structure that enables local governments to charge less or not at all.
- The capacity for local governments to charge a higher fee than the specified maximum or charge when and where there are exceptional circumstances beyond what is normally undertaken by most local governments; that is, for applications which require:
  - specific assessment (eg environmental assessment studies);

- extensive consultation procedures (eg for exceptionally large, unusual or complicated proposals);
- technical resources and equipment (eg computer modelling); and/or
- specialist skills (eg heritage conservation).

## 4 Development applications

Fees for development applications are based on a sliding scale. A maximum fee of \$139 applies to development applications where the estimated cost of development is up to \$50,000. Fees are capped at a maximum fee of \$31,650 for developments with an estimated cost of \$21.5 million or more. The fee for determination of a development application for an extractive industry is \$696.

The cost of advertising and specialist reports are separate charges. The applicant must provide an estimate of the cost of development from which fees are to be calculated at the time of lodgement. Where a local government is not satisfied that the estimated cost is a reasonable estimate of the proposed development, it may require the applicant to provide additional information to justify the cost.

## 5 Local planning scheme amendment proposals and structure plans

A separate fee for scheme amendments and structure plans applies. This is to be calculated using the fee calculation table. The calculation is to be based on estimated salary costs, direct costs, specialist report costs and documentation costs. The following provisions also apply to these fees:

- Fees relate only to scheme amendments initiated at the request of an applicant.

- Fees are payable by the applicant at the time of lodgement of the request for the scheme amendment or structure plan.
- Only those activities to be paid for or carried out by the local government specific to the proposal are to be included in the fee calculation.
- The cost of specialist services or reports required by the local government to adequately assess a scheme amendment or structure plan proposal is payable by the applicant, and the local government may permit this work (or part thereof) to be undertaken directly by the applicant.
- Details of the calculation used to derive a fee are to be made available to the applicant on request.
- Fees are not payable for a scheme amendment where the sole purpose of the amendment is to achieve consistency between a region scheme and a local planning scheme.
- Fees may be waived by a local government, at its discretion.
- Any fees not expended are to be refunded where a scheme amendment or structure plan is discontinued.
- If an applicant is not satisfied that the fees calculated by a local government are a reasonable estimate of the service, then the matter may be referred to the Fees Arbitration Panel (comprising representatives from the Western Australian Local Government Association, the Western Australian Planning Commission, the Planning Institute of Australia and industry planning groups) for determination.

## 6 Subdivision clearance fees

A sliding scale of fees applies to applications for subdivision clearances.

## 7 Other fees

A flat fee applies to an application for approval of a home occupation with a reduced fee for renewal of approvals. A flat fee also applies to an application for a change of use, for issue of a zoning certificate, for a reply to a property settlement questionnaire and for the issue of written planning advice.

## 8 Fee by way of penalty

Where an application for development approval is lodged after the development has commenced or been carried out, an additional amount, by way of penalty, that is twice the amount of the maximum fee payable for determination of the application is applicable. For example the maximum fee for development of not more than \$50,000 is \$139. If the development had commenced or been carried out at the time of application, a fee by way of penalty of \$278 would be applied to the application in addition to the fee of \$139, making the total fee chargeable \$417.

## 9 Improvement schemes

Section 122M of the *Planning and Development Act 2005* makes it clear that the WAPC may charge development application fees for development within an improvement scheme area in the same manner that a local government may charge development application fees for development within a local planning scheme area. Therefore, the same fees that are applicable under the *Planning and Development Regulations 2009* also apply to services provided by the WAPC in relation to an improvement scheme.

## 10 Development Assessment Panels

In March 2011, the *Planning and Development (Development Assessment Panels) Regulations 2011* (DAP regulations) were introduced, establishing 15 development assessment panels (DAPs), which will become fully operational from 1 July 2011.

DAPs are panels comprising a mix of technical experts and local government representatives with the power to determine applications for development approvals in place of the relevant decision-making authority.

A development application upon which the DAP regulations apply attract a new and additional fee as set out in Schedule 1 of the DAP regulations. The relevant fee amounts range from \$3376 to \$6320, as calculated on the estimated cost of development. It is also important to note the following:

- The DAP fee is in addition to any local government development application fee payable under the *Planning and Development Regulations 2009* (r.10(3)). Therefore, DAP applications may in effect require two fees be paid.
- The fee for an r.17 minor amendment application is prescribed under item 2 of the DAP regulations (currently only \$150), as distinct from other ordinary DAP applications under item 1.
- A delegated application (r.19) is not technically a DAP application, although in many other respects the application is treated the same way. Thus, an application is not required to pay the DAP fee under schedule 1 of the DAP regulations. The DAP fee will instead be paid by the relevant local government as required (r.22).

For further information about the DAPs and the DAP regulations please see *Planning Bulletin 106 – New legislative measures for development assessment panels*.

## 11 Goods and services tax

It has been determined that the Goods and Services Tax (GST) will not apply to fees for development applications, subdivision clearances, home occupations, change of use and issue of zoning certificates as they are application and certificate type fees that are compulsory in nature. These items have been listed in A New Tax System (Goods and Services Tax) (Exempt Taxes, Fees and Charges) Determination 2000 (No. 2). GST will apply to fees for property settlement questionnaires and written planning advice, and

scheme amendments and structure plans, as these are in the nature of a service. The estimated cost of development cited in schedule 1, part 1, item 1, is exclusive of GST. For example if the estimated cost of development is \$300,000 excluding GST, the fee chargeable for determination of the development application at time of lodgement is \$960.

## 12 Adoption of the fees

The new fee schedule will be effective from 1 July 2011.

## 13 Information

Enquiries on the information contained in this planning bulletin should be directed to Robyn Barrow, Office of the Director General at the Department of Planning.

### Disclaimer

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GOVERNMENT OF  
WESTERN AUSTRALIA

Item	Description of planning service	Maximum fee 2011/12
<b>Part 1 - Maximum fixed fees</b>		
1	Determining a development application (other than for an extractive industry) where the development has not commenced or been carried out and the estimated cost of the development is-	
	(a) not more than \$50,000	\$139
	(b) more than \$50,000 but not more than \$500,000	0.32% of the estimated cost of development
	(c) more than \$500,000 but not more than \$2.5 million	\$1600 + 0.25% for every \$1 in excess of \$500,000
	(d) more than \$2.5 million but not more than \$5 million	\$6600 + 0.21% for every \$1 in excess of \$2.5 million
	(e) more than \$5 million but not more than \$21.5 million	\$11,850 + 0.12% for every \$1 in excess of \$5 million
	(f) more than \$21.5 million	\$31,650
2	Determining a development application (other than for an extractive industry) where the development has commenced or been carried out	The fee in item 1 plus, by way of penalty, twice that fee.
3	Determining a development application for an extractive industry where the development has not commenced or been carried out	\$696
4	Determining a development application for an extractive industry where the development has commenced or been carried out	The fee in item 3 plus, by way of penalty, twice that fee
5	Providing a subdivision clearance for (a) not more than 5 lots (b) more than 5 lots but not more than 195 lots (c) more than 195 lots	\$69 per lot \$69 per lot for the first 5 lots and then \$35 per lot \$6959
6	Determining an initial application for approval of a home occupation where the home occupation has not commenced	\$209
7	Determining an initial application for approval of a home occupation where the home occupation has commenced	The fee in item 6 plus, by way of penalty, twice that fee
8	Determining an application for the renewal of an approval of a home occupation where the application is made before the approval expires	\$69
9	Determining an application for the renewal of an approval of home occupation where the application is made after the approval has expired	The fee in item 8 plus, by way of penalty, twice that fee
10	Determining an application for a change of use or for an alteration or extension or change of a non-conforming use to which item 1 does not apply, where the change or the alteration, extension or change has not commenced or been carried out	\$278
11	Determining an application for change of use or for alteration or extension or change of a non-conforming use to which item 2 does not apply, where the change or the alteration, extension or change has commenced or been carried out	The fee in item 10 plus, by way of penalty, twice that fee
12	Providing a zoning certificate	\$69
13	Replying to a property settlement questionnaire	\$69
14	Providing written planning advice	\$69
<b>Part 2 - Maximum fees: scheme amendments</b>		
1	Director/ City/ Shire Planner	\$83.00
2	Manager/ Senior Planner	\$63.00
3	Planning Officer	\$34.70
4	Other staff eg environmental health officer	\$34.70
5	Secretary/ administrative clerk	\$28.40
<b>Part 3 - Maximum fees: structure plans</b>		
1	Director/ City/ Shire Planner	\$83.00
2	Manager/ Senior Planner	\$63.00
3	Planning Officer	\$34.70
4	Other staff eg environmental health officer	\$34.70
5	Secretary/ administrative clerk	\$28.40



## ITEM NO: 9.4

### MULTI-DECK CAR PARK AT QEII MEDICAL CENTRE - LOTS 8699 & 9075 WINTHROP AVENUE, NEDLANDS

<b>WAPC OR COMMITTEE:</b>	<b>Statutory Planning Committee</b>
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Manager Metro Planning Central
AUTHORISING OFFICER:	Planning Director Perth, Peel, South West Planning & Strategy
AGENDA PART:	G
FILE NO:	08-597-23
DATE:	8 April 2011
ATTACHMENT(S):	1 - Locality Plan 2 - Development Application Concept Drawings 3 - QEII MC Access and Structure Plan 4 - WAPC Resolution 2007 5 - QEII Medical Centre Masterplan 6 - WAPC Resolution 2010
REGION SCHEME ZONING:	Pp - Hospital
LOCAL SCHEME ZONING:	Pp - Hospital
RECEIPT DATE:	21 December 2010
PROCESS DAYS:	108
APPLICATION TYPE:	Development
DESCRIPTION OF PROPOSAL:	Construction of 7 storey multi-deck car park within QEII Medical Centre site

#### RECOMMENDATION:

***That the Western Australian Planning Commission (WAPC) resolves to approve the proposed development of the multi-deck car park at the QEII Medical Centre - Lots 8699 and 9075 Winthrop Avenue, Nedlands in accordance with the plans submitted thereto subject to the following conditions and advice:***

#### CONDITIONS

- 1. The materials and finishes to be used in the external elevations of the proposed development are to ensure that the building resembles an occupied building and not a decked car park to the specification of the City of Subiaco and the satisfaction of the WAPC.***

2. ***The number of car bays to be provided within the QEII site to be restricted to 5,350 (inclusive of 150 exempt bays), with 4,000 made available for staff parking, unless otherwise approved by the WAPC.***
3. ***Stormwater being contained on-site, or connected to the local drainage system, after passing through an appropriate water quality improvement treatment device to the specification of the City of Subiaco and the satisfaction of the WAPC.***
4. ***The proponent to prepare and implement a construction management plan in liaison with the City of Subiaco and to the satisfaction of the WAPC.***
5. ***The proponent to prepare and implement a landscape management plan for the Winthrop Avenue frontage to the specification of the City of Subiaco and the satisfaction of the WAPC.***
6. ***The proponent to design and construct the proposed fully signalised intersection on Winthrop Avenue in accordance with the requirements of Main Roads WA, the City of Subiaco and the City of Perth to the satisfaction of the WAPC.***

#### **ADVICE**

1. ***The proposed development is to comply with all relevant Acts and Regulations.***
2. ***With regard to Condition 4, the construction management plan is to address the following matters, but not limited to: construction access, noise, vibration, hours of work and dust control. The proponent is advised to liaise direct with the City of Subiaco in this regard.***
3. ***The Trust is advised that it needs to continue to develop a strategic approach to the provision of public transport on site.***

#### **Advice to Local Government:**

***The City of Subiaco is advised that the proposed vehicle access from Winthrop Avenue to the QEII site was identified within the QEII MC Access and Structure Plan adopted by the WAPC in 2007 and was supported by traffic assessment. Main Roads WA has also advised of its consideration of and acceptability of the signalised intersection on Winthrop Avenue. Accordingly, the WAPC supports the proposal for the multi-deck car park incorporating a new fully signalised intersection on Winthrop Avenue.***

#### **INTRODUCTION**

This report is presented to the Committee for determination on the following basis:

- i) officers do not have delegation to deal with the application (recommendation is "significantly at variance" with the recommendations made by the City of Subiaco); and
- ii) in accordance with the Western Australian Planning Commission's (WAPC) resolution of 27 July 2010 on the Progress Report for the QEII site, which supported an estimated total of 5000 car bays onsite, with the final number

subject to detailed demand analysis and WAPC development approval (the proponent has advised that the upper limit of car bay numbers is estimated at 5350, based upon the "*Car Park Demand Assessment*" report prepared by SKM in 2010 to inform the Request for Tender for the multi-deck car park proposal).

A development application has been forwarded to the WAPC from the City of Subiaco, which proposes the construction of a 7 storey multi-deck car park within the QEII Medical Centre site, to accommodate approximately 3550 car bays and which will be constructed as a Build-Own-Operate-Transfer (BOOT) project.

The proposal forms part of the redevelopment of the QEII site, with commencement of the proposed multi-deck car park in mid-2011 and completion by 2015 being a pre-requisite for the construction of the New Children's Hospital on Winthrop Avenue. In parallel with the multi-deck car park, construction will be the construction of the new central energy plant approved by the WAPC in December 2011.

The subject land is reserved "Public Purpose - Hospital" under the Metropolitan Region Scheme (MRS) (**Attachment 1: Locality Plan**). The proposal is wholly located within the City of Subiaco's Town Planning Scheme No. 4 which reflects the MRS reservation. Given the reservation of the subject site, the WAPC's approval is required.

## **CONSULTATION**

At its meeting of 22 February 2011, the City of Subiaco resolved to support the proposed development subject to conditions. One of the conditions requires the removal of the proposed access on Winthrop Avenue, with all access to the multi-deck car park being from Hospital Avenue. This was on the assumption that the Winthrop Avenue access would promote increased traffic volumes through the local streets of Subiaco.

The Department of Transport (DoT) raises no objections to the proposal.

The applicant advises that Main Roads WA (MRWA) has provided in-principle support for the installation of a signalised intersection on Winthrop Avenue subject to the support of the local government and the provision of acceptable engineering designs.

The Department of Planning's Transport Division raises no objections to the proposed development subject to conditions. These conditions relate to the provision of public transport to the QEII site and the WAPC's resolution of 27 July 2010, to restrict car bays to a total of 5000 on the QEII site. These issues are discussed below.

The Department's Transport Division also advises that it does not support the City of Subiaco's position for access to be via Hospital Avenue on the basis that change in access from Winthrop Avenue to Hospital Avenue is not supported by data and analysis that demonstrates the merits of the City's recommendation.

The City's position is inconsistent with the adopted QEII MC Access and Structure Plan for the site which has been supported by transport assessment and modelling. Accordingly, the City's position is not supported.

## COMMENTS

The MRS (Clause 30) requires the WAPC to have regard to the following factors when determining a Development Application:

- The purpose for which the land is zoned or reserved under the Scheme;
- The orderly and proper planning of the locality; and,
- The preservation of amenities of the locality.

### Proposal Details

The concept multi-deck car park is proposed at an overall height of 34 metres (at 7 storeys), inclusive of light poles, lift shaft structures, façade treatments, plants etc, with a length of 290 metres along Winthrop Avenue. (**Attachment 2:** Development Application Concept Drawings)

The multi-deck car park is to incorporate:

- a covered pedestrian walkway/awning to Hospital Avenue façade in accordance with the Queen Elizabeth II Medical Centre Master Plan.
- a pedestrian overpass connection from the multi-deck car park to the western side of Hospital Avenue;
- vehicular access to Winthrop Avenue and the associated signalised intersection;
- secondary access for emergency vehicles from Winthrop Avenue to Hospital Avenue through the multi-deck car park;
- an electronic car park management system and electronic signage providing advance advice of car bay availability; and,
- a landscape buffer to Winthrop Avenue which retains the existing mature trees.

In addition, the multi-deck car park concept allows for provision of limited commercial space. Any commercial uses are expected to include limited retail, childcare, medi-suites etc, where there is an obvious synergy with the QEIIMC function as a medical centre.

End of trip facilities for pedestrians and cyclists are not incorporated within the multi-deck car park as these are distributed throughout the QEII site for ease of convenience and are managed through the QEIIMC Travel Plan.

The application has been lodged on behalf of the QEII Medical Centre Trust and is located within Lot 9075 on Crown Title 3121/246. The QEII site is an 'A' Class Reserve (No. 33244) for the purpose of a medical centre. Development, control and management of this reserve is vested in the QEII Medical Centre Trust under Section 13(1) of the Queen Elizabeth II Medical Centre Act 1966.

The Development Application for the multi-deck car park has been lodged to facilitate the provision of car parking capacity for the future expansion and redevelopment of the QEII site in accordance with the State Government's health reform strategy.

The tender process for the multi-deck car park is underway, with the preferred proponent expected to be identified in April 2011, with construction scheduled to commence in June/July 2011.

### Background

The development of the multi-deck car park is being undertaken in the context of the following:

- **Reid Report**

The multi-deck car park is to be developed in the context of the overall redevelopment of the QEII site in accordance with the 2004 State Government report, "*A Healthy Future for Western Australians*", (the "Reid Report").

- **Queen Elizabeth II Medical Centre Access and Structure Plan**

In 2007, the WAPC adopted the QEII MC Access and Structure Plan subject to modifications. The Structure Plan identified the subject site within the *Core Development Precinct* as being suitable for a 7 storey building within a landscaped setback to Winthrop Avenue. The major entry to QEII was identified from Winthrop Avenue, with at least one vehicular intersection. (**Attachment 3: QEII MC Access and Structure Plan**)

The WAPC resolved:

- of the need to prepare a staging and implementation plan to address key anticipated development stages and how access and parking will be managed;
- to adopt the Mode Split Agreement with the Department of Health which "*creates a maximum limit to staff parking for all activities within the QEII MC Structure Plan area of 4280 car bays for a 1200 bed facility and staff parking of 4400 bays for a 1500 bed or larger facility.*" The controlled release of the staff bays associated with bed availability was considered necessary to support the transition from a mode split of 85% to 40% by full build-out on the site.
- of the need to endorse the Travel Plan as the basis for determining future development applications particularly in respect to parking provision and management.
- of the need to improve bus services to accommodate the proposed expansion of the facilities on the QEII site.
- that building facades fronting Winthrop Avenue should be as substantially occupied building and not decked car parks. (**Attachment 4: WAPC Resolution 2007**)

- **QEII Medical Centre Master Plan**

The Master Plan for the QEII Medical Centre Site was prepared for the QEII Trust to progress the adopted QEII Access and Structure Plan. The QEII Master Plan specifically determines the location of new facilities and services on the site, including relocation of the New Children's Hospital, the multi-deck car park and the future co-location of the Women and Newborn Hospital.

Stage 1 of the Masterplan includes development of the multi-deck car park, relocation of the central energy plant and development of the proposed New Children's Hospital (**Attachment 5: QEII Medical Centre Masterplan**).

- **WAPC Resolution (2010)**

A Progress Report was presented by the Department of Health to the WAPC in 2010 to address outstanding staging, parking and access matters raised in the WAPC 2007 resolution. The Progress Report:

- requested that the WAPC support the Mode Split Agreement being implemented in a manner which would allow the early release of approximately 5000 car bays prior to full-build out of the QEII site. In particular, the request was associated with the proposed construction of the 3550 bay multi-deck car park adjacent Winthrop Avenue;
- advised the WAPC of the improvements to the bus network by the QEII Trust, particularly the link to Perth via Mounts Bay Road, through funding the No. 97 and No. 79 buses and that negotiations are on-going with the PTA on the long term funding of these services and improved bus services in general to the site; and,
- requested that the WAPC support a parallel approval process for the multi-deck car park Development Application based upon a concept drawing.

The WAPC resolved:

- to support the estimated total of 5000 car bays on site comprising approximately 4000 staff bays and 1000 visitor bays with the final number subject to detailed demand analysis and WAPC development approval;
- that parking to be provided in accordance with the Mode Split Agreement and that the WAPC will await a justification and impacts assessment associated with any variation to that staging with the car park Development Application;
- to request that public transport funding be resolved with PTA or built into the future parking plans prior to the WAPC consideration of the parking proposals; and,
- to support the proposed parallel development application process. (**Attachment 6: WAPC Resolution 2010**).

## Officer Comment

### **Car Bay numbers**

The proponent has advised that the upper limit of car bay numbers to be provided on site is estimated at 5350 (including 150 exempt ambulance and drop-off bays). The exempt bays referred to relate to those designated specifically for ambulance and drop-off use. The upper limit of car bay numbers is based upon the "*Car Park Demand Assessment*" report prepared by SKM in 2010 to inform the Request for Tender for the multi-deck car park BOOT proposal.

It is considered that the SKM Demand Analysis Report satisfies the WAPC requirement and allows 5350 parking bays (inclusive of 150 exempt bays) to be supported. As the final demand analysis from the proponent is not yet available however, and may differ from the SKM Demand analysis, it is recommended that a condition be imposed which limits the parking bay numbers to 5350 (inclusive of the 150 exempt bays) based upon the SKM Demand Analysis and that an Advice Note be included which provides the proponent with the opportunity to incrementally increase the final bay number to 5450 (inclusive of 150 exempt bays) subject to demonstrating appropriate demand analysis. The above provides the WAPC with an assurance on the upper limit of the number of parking bays to be provided and the proponent with limited flexibility in the final number of bays to be provided.

### **Public Transport**

In the WAPC resolutions of June 2007 and July 2010, the WAPC advised of the need for the QEII Trust to address the issue of public transport provision, with specific reference to the "resolution" of public transport funding with the Public Transport Authority (PTA).

The proponent has advised that the QEII Trust commenced public transport services, with the No. 97 bus service supported to the value of \$60,000 per annum. In 2008, the QEII Trust commenced funding of the No. 79 bus to the value of \$300,000 per annum. The Trust is currently in negotiations with the PTA with regard to the long-term provision of public transport services to the QEII site, and until these negotiations are finalised, the Trust will continue to fund the No. 79 and 97 bus services. The proposed multi-deck car park will generate revenue for the Trust, to allow it to continue to support these services.

The QEII Trust does however note that whilst the bus services are funded by the Trust, they are also currently used by other passengers who are not QEII staff/visitors/patient with the effect that during particular periods, QEII staff/visitors are unable to access the bus services funded by the QEII Trust. In addition, the provision of improved bus services from the Perth CBD to the QEII site is not addressing the issue of QEII staff being unable to access public transport from their homes in the outer suburbs to the CBD in order to take advantage of the QEII Trust funded bus services.

Accordingly, the QEII Trust considers that any incremental increase in bus service funding by the QEII Trust will not necessarily lead to improved access to the QEII site

by QEII employees/visitors/patients. The provision of public transport services is a wider issue than that directly associated with the QEII MC site and requires public transport planning and provision to be resolved at a strategic level for the entire Perth Metropolitan area.

Statement of Planning Policy 4.2 'Activity Centres for Perth and Peel' identifies the QEII site (as part of the UWA-QEII precinct) as a specialised activity centre that will focus on specific activities that generate a high number of work and visitor trips. On 9 February 2011, the WAPC endorsed the preparation of a Statement of Planning Policy that addresses access, parking supply and management at the 'Strategic and Specialised Activity Centres'. There has since been Ministerial approval to proceed with the preparation of the policy.

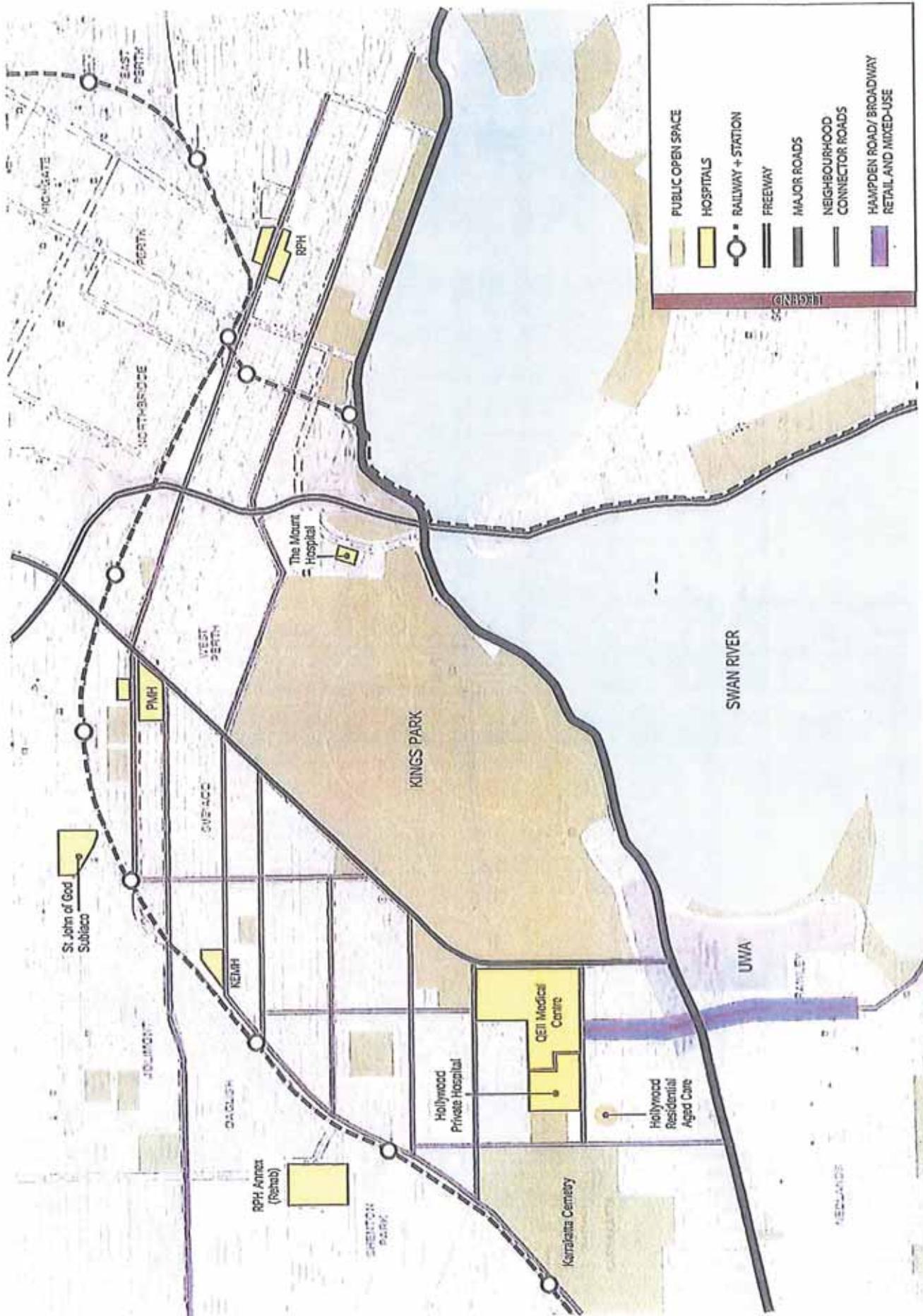
It is considered that the QEII Trust is addressing the WAPC's concerns by funding public bus services and that the revenue from the proposed multi-deck car park will continue to support the provision of public transport to the QEII site until such time as a strategic approach to the provision of public transport provision has been developed.

## **CONCLUSION**

The proposed multi-deck car park is consistent with the orderly and proper planning of the locality and is located in a functional manner for its purpose. The proposal is considered to be generally consistent with the requirements of the adopted QEII MC Access and Structure Plan and the QEII MC Masterplan.

The WAPC's support of a concept drawing which is to be further designed in accordance with input from the Government Architect's Office to the Request for Tender ensures that an appropriate quality of architectural design is achieved for this iconic site.

Given the above, it is recommended that conditional approval is granted.

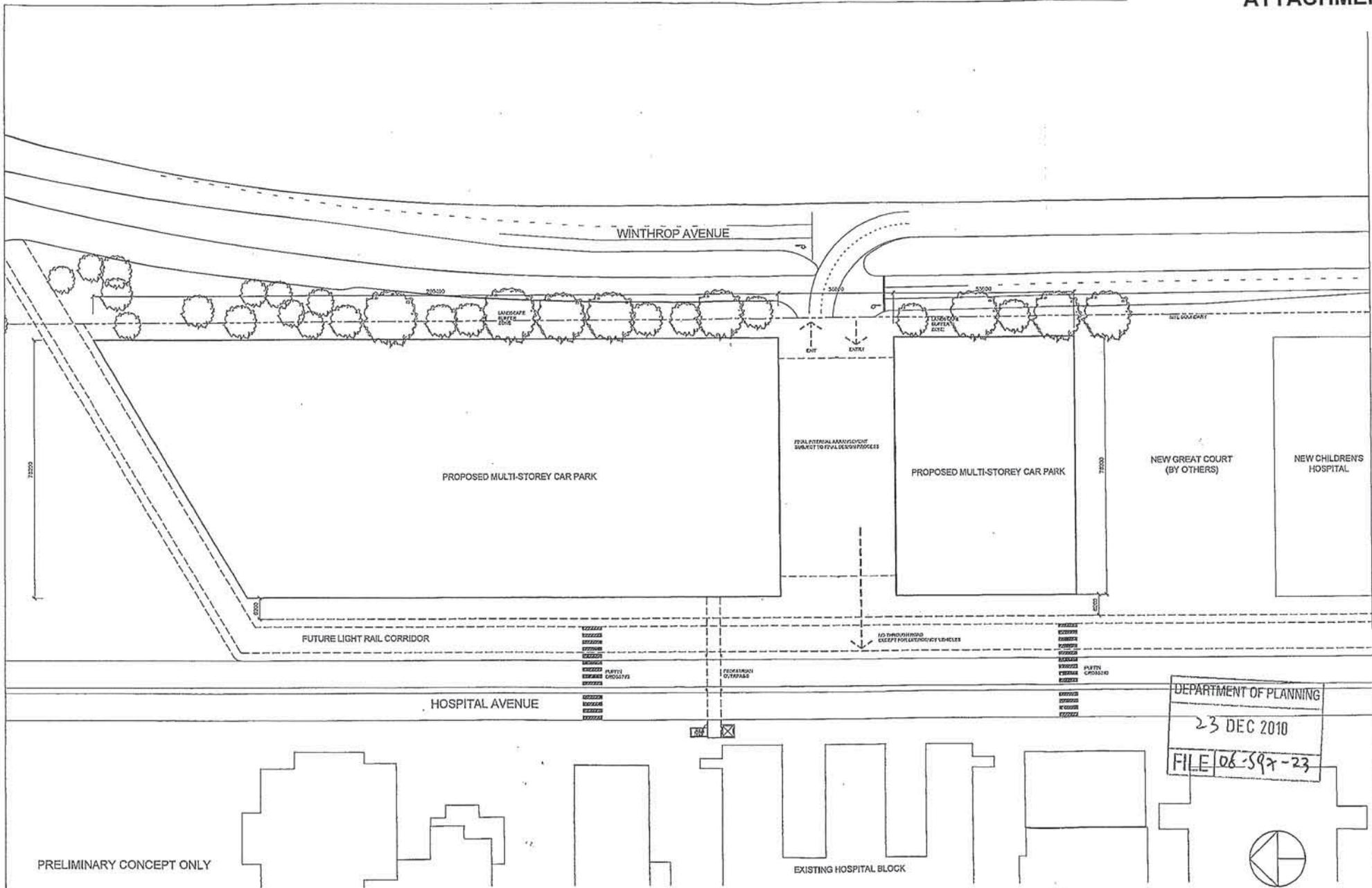


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FIGURE 4 - LOCAL CONTEXT PLAN

QE II MEDICAL CENTRE STRUCTURE PLAN

FIGURE 4 - LOCAL CONTEXT PLAN



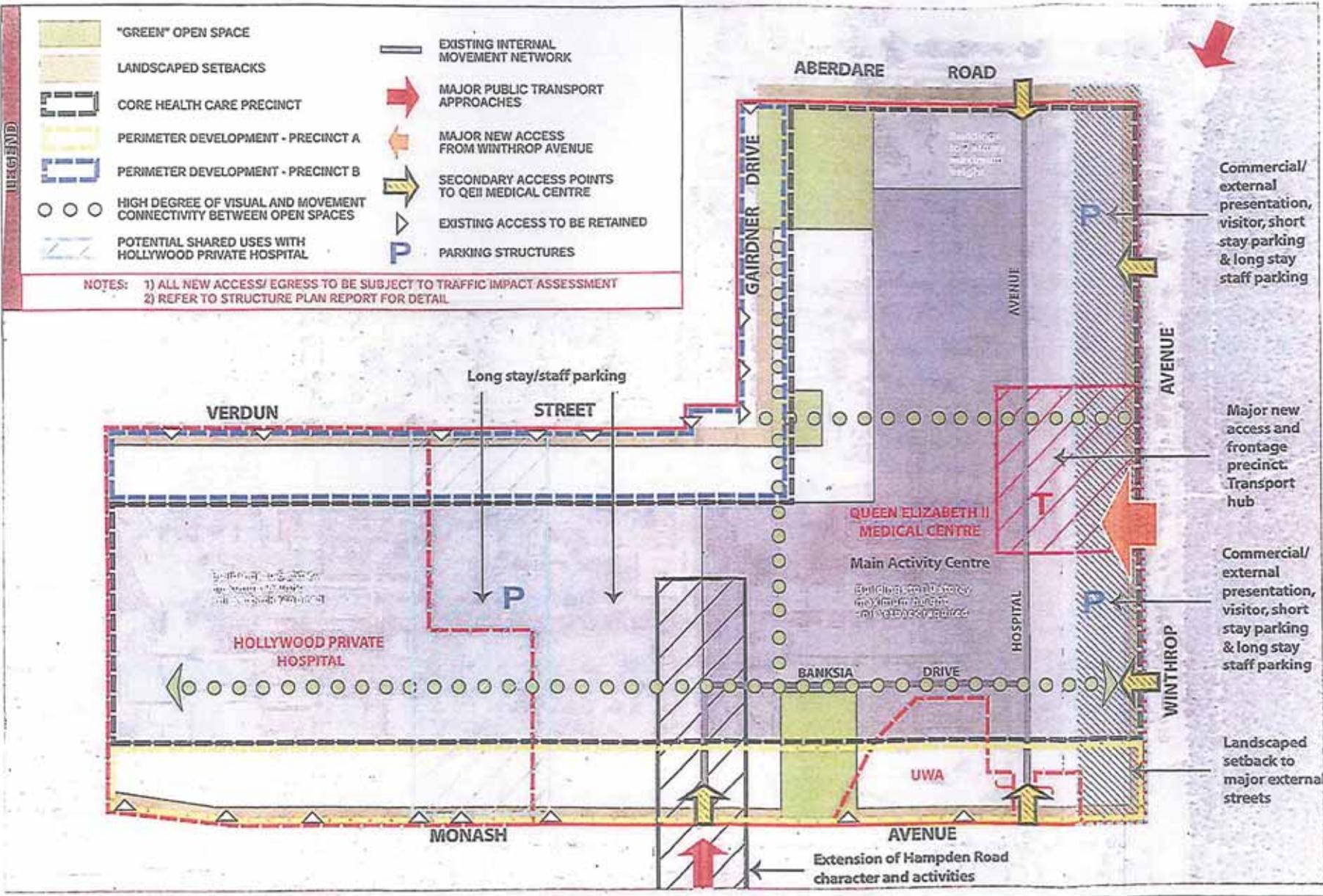
DEPARTMENT OF PLANNING  
 23 DEC 2010  
 FILE 06-597-23

PRELIMINARY CONCEPT ONLY

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Project Name		Drawing Number		Client Name	
QE II Multi Storey Car Park		SK01		Office of Strategic Projects	
Project Number	Scale	Revision	Date	Author	Checker
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- LEGEND**
- "GREEN" OPEN SPACE
  - LANDSCAPED SETBACKS
  - CORE HEALTH CARE PRECINCT
  - PERIMETER DEVELOPMENT - PRECINCT A
  - PERIMETER DEVELOPMENT - PRECINCT B
  - HIGH DEGREE OF VISUAL AND MOVEMENT CONNECTIVITY BETWEEN OPEN SPACES
  - POTENTIAL SHARED USES WITH HOLLYWOOD PRIVATE HOSPITAL
  - EXISTING INTERNAL MOVEMENT NETWORK
  - MAJOR PUBLIC TRANSPORT APPROACHES
  - MAJOR NEW ACCESS FROM WINTHROP AVENUE
  - SECONDARY ACCESS POINTS TO QEII MEDICAL CENTRE
  - EXISTING ACCESS TO BE RETAINED
  - P PARKING STRUCTURES

**NOTES:** 1) ALL NEW ACCESS/ EGRESS TO BE SUBJECT TO TRAFFIC IMPACT ASSESSMENT  
 2) REFER TO STRUCTURE PLAN REPORT FOR DETAIL

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FIGURE 20 - STRUCTURE PLAN - SUMMARY

QE II MEDICAL CENTRE STRUCTURE PLAN  
 FIGURE 20 - STRUCTURE PLAN - SUMMARY



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## Statutory Planning Committee Record

of meeting 7226/07  
held on Tuesday 19 June 2007

Extract of Minutes relating to QEII Medical Centre Access and Structure Plan.

### 8 A - Policy (officers in attendance)

8.1	Subject	City of Nedlands Queen Elizabeth II Medical Centre Access and Structure Plan Winthrop, Crawley and Monash Avenue, Nedlands
	File Officer	755-2-20-2 David Igglesden

That the Western Australian Planning Commission resolve to:

1. Adopt in principle the Queen Elizabeth II Medical Centre Access and Structure Plan Report dated 9th February 2007 (including figure 20) as a guide to future planning and development of the Queen Elizabeth II Medical Centre precinct, noting that:

- a) the recommendations on page 9 will need to be reviewed as they are superseded; and
- b) the boundaries of the City of Nedlands proposed redevelopment precinct in figure 7 -- Network City Context page 31 need to be corrected.

2. Advise the Queen Elizabeth Medical Centre Trust, the Department of Health and other relevant stakeholders that the Commission considers that without the required bus services the planned expansion of the QEII Medical Centre site would not be acceptable on planning, transport and sustainability grounds. Accordingly the WAPC strongly supports the development of an all of Government capital and recurrent funding arrangement for the implementation of the University of Western Australia / QEII Medical Centre / Hollywood Private Hospital Public Transport Master Plan including the bus priority capital works, bus purchases and recurrent bus operational costs.

3. Request the Department of Health prepare a staging and implementation plan to address:

- The key anticipated development stages and how each of the site, access and parking upgrades relates to those stages.
- The new internal road links along Banksia and Caledonia Streets.
- On site bus facilities required for the implementation of the Public Transport Master Plan.
- Upgrading and or construction of intersections with perimeter roads.
- Staging of upgrades to perimeter roads and cost sharing as per the DPI prepared schedule dated 24th May 2007 (Attachment 1) or an alternative agreed with the relevant stakeholders.

- Traffic impact assessments and relevant additional details resulting from the Master Planning process.
- Internal and perimeter pedestrian and cycle links.

The staging plan should show how the progressive development of the site will relate to the achievement of the objectives of the Travel Plan.

4. Request that in preparing a staging and implementation plan consideration should be given to the following matters:
- A relocated secondary transit stop on the extension of Hampden Road to improve accessibility to Hampden Road activities and Hollywood Private Hospital.
  - Building facades fronting Winthrop Avenue as substantially occupied buildings, not decked car parks.
  - Deletion of any reference to a possible alternative rail alignment skirting the site.
  - Deletion of any north south road connection from Monash Avenue to Verdun Street unless the concept is first negotiated and agreed with the City of Nedlands in consultation with the community.
  - The road link between the new main entrance from Winthrop Avenue and Hospital Avenue being severed for general traffic (where it crosses the transit route).
  - Some form of development between the Western Power sub station and Monash Avenue to assist with visual and pedestrian amenity.
  - Notional intensified development over the Crawford Lodge and remnant bushland.

The Commission considers that in the medium to long term, the retention of the Crawford Lodge and remnant bushland in the core of this high accessibility activity centre would represent a lost opportunity. Accordingly the Trust is invited to explore opportunities for relocating the Crawford lodge, possibly with a land swap with Hollywood Private Hospital, at the planning stage.

5. Request that on the completion of a heritage assessment of Block A it be forwarded to the Heritage Council.

6. Adopt the Mode Split Agreement with the Health Department that creates a permanent maximum limit to staff parking for all activities on the QEII Medical Centre Structure Plan area of 4,280 bays for a 1,200 bed facility and staff parking of 4,400 bays for a 1,500 or larger bed facility.

7. Endorse the Travel Plan as a basis for determination of future development applications in the entire Access and Structure Plan area particularly in respect to parking provision and management.

8. Advise the City of Nedlands and Hollywood Private Hospital that the Commission is aware of the maximum limit of 1,800 car parking spaces in the approved site structure plan. The Commission would wish to be consulted on any proposal which would lead to a total number of car parking spaces exceeding 1,800 bays. The Commission further would be minded to introduce a clause 32 resolution requiring any development exceeding 1,800 bays to be referred to the Commission for its determination.

9. Seek confirmation from the QEII Medical Centre Trust that it will promptly pursue amendments to the Queen Elizabeth II Medical Centre Act 1966, and associated regulations, to facilitate implementation of the Access and Structure Plan and Travel Plan over all areas under its control.

**10. Request that the Department of Health:**

- a. release into the public domain the Access and Structure Plan documentation as submitted, together with the WAPC's resolution and;
- b. write to those that made submissions advising them of the Department's responses.

**11. Remind Department of Health of its obligation to construct the car parking required as a condition of the planning approval dated 23rd December 2004 for stage 1 of the State Cancer Centre.**

**12. Thank David Igglesden for his contributions in setting up and progressing the Access and Structure Plan and other Department of Health related matters.**

**QEII Medical Centre Structure Plan**

**Attachment 1**

DPI proposed peripheral road upgrades. 24 May 2007

Monash Avenue Road segment	Upgrade	Funding	Reason for Upgrade	Time
Winthrop to Kanimbla Road	Possible road reserve widening N up to 5m into QEII Medical Centre site. Median turning island and additional stacking lanes.	QEII Medical Centre Trust (or expansion project) %100	Expansion volume brings roads to absolute limits of capacity.	Before commencement of works requiring access off Monash
Kanimbla Road to Hampden Rd.	Creation of landscaped median with possible turning pockets.	City of Subiaco %50 QEII Medical Centre Trust %50	Improve safety, legibility, appearance. Assist to cope with increased traffic associated with QEII Medical Centre.	Before commencement of works requiring access off extension of Hamilton
Intersection Hampden Road	Traffic Lights & lanes into QEII site.	QEII Medical Centre Trust %100	Expansion requires upgrade of roundabout to facilitate PT and	Before commencement of works requiring access off extension of Hamilton
Hampden Rd. to E border HPH	Creation of landscaped median with possible turning pockets.	City of Nedlands %50 QEII Medical Centre Trust %50	Improve safety, legibility, appearance. Assist to cope with increased traffic associated with QEII Medical Centre.	TBA
E to W border of HPH	Creation of landscaped median with possible turning pockets.	City of Nedlands %50 HPH %50	Improve safety, legibility, appearance. Assist to cope with increased traffic associated with HPH.	TBA
W Border of HPH to Smyth Rd	As desired by City provided traffic flow is not cut off.	City of Nedlands %100 Education Dept. contribution?	Resolve safety issues with school.	As determined by City.

Design	Feasibility and preliminary design of Monash Avenue upgrades	QEII Medical Centre Trust. 50% City of Nedlands 30% HPH %10 City of Subiaco %10	Prove feasibility, agree design and establish costs	2007 /08
<b>Winthrop Avenue Road segment</b>	<b>Upgrade</b>	<b>Funding</b>	<b>Reason for Upgrade</b>	<b>Time</b>
Full movement intersection.	Traffic lights and all associated lane work.	QEII Medical Centre Trust.	Access requirements for development.	Part of construction of first stage car park.
Left in Left out intersection/s	All associated intersection and lane work.	QEII Medical Centre Trust.	Access requirements for development.	Part of construction of associated car park.
Aberdare Road to Monash Avenue	Widening to 3 lanes - long term option if required.	TBA	Predicted site development traffic volumes exceeds nominal capacity.	As required.
Light Rail associated works	As required by light rail project.	Light rail project.	Assist wit PT capacity for development over 1200 beds.	Expansion of site over 1200 beds.
Design	Feasibility and preliminary design of Winthrop upgrades	QEII Medical Centre Trust.	Prove feasibility and establish costs. Gain approvals from local authority and MRWA.	As part of Master Planning
<b>Aberdare Road Road segment</b>	<b>Upgrade</b>	<b>Funding</b>	<b>Reason for Upgrade</b>	<b>Time</b>
Hospital Avenue intersection	No upgrades anticipated to be required after Winthrop access opened.	City of Subiaco.	NA	As required.



## DECISION (CONT.)

Resolved

Moved by Mr Searle, seconded by Cr Colyer

*That the Western Australian Planning Commission:*

1. *advise the Department of Health (North Metropolitan Health Area Services), and Department of Treasury and Finance (Office of Strategic Projects), that:*
  - *parking in accordance with Table 5 (page 13) of the Progress Report is supported and it will await a justification and impacts assessment associated with any variation to that staging with the car parking development application;*
  - *requests that the long term public transport funding be resolved with PTA or built into the future parking plans prior to its consideration of the parking proposals; and*
  - *supports the proposed development assessment process for the car parking development application;*
  - *support the estimated total of 5 000 car bays on site, comprising approximately 4 000 staff bays and 1 000 visitor bays with the final number subject to detailed demand analysis and WAPC development approval;*
2. *advise the QEII Medical Centre Trust of the Commissions resolution.*

*The motion was put and carried.*

Mr Drechsler returned to the meeting at 3:03 pm

Moved to item 175.12.1

This decision sheet has been forwarded to you as the officer responsible for the report.  
It is your responsibility to commence any action required in relation to this decision including contacting any other officer who may need to action it.