

# CITY OF ARMADALE

## MINUTES

OF DEVELOPMENT SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON TUESDAY, 22 MARCH 2016 AT 7.00PM.

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**PRESENT:** Cr D M Shaw (Chair)  
Cr C A Campbell JP  
Cr M Geary  
Cr M H Norman  
Cr M Silver  
Cr C M Wielinga  
Cr H A Zelones OAM JP

**APOLOGIES:** Nil

**OBSERVERS:** Nil

**IN ATTENDANCE:** Mr P Sanders Executive Director Development Services  
Mr S Famiano Executive Manager Planning Services  
Mr G Dine Health Services Manager  
Ms S Hillel Building Services Manager  
Mrs N Cranfield Executive Assistant EDDS

**PUBLIC:** 3

*“For details of Councillor Membership on this Committee, please refer to the City’s website – [www.armadale.wa.gov.au/your\\_council/councillors](http://www.armadale.wa.gov.au/your_council/councillors).”*

## **DISCLAIMER**

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The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was read.

## **DECLARATION OF MEMBERS' INTERESTS**

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*Cr Campbell*

*Former Roleystone Primary School – Local Development Plan*

## **QUESTION TIME**

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Nil

## **DEPUTATION**

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Nil.

## **CONFIRMATION OF MINUTES**

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### **RECOMMEND**

**Minutes of the Development Services Committee Meeting held on 16 February 2016 be confirmed.**

**Moved Cr C M Wielinga**  
**MOTION CARRIED (7/0)**

## **ITEMS REFERRED FROM INFORMATION BULLETIN - ISSUE 4 / 2016**

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- **Outstanding Matters & Information Items**  
Report on Outstanding Matters - Development Services Committee  
Review before the State Administrative Tribunal (SAT)
- **Health**  
Health Services Manager's Report - February 2016
- **Planning**  
Planning Applications Report - February 2016  
Town Planning Scheme No.4 - Amendment Action Table  
Subdivision Applications - WAPC Approvals/Refusals - February 2016  
Subdivision Applications - Report on Lots Registered for 2015/2016  
PAW Closure Report - Significant Actions during February 2016  
Compliance Officer's Report - February 2016
- **Building**  
Building Services Manager's Report - February 2016  
Building Health/Compliance Officer's Report - February 2016  
Building Applications Monthly Statistics - February 2016

*Committee noted the information and no further items were raised for discussion and/or further report purposes.*

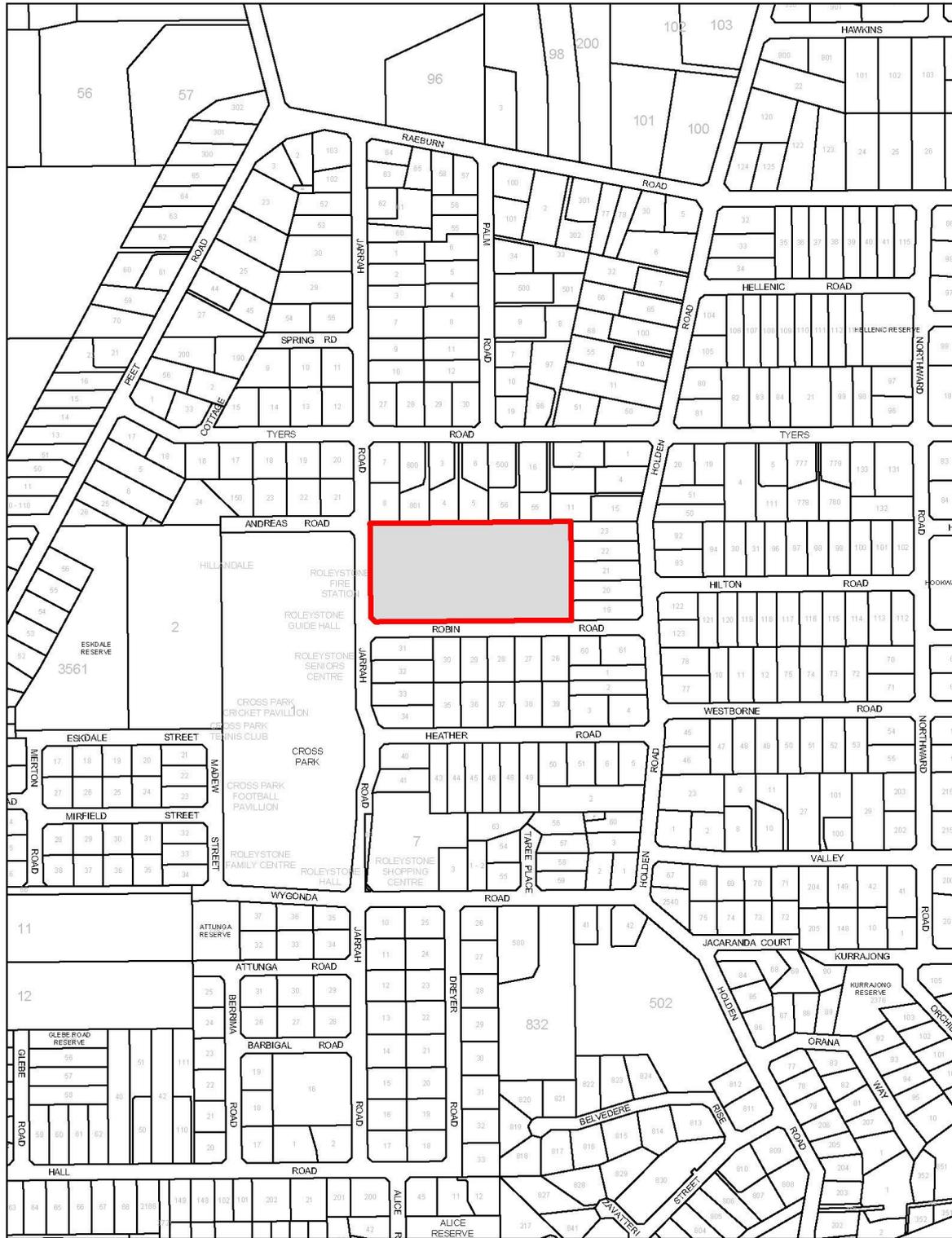
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22 MARCH 2016

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**LOT 1352 JARRAH ROAD,  
ROLEYSTONE**  
Location Plan



SCALE 1 : 6000

DATE 2 March 2016 - REVISION 1601  
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**5.1 - FORMER ROLEYSTONE PRIMARY SCHOOL - LOCAL DEVELOPMENT PLAN**

*Cr Campbell declared a non-financial interest in this item on the basis that through his employment he has had dealings on this matter in an advisory capacity. Cr Campbell left the room at 7.02pm.*

WARD : JARRAH  
FILE No. : M/116/16  
DATE : 14 March 2016  
REF : SF  
RESPONSIBLE : Executive Director  
MANAGER : Development Services

**In Brief:**

- Town Planning Scheme Amendment No.61 was approved on the 23<sup>rd</sup> January 2013 which put in place a 'Restricted Use' for aged person's dwellings for the former Roleystone Primary School site.
- The owner has prepared a Local Development Plan for the former school site which accommodates 44 aged persons dwellings and the retention of existing vegetation west of the site.
- Recommend that Council advertise the proposed Local Development Plan for a period of 28 days.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil

**Strategic Implications**

2.1.1 Review, update and implement the City's Town Planning Scheme, taking into account the Local Biodiversity Strategy and other environmental considerations.

**Legislation Implications**

Planning and Development Act 2005  
Town Planning Scheme (TPS) No.4

**Council Policy/Local Law Implications**

Nil.

**Budget/Financial Implications**

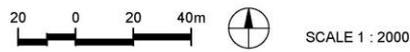
Nil

**Consultation**

1. Previous Town Planning Scheme Amendment No.61 was advertised for public comment.
2. Preparation of the current Local Development Plan (LDP) has been undertaken in consultation with City officers.
3. LDP will be advertised for public comment for 28 days.



**LOCATION PLAN**  
Reserve 24458 Robin Road, Roleystone



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## **BACKGROUND**

The former Roleystone Primary School site is situated on Lots 1352 and 3268 Robin Road, Roleystone and has a combined area of 3.25 hectares. The property is located on the corner of Robin Road and Jarrah Road.

In March 2010, State Lands Services acting on behalf of the Department for Education formally wrote to the City advising that the former Roleystone Primary School site was surplus to government requirements and sought comment on potential land use options for future redevelopment of the site.

Early stakeholder consultation into possible land uses for the former Primary School, which preceded the Department for Education's decision included input from a number of local community groups (including Roleystone Seniors Club, St. Christopher's Anglican Church, Roleystone Family Church, Dale Cottages, Roleystone-Karragullen Community Bank, Member of Parliament and Ward Councillors). The general consensus was that the site is suitable for redevelopment as aged care housing, reflecting a land use which is sought to cater for a rising aging population in the area. In recognition of its historical use for community purpose and giving due regard to early consultation and interest from stakeholders, the City responded to State Lands Services in favour of the site being considered for redevelopment for aged persons accommodation or aged care.

Under Town Planning Scheme (TPS) No.4 there is no specific zoning for aged persons, accordingly the City advised State Lands Services that an amendment could be formalised to rezone the land from "Public Purpose Reserve – Primary School" to "Residential - Restricted Use" limited to aged persons development. A formal request to the City to rezone the property was received in June 2011.

At its 19<sup>th</sup> September 2011 meeting, Council resolved to initiate Amendment No.61 to TPS No.4 to rezone the land to "Residential – Restricted Use". Following community consultation a total of 187 submissions were received, with an overwhelming number (121) indicating that they have conditional support or no objection to the site being redeveloped into aged person's accommodation. The submissions also raised a number of planning and land use issues of which the following were considered of particular importance warranting further consideration during the next stage of detailed planning for the site:

- Importance of retaining the oval / trees on the western portion of the site for public purpose.
- Importance of future development and land form to preserve the character / amenity of the area.

Taking into consideration the above comments and site specific planning and servicing requirements, Council resolved on the 21 May 2012 to support the amendment for a 'restricted use' to accommodate a development for aged and/or dependent persons to a maximum density permitted under the Government Sewerage Policy adding that "Park Home Park" be considered a discretionary use. The amendment includes conditions that are identified in Attachment No.1.

Following the adoption of the amendment by Council, the amendment was referred to the Department for Planning for their assessment and recommendation to the Minister for Planning. The amendment was approved by the Minister for Planning on the 24<sup>th</sup> January 2013.

In late 2014 the property was purchased from the State by E M Tysoe, R C Maguire and A A Maguire. The new owners advised the City shortly afterwards that they support the site being developed for aged person's accommodation and have been progressing planning to support this outcome for the site.

In accordance with Condition No.4 of Restricted Use No.9 within Schedule 3 of TPS No.4, the landowner is required to prepare and lodge with the City for its approval a Local Development Plan (LDP). The LDP outlines the general layout of the development, include a common set of design principles (i.e. building envelopes, setbacks etc), vehicle access from Robin Road, and include measures to ensure the protection of any vegetation worthy of retention. In addition the LDP is required to be supported by a number of investigations that will identify development constraints and design parameters for the site. This includes the preparation of a Fire Management Plan, tree survey to identify vegetation worthy of retention and a separate environmental assessment to confirm if redevelopment of the site will have an impact on any endangered fauna as defined by the Environmental Protection and Biodiversity (EPB) Act 1999.

Between April 2015 and January 2016 the owner completed the following investigations:

- Fire Management Plan.
- Environmental investigation - Black Cockatoo Survey.
- Tree Survey.
- Liaison with Department for Health to confirm wastewater management.
- Geotechnical Report.

The above investigations were used to frame the early design concepts for the LDP and informed the current version which was submitted to the City on the 13 January 2016 for formal assessment.

Approval of the LDP will facilitate detailed planning for the site, which includes strata subdivision, development application(s) for 44 aged person's dwellings, landscape plans detailing the retention of significant vegetation on the site and application for an onsite wastewater management system.

## **DETAILS OF PROPOSAL**

The LDP received for Lots 1352 and 3268 Robin Road, Roleystone outlines the future development for the site which makes provision for the following:

- Provision for 44 aged care dwellings, comprising of 32 lots ranging between 300m<sup>2</sup> and 443m<sup>2</sup> in area, and 12 dwellings contained within two buildings located in the north-east corner of the site that will be retained and refurbished.
- General vehicle access via Robin Road with a separate fire emergency access from Jarrah Road.

- The establishment of a 20m Building Protection zone along the eastern and northern boundary for new buildings to provide a 'buffer' from adjoining properties.
- Location of future dwellings within an area for a low BAL rating to reduce additional cost for construction. Building envelopes to be used to restrict size of development and proximity to existing vegetation.
- Retention of two former school buildings north-east of the site to be adaptively reused for 12 residential units. Retention also of the existing under covered area for communal use by future residences.
- Retention of a large portion of trees along the western side of the development and the creation of a playground / outdoor BBQ area for communal use by future residences.
- Establishment of an onsite wastewater collection and treatment system for the proposed development.

## COMMENT

### **Town Planning Scheme No.4**

In accordance with criteria identified in Schedule 3 – Restricted Use under TPS No.4, specifically Restricted Use No.9 section 9.4 and 9.5, the applicant has undertaken several investigations to shape the future development of the site:

#### Wastewater Treatment and No. of Dwellings

The former Roleystone Primary School site is located within an area that is not serviced by reticulated sewer and in accordance with the State Government Sewerage Policy, the development is required to be serviced via communal wastewater treatment on site or through on site treatment on a lot by lot basis. Both the applicant and the City have contacted the Department of Health (DoH) to confirm wastewater management requirements. DoH has provided the following advice:

*“Conditional upon the subject land demonstrated to be suitable for on-site effluent disposal via an appropriate geotechnical report, a maximum of 44 lots with a minimum lot size of 700m<sup>2</sup> can be developed. Each lot can be served with its own Aerobic Treatment Unit (ATU) wastewater system with nutrient removal”*

*“For the same maximum number of strata lots or dwellings, lot sizes of less than 700m<sup>2</sup> can be developed provided no wastewater is treated or disposed of within the lot. This arrangement will allow smaller lots for dwellings and allows for a common property for the installation of a communal wastewater treatment and disposal system. The common wastewater system must be maintained and managed by the strata body.”*

Based on the above advice, the applicant has proposed a total development yield of 44 dwellings in the LDP and proposes to redevelop the site as a strata title development. This will allow for lot sizes to be reduced and for a common wastewater treatment and disposal system to be created on site which would better accommodate the proposed 44 lots.

The DoH's position to accept 44 dwellings was subject to a calculation based on minimum site area for R12.5 (700m<sup>2</sup>) rather than the average area (800m<sup>2</sup>). Under normal circumstances, developments would need to comply with both. Whilst 44 dwellings proposed would not achieve the average lot size for standard R12.5 coding (715m<sup>2</sup> per dwelling instead of 800m<sup>2</sup>), the one third density bonus applicable to aged persons dwellings (533.3m<sup>2</sup> per dwelling) as granted under Section 9.4 of Schedule 3 of TPS No.4 and the Residential Design Codes would ensure that average lot area would be met as previously proposed.

Individual lot sizes however would require a minimum area of 466.6m<sup>2</sup> after applying one third density bonus to the minimum area requirement of 700m<sup>2</sup> for R12.5. This area is typically high for an aged person's complex which is normally developed at lot sizes between 150m<sup>2</sup> and 250m<sup>2</sup>. It should be noted that the proposal for reduced minimum lot areas is encouraged in this instance as it will ensure that a greater area of existing vegetation is retained and provide more space to accommodate communal facilities. The advice from the Department for Planning (DoP) will be sought to seek their support to apply discretion to accept lot sizes proposed below the minimum lot area.

The applicant has advised that wastewater will be collected, treated and disposed of by a single ATU system under the care, control and maintenance of a strata body corporate. The DoH in a letter dated 7 July 2015 has indicated in principle support for the above approach. The implementation of the final system including its design will require the final approval by DoH. The LDP makes provision for an area within the development boundary for the establishment of a future wastewater treatment facility.

It is not uncommon for aged person's development to be strata titled due to the 'village' type lifestyle and communal facilities that defines many of these types of developments. This typically includes communal amenity such as BBQ areas, visitor parking and open space. This form of development arrangement is generally accepted by the City and is appropriate for this type of development.

#### Black Cockatoo Habitat Survey

In June 2015, the applicant engaged Bioscience to undertake a Black Cockatoo Habitat Survey to identify if redevelopment of the site and removal of trees would have a significant impact on any species of Black Cockatoo in Western Australia. Of the total tree stock 40 Marri and Jarrah trees were recorded as being over 50cm diameter deemed as significant under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC) guidelines. The investigation recorded some evidence of feeding and seven Black Cockatoos were recorded on site at the time of the survey.

The early development concepts prepared for the site proposed clearing which would result in the removal of a large portion of the significant Marri and Jarrah trees. Following extensive negotiations with the applicant, the revised LDP adopts a more conservative approach and proposes to retain a large portion of vegetation on the west side of the development area in addition to some selected replanting. This is possible if the lot size can be redivided.

The Black Cockatoo Habitat report will need to be revised to reflect the most recent LDP submitted and further advice sought from Bioscience as to whether or not a formal referral of the proposal to the Department of Sustainability, Environment, Water, Population and Communities (DSEWPaC) is required.

### Tree Preservation

In November 2015, Paperbark Technologies undertook a tree survey of the property to identify the best trees to retain in respect to the proposed development. At the time of the survey, the development concept prepared proposed to clear a significant portion of trees within the property boundary restricting the retention of trees to areas on the periphery of the development, namely the area towards the front of Jarrah Road and the adjoining property boundary to the north. The survey subsequently identified only 15 trees as being suitable for retention based on health, size and tree protection zone required.

Since the survey was prepared, several meetings took place between the applicant and officers of the City, which resulted in the applicant amending the LDP to reflect an alternative development scheme that proposed the retention of a larger portion of vegetation on the west side of the development area (towards Jarrah Road). The current LDP will result in the retention of a larger number of trees than previously considered which is generally supported and consistent with many submissions on the Scheme Amendment No.61. In accordance with condition 9.5 (c) of the 'Restricted Use' provision in TPS No.4, the City will be requesting the applicant to further explore the health and condition of the trees on site to ensure tree retention can be optimised. This can be undertaken prior to issue of strata subdivision approval or as a condition of a future development application approval.

### Fire Management Plan

The applicant commissioned Bioscience to prepare a Bushfire Management Plan for the proposed development which aims to provide a framework to aid the prevention and protection of property at risk of uncontrolled bushfires. At the time the Fire Management Plan was prepared it was assumed that the majority of vegetation on site would be removed to reflect a larger development footprint.

The Fire Management Plan proposed the following key mitigation measures:

- The subject site is classified as bushfire prone meaning all new buildings must be constructed to AS3959 with the BAL assessment varying from 19 to 29 subject to proximity of vegetation.
- Introduction of a 20m building protection zone separating new lots within the proposed development and areas identified as moderate hazard surrounding the development. This refers to the area along the northern and eastern boundary. The two existing buildings that are proposed to be retained fall within the building protection zone and will need to comply with relevant standards of the Building Codes of Australia.
- Hazard reduction by significantly treating vegetation to reduce fuel and undergrowth.
- Introduction of an emergency access way to allow on alternative link to Jarrah Road in case of emergency.
- Access to fire hydrant in case of emergency.

The revised LDP involves the retention of a greater number of trees to the west and has identified the need to surgically remove selected trees to accommodate the need for tree protection zones and to provide a clear space for common recreational purposes. In addition the LDP adopts the above recommendations.

Under State Planning Policy 3.7 'Planning in Bushfire Prone Areas', the land use 'aged person's dwelling' is identified as a vulnerable land use. In situations where vulnerable or high risk land uses are in areas where a BAL-12.5 to BAL-29 exist, as in the case of this development, the State Planning Policy requires the Bushfire Management Plan be jointly endorsed by the City and the Department Fire and Emergency Service (DFES).

Whilst the revised LDP has adopted many of the recommendations suggested in the Fire Management Plan, it is recommended that the Fire Management Plan be updated to reflect the revised development plan and incorporate any other recommendations that may result from the revised investigations. In addition the City will refer the updated Fire Management Plan to DFES for their approval and the applicant will need to liaise with DFES to obtain support.

#### Public Open Space

During the public consultation period for Town Planning Scheme Amendment No.61, several submissions received from the community requested the retention of the oval and trees located on the western portion of the site for public purpose. This matter was considered during detailed assessment of the scheme amendment and several options were put forward for consideration:

- Option 1 - In accordance with the Western Australian Planning Commissions (WAPC) Development Control Policy 2.3, for freehold development, developers would be required to give up to 10% of the site area for public open space. This would be equivalent to approximately 3250m<sup>2</sup> in area for the former Primary School site.
- Option 2 - Landowner could 'gift' to the City or the City could purchase a percentage of the land that is greater than the 10% public open space contribution to retain trees and create a public open space area.
- Option 3 - Through the preparation of a LDP, the landowner could retain trees and open space area for communal use as part of the aged person's development as private recreation with availability to the public on invitation.

In respect to Option 1, the area equal to 10% of the site area would not secure the entirety of the areas desired by the community to be retained being the oval and the trees to the western end of the site, which accounts for approximately 1.3ha (comprising of 3,600m<sup>2</sup> of oval and 9,400m<sup>2</sup> of vegetation) or close to 41% of the site. Under this scenario the landowner is obligated only to cede up to 10% of the land for public open space. In Roleystone the City and WAPC have generally requested 5% POS. Under Council's Policy ADM 11 'Vesting of Crown Reserves in Urban Areas', public open space less than 4,000m<sup>2</sup> should not be accepted unless there are inadequate neighbourhood parks in the area. Due regard was given under this scenario to the existence of Cross Park located adjacent to the former Roleystone Primary School site which includes facilities such as tennis courts, community buildings and an oval and pavilion. The maintenance of a smaller park by the City also raised concerns about the best use of the City's resources.

The second option was seen as a less likely scenario and was not preferred at the time the amendment was considered as this option would have required altering the amendment to include in the Restricted Use a requirement for a significantly greater amount of public open space to be ceded than that required under the WAPC's Development Control Policy 2.3 and this carried with it two significant consequences.

The first being the need to consider compensating the owner for requiring additional public open space which the City would have to consider on its merits. The second would result in the loss of opportunity for aged persons development as the overall site area would be reduced if the public open space was ceded and this would result in reducing development potential to around the R5 density code making the likelihood of an aged person's development unworkable for the site.

The third option, which was preferred at the time of the amendment and forms part of the conditions supporting the Restricted Use, is the requirement for the owner to prepare a LDP that amongst other things, requires the owner to retain as many trees as possible on site. Under this scenario, it was considered more likely that the site would be developed as a strata development, whereby the area retained for open space would be divided into areas of tree retention and communal open space for the enjoyment of residents occupying the aged person's facility. The condition of the open space area could be enhanced by possible irrigation through the operation of the on-site effluent disposal system. In this option Council agreed to reserve the option to consider future access to the open space area which may involve the City negotiating with the owner the option for a public access easement through the recreation area.

Binding to all options is the need to comply with Fire Management practices which will require the removal of a percentage of the trees on site to ensure minimum standards in fire management are met. This requirement does place some limitation on the extent to which trees can be retained on site and was an important consideration in the current LDP being considered by the City.

#### East – West Service Road

During preparation of the LDP, an issue was raised by City officers as to whether or not the east-west road immediately adjacent to the two school buildings and undercover area would be required. The City preferred that this road be removed in place of a pedestrian only pathway and landscaping. The current LDP maintains the east-west road, and the owner has indicated that retaining the road is preferred at this stage as a 'private vehicle' access for future residents in the two refurbished buildings, as it is anticipated that these residents are likely to be more frail and in need of a drop in and drop off road in front of the entry to the building. The northern road is intended to be available to all residents for internal movement options and emergency fire exit.

The City will seek further clarification from the owner on the need for both east-west road abutting the existing school classrooms and will be requesting this prior to the LDP being finalised.

#### Local Development Plan Provisions

The LDP includes a set of development provisions that will guide the basic site layout for each of the 32 lots proposed within the LDP. The development form covers two options that are differentiated by the number of garage car bays – one scheme with a single garage, the second with a double garage, referenced as Plan A and Plan B. The two development schemes cover the following development requirements:

- Minimum lot frontage and lot sizes.
- Minimum setbacks – front, side and for garages.
- Need for development to comply with AS 4299 – Adaptable Housing requirements.
- Supporting lot layout plans as a guide.

In addition to the above, LDP Provisions identify the need for further design requirements that include details such as roof materials, pitch and style, and general construction method.

Under Condition No.5 of Restricted Use No.9 within Schedule 3 of TPS No.4, the LDP is to include more detail around building materials and design. The applicant has requested holding off providing these details until development application stage, to allow greater flexibility in obtaining a design for the site. This approach is supported in principle as the City should be in a position to assess and condition the development application to ensure a preferred design outcome is achieved.

## **ANALYSIS**

The proposed LDP has undergone significant modification in response to various issues that have arisen following the completion of technical reports that broadly identify the opportunities and constraints for the site. Additional consultation that has occurred between the City and the applicant has also resulted in the preparation of a revised development plan that provides for a more balanced development approach that is generally in keeping with its surroundings and the creation of significant amenity through the proposed retention of a large portion of the trees located on the western side of the project area.

Retaining two former school buildings for adaptive reuse for 12 dwellings and the retention of the former assembly shelter will ensure some of the character of the original school will be retained.

The technical reports prepared will need to be updated to reflect the current LDP layout however it is appropriate that these reports be updated prior to final approval of the LDP. The Fire Management Plan is of particular importance as the approval of DEFS should be required prior to the approval of the LDP.

## **OPTIONS**

1. That Council advertise the LDP in accordance with Clause 6A.5.5 of TPS No.4 for public comment for 28 days with supporting technical reports updated and further comment on specific matters prior to submission of the LDP for consideration for final approval.
2. Council note the progress made on the LDP, and defer public consultation until technical reports and queries are completed and advice received from the DoP on the proposed lot areas.

## **CONCLUSION**

Given the progress that has been made in achieving a more balanced development plan which is a preferred outcome for the City, it is recommended that Council adopt Option 1 and proceed to advertise the current LDP for public comment. During the public consultation period, the applicant will be requested to submit updated technical reports that accord more with the current LDP and provide additional comment to support the inclusion of an east-west road adjacent to the two buildings. Comments will also be sought from the DoP on the lot sizes proposed in the LDP and from DEFS in respect to the Fire Management Plan.

The advice received from DoP and any additional recommendations that may come following the update of technical reports can be taken into consideration in preparing the final LDP along with any relevant comments received from the general public

Following the close of the advertising period, the City will consult with the applicant on any changes that may be required to the LDP before it can be finalised. A report detailing the technical advice and public comments received will be prepared and then submitted to Council for consideration.

### **ATTACHMENTS**

1. TPS No.4 - Restricted Use No.9
2. Town Planning Scheme No.4 - Restricted Use No.9
3. Local Development Plan A (2 Garage option)
4. Local Development Plan B (Single Garage option)
5. Local Development Plan for Lots 1352 and 3268 Robin Road, Roleystone

*Committee discussed lot sizes, strata title processes, retention of trees, fire management, thinning/clearing of any trees and notations detailed on the Local Development Plan (LDP). The Committee requested the inclusion of a notation identifying the area to be retained for Private Communal Property/Open Space on the LDP, and that the current notation which highlights the area where vegetation is to be thinned on the plan be removed. Accordingly, Part 1 of the Recommendation was amended.*

**D5/3/16**

### **RECOMMEND**

#### **That Council:**

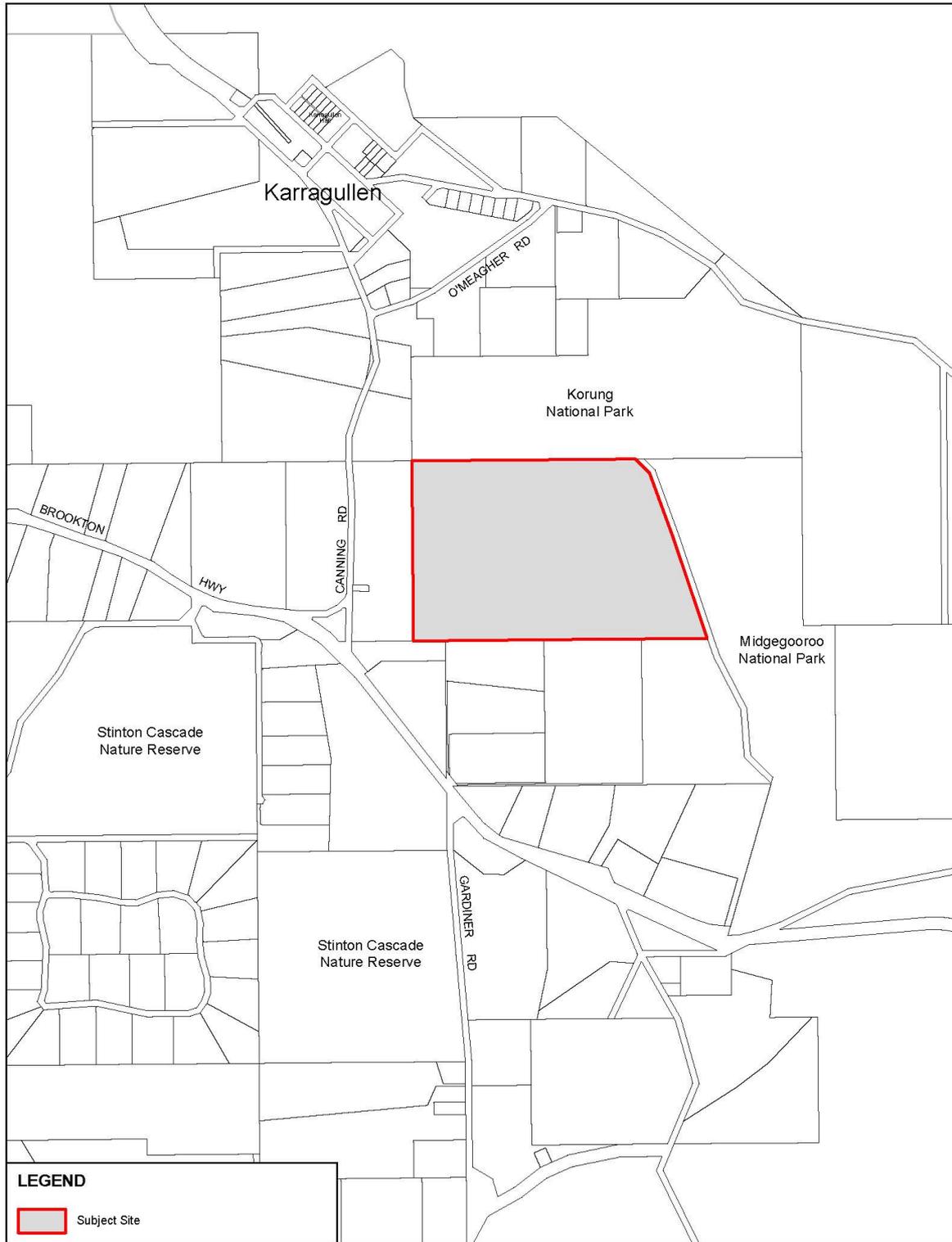
- 1. Advertise the proposed Local Development Plan for Lots 1352 and 3268 Robin Road, Roleystone for a period of 28 days subject to the notation on the thinning of trees being removed and an additional notation being included identifying the Private Communal Property /Open Space.**
- 2. The applicant shall submit further information to the City during the advertising period relating to the following matters:**
  - a) Written advice from the Department for Planning regarding the proposed reduced minimum lot areas for the R12.5 code;**
  - b) The Black Cockatoo Habitat Survey prepared by Bioscience in June 2015 be updated (including recommendations) to reflect the current LDP;**
  - c) The Fire Management Plan prepared by Bioscience in November 2015 be updated (including recommendations) to reflect the current LDP and referred to DEFS for their approval;**
  - d) Further comment on the need for the east-west roads that are proposed on the LDP adjacent to the two buildings and undercover area.**

**Moved Cr C M Wielinga**  
**MOTION CARRIED (6/0)**

*Outcome of voting on Recommendation D5/3/16 to read "(6/0)"*

*Cr Campbell returned to the meeting at 7.18pm.*

**AMENDMENT**  
**COUNCIL**  
**29/03/2016**



**LOCATION PLAN**  
Lot 9 Brookton Hwy, Karragullen

DATE 11 March 2016 - REVISION 1801  
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SCALE 1 : 15000

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***2.1 - PROPOSED EXPANSION OF EXTRACTIVE INDUSTRY (GRAVEL QUARRY)  
LOT 9 BROOKTON HIGHWAY, KARRAGULLEN***

---

WARD : JARRAH

FILE No. : M/121/16

APPLN NO. : PR5514  
10.2015.379.1

DATE : 15 March 2016

REF : MK

RESPONSIBLE : Executive Director  
MANAGER Development Services

APPLICANT : Harley Dykstra Planning  
& Survey Solutions

LANDOWNER : Vinci & Son Pty Ltd,  
M Vinci and L Vinci

SUBJECT LAND : Property size 48.2537 ha

ZONING

MRS / : Rural

TPS No.4 : General Rural

**In Brief:**

- The City received an application for the expansion of the existing gravel quarry to provide new areas for extraction on 19/08/2015.
- The application was advertised for a period of 2 weeks. A total of 15 submissions were received, 14 objecting to the proposal and one (1) supporting the proposal.
- Recommend that the Council approve the application subject to appropriate conditions.

**Tabled Items**

Nil

**Officer Interest Declaration**

Nil

**Strategic Implications**

- 2.3 Diverse and attractive development that is integrated with the distinctive character of the City.
- 2.3.1 *Provide supportive planning and development guidance and liaison on major land developments*

**Legislation Implications**

Planning and Development Act 2005  
Metropolitan Region Scheme  
State Planning Policy SPP 2.4 Basic Raw Materials  
Town Planning Scheme (TPS) No.4  
Local Planning Strategy 2003



**AERIAL PHOTOGRAPH**  
Lot 9 Brookton Hwy, Karragullen



SCALE 1 : 6000

DATE 16 March 2016 - REVISION 1602  
p:\autocad\agendas\_drawings\2016\3\_march\lot\_9\_brooktonquarry\_karragullen.dwg

Based on information provided by and with the permission of the  
Western Australian Land Information Authority trading as Landgate (2012).  
Aerial photograph supplied by Landgate. Photographs by NearMap.



**Council Policy/Local Law Implications**

City of Armadale Extractive Industries Local Law  
City of Armadale Biodiversity Strategy  
PLN 2.5 Erosion Prevention & Sediment Control

**Budget/Financial Implications**

Nil.

**Consultation**

The Application was referred to the following agencies for comment:

State Government Agencies (30 day statutory timeframe):

- Main Roads Western Australia
- Water Corporation
- Department of Parks and Wildlife
- Department of Environment Regulation
- Western Power
- Department of Water
- Department of Agriculture and Food

**BACKGROUND**

The extractive industry was initially approved by Council in 2003, although historical aerial photos indicate that extraction has occurred on a small scale on the property since approximately 1974. The Council's approval was not time limited. The Western Australian Planning Commission granted approval in 2003 for 5 years and this approval was renewed for a further 5 years in 2010. The current owners purchased the property in February 2012.

Aerial photos from 1965-2013 were reviewed by City officers and show that gravel extraction has been carried out on the site since at least the early 1970's.

The extraction area and associated machinery parking area represents approximately 10% of the area of the lot (refer attached aerial photograph). In 1965 approximately 80% of the site was covered in remnant vegetation (Jarrah-Marri forest). The remainder of the property contains two large granite mounds that do not contain any vegetation. From the mid 1970's to the late 1980's about two-thirds of the property was cleared and used for grazing. In the last 20 years regrowth of vegetation has occurred over about 50% of the former grazing area.

The soils are lateritic sands overlying laterite, clay and granite. No residences or other buildings have ever been constructed on the property.

Lot 9 does not have any direct access or frontage to Brookton Highway. Access to the site is via a right of carriageway over the battleaxe access legs of adjacent rural properties.

Land abutting the northern boundary of the site is within the Korung National Park and the eastern boundary abuts the Midgegoroo National Park. Properties to the south and west of Lot 9 are in private ownership and predominantly used for intensive agriculture (orcharding) and grazing. There are residences on abutting properties within 200 metres of the western side of the extraction area and 350 metres of the southern side of the extraction area.

## Previous Approval

At its meeting held on 22 July 2014, the Council resolved to approve a Development Application for expansion of the existing Gravel Quarry on the above property subject to a number of conditions.

The applicant subsequently lodged an application for review with the State Administrative Tribunal (SAT) with regard to Conditions 4, 10, 11 and 12 of the Council's Planning Approval and objecting to the particular site plan approved by the Council.

During the SAT review process the applicant demonstrated that modification of Conditions 10, 11 and 12, deletion of Condition 4 and approval of an amended site plan would still achieve the outcomes desired by the Council in relation to the original conditions and approved plan. These preferred outcomes include protection of the amenity of adjacent residential properties (related to noise, dust, appearance and hours of operation etc.), restoration of the visual amenity and biodiversity of the site through reinstatement of vegetation in former extraction areas and compliance with previous approved boundaries for extraction areas.

Consequently, on 25 November 2014 Council resolved to:

1. Approve the amended Site Plan dated 7/11/2014 for expansion of the existing Extractive Industry on Lot 9 Brookton Highway, Karragullen.
2. Delete Condition 4; and
3. Modify Conditions 10, 11 and 12.

***A copy of the modified Planning Approval and approved amended development plan is presented in the attachments to this report.***

## DETAILS OF PROPOSAL

The recently approved extraction area has now been largely exhausted. Therefore, the operators are seeking an approval to continue extractions at the gravel pit in a south-south easterly direction in relation to the approved area. It is envisaged that this will occur utilising a two stage approach. Stage 1 of the proposed new extraction area comprises an area that is 6220m<sup>2</sup> in size, whilst Stage 2 comprises an area that is 6205m<sup>2</sup> in size. The operators hope that the basic raw materials within these areas will be more suitable than what has recently been uncovered within the recently approved area.

The quarry operations will comprise the following:

Average amount of material extracted per annum	: 18000m <sup>3</sup> approximately
Approximate amount extracted per working day	: 72m <sup>3</sup>
Average Truck movements per day (16m <sup>3</sup> load per truck)	: 3-4 average per day
Equipment/Plant used on site	: Bulldozer, rock breaker, excavators, truck loader and crusher.
Blasting of rock	: Will occur occasionally
Depth of extraction area	: 10 metres

Stockpiles	:	To be retained on floor of pit.
Pit face gradient	:	1:3 vertical/horizontal batter
Hours of operation	:	6am to 6pm Monday to Saturday Operations between 6am and 7am will be confined to loading of trucks only as per the previous approval.

An Environmental Management Plan (EMP) was included with the application documents and is based on the recommendations of the following plans/studies:

1. Dieback Management Plan;
2. Soil and Erosion Management Plan;
3. Acoustic Assessment;
4. Flora Survey and Assessment; and
5. Dust Management Plan.

A summary of management actions from the EMP is attached.

The applicant advises in response to issues raised with regard to the previous application that that the following activities will not be occurring on site:

1. The mass storing of fuel. The only fuel that is stored on site comprises small amounts in no greater than 3 jerry cans at any time.
2. The parking of trucks at the site. Trucks are not parked at the premises given that they are parked at the landowner's premises in Pickering Brook.
3. The servicing of vehicles at the site. Only minor greasing of vehicles will occur occasionally onsite. All other vehicle maintenance and servicing will occur elsewhere.
4. The undertaking of extraction activities on Sunday and Public Holidays. Operation hours have been stated above, and the operators will strictly adhere to these.
5. Clearing of additional vegetation. No clearing of significant vegetation will occur at the site. Only minor clearing of vegetation within the extraction area will occur.
6. Dumping/Stockpiling of building materials. It should be noted that some building material had been excavated from the ground following the dumping of this material by a previous operation. There will be no importation of any additional building material to the site.

## **COMMENT**

### **Development Control Unit (DCU)**

#### ***Environment Team***

The proposal to expand the quarry has been reviewed and it has been determined that there is a need for the Environmental Management Plan and appended Dieback Management Plan be improved with regard to revegetation and dieback management methods. Conditions requiring review and resubmission of these documents have been included in the Recommendation.

#### ***Health Team***

Amended Acoustic Assessment submitted by the applicant in December 2015 demonstrates that operations will comply with the allowable noise levels for sensitive premises (eg adjacent houses).

The Dust Management Plan, appended to the Environmental Management Plan, needs to be amended to specifically state the methods and equipment to be used for dust suppression within the operational areas (including stockpile areas) and the access road/driveway. A condition is included in the recommendation in this regard.

### ***Engineering***

No concerns. The same conditions as previous approvals are recommended.

### **Public Advertising**

The application was advertised for two weeks, closing on 29 October 2015. Advertising was carried out by way of letters to affected and nearby landowners.

Total No. of letters sent to residents/owners	:	164
Total No. of submissions received	:	15
No. of submissions of conditional support/no objection	:	2
No. of submissions of objection	:	13
No. of submissions of general advice by Service Agencies	:	2

The main issues raised in the public submissions, together with a comment on each issue are outlined below.

### **Key Issues**

*Issue 1. The existing access to the quarry (private battleaxe legs for residential properties) is not adequate for the movement of trucks in the numbers currently being generated by the quarry operation.*

#### Comment

There will not be an increase in traffic as a result of extraction occurring in the proposed new areas. The operators of the quarry advise that truck drivers are instructed to make their best effort to avoid interfering with other users of the driveway. For example, if they observe any vehicles/pedestrians traversing along the driveway they will respectfully wait for that vehicle/pedestrian to ensure that that interference with other users is limited.

The speed limit for trucks on the accessway is restricted to 25km per hour by condition of previous approval and this condition is also included in the recommendation below. There is a caveat on the titles of the lots that contain the battleaxe legs that form the accessway that grants a right of carriageway to Lot 9 and this has been in place for in excess of 30 years.

The owners of Lot 9 have investigated the potential for alternative access to the site via the unconstructed road reserve along the eastern boundary of the site and have determined that the steep and rocky terrain east of Lot 9 prohibits the construction of this road reserve.

#### Recommendation

That the issue is supported in part – appropriate conditions are included in the Recommendation below.

*Issue 2. Revegetation of the site appears to be minimal and it does not seem like there is a genuine attempt to re-vegetate previously worked areas of the site.*

Comment

Revegetation of the buffer areas between the operational area (including areas that were cleared without authorization by previous landowner) has commenced in accordance with the conditions of the previous approval. However, small tube stock is used in revegetation so visually at this early stage the revegetation works will be having minimal visual effect. This will change as the plants become more advanced.

Recommendation

That the issue is supported in part – conditions relating to revegetation will remain valid and are reiterated in the Recommendation below.

*Issue 3. There is a huge scar on the scarp visible to motorists driving east on Brookton Highway as a result of the quarrying activity.*

Comment

Whilst operational, there will be large areas of the quarry visible from Brookton Highway. However, over time revegetation will address this visual amenity issue. However, the applicant advises that no more than 2.0 hectares (approximately 5%) of the 48 hectare site will be exposed as a result of quarrying activities at any time.

Recommendation

The issue is supported and appropriate conditions have been included in the Recommendation below.

*Issue 4. Dust generated by the operation of the quarry continues to affect adjacent properties.*

Comment

There have only been two recorded dust complaints with regard to the quarry in the last 12 months. The first complaint was investigated and it was concluded that it was smoke haze from fires east of the hills. This was investigated on site by Health and Compliance Officers and no dust was observed from the operations and the water truck was seen to be in use. A smoke haze warning had been issued by the Bureau of Meteorology for that day due to fires that had been burning for several days combined with the particular weather conditions occurring that day.

The second complaint made on 29/02/2016 is currently being investigated by the City's Health team.

The Health team have recommended that the Dust Management Plan be revised to include actual methods and equipment to be used to control dust and a condition in this regard is included in the Recommendation to Council below.

Recommendation

The issue is supported – investigation in progress and appropriate conditions recommended.

*Issue 5. The pit walls are too high and do not have appropriate stabilisation and, stormwater runoff will increase the instability of the pit walls.*

#### Comment

The maximum depth of excavation is 10m below the natural surface, in accordance with the existing level of the pit. All material stockpiles are retained on the floor of the pit so won't add to the height of the pit face. The applicant advises that the pit face will be worked in accordance with the Mines Safety and Inspection Act 1994 and as such a gradient of 1:3 will be maintained on all pit faces.

Erosion will be generally managed through the stabilising of disturbed land as soon as practicable, through the appropriate position of stockpiles (flat/gently sloping ground) and through the maintenance of natural drainage lines, amongst other measures. This is detailed in the Soil and Erosion Management Plan.

#### Recommendation

The issue is managed by conditions.

### **SERVICE AGENCY SUBMISSIONS**

#### **Department of Parks and Wildlife (DPAW)**

DPAW assessed the application and advised that there is concern that the wording of the Environmental Management Plan is such that it can be interpreted that there will be no further maintenance of the revegetation areas after two years, and that areas that have been identified as unsatisfactory and subsequently received maintenance within the initial two years will not be monitored and maintained after those initial two years. DPAW recommended that the Environmental Management Plan be modified to ensure any failed and unsatisfactory revegetation areas are maintained for a further two years after remediation. The EMP will be amended accordingly.

#### **Main Roads Western Australia (MRWA)**

Main Roads advised that as the application involves a relocation of existing operations to another area of the site without increasing overall production there will not be an increase in traffic impacts on the road network. Accordingly, MRWA advise they do not have an objection to this application.

### **ANALYSIS**

The existing pit occupies an area of approximately 1.4 hectares. This area is expected to gradually shift in a south easterly direction as the gravel pit begins to extract from new areas. Accordingly, the pit will not be greater than 2 hectares at any time. Top soil will be removed as a result of this expansion and will be appropriately stockpiled so that it can be spread as a part of the staged rehabilitation process. Given that previous dieback investigations, undertaken in response to a condition on the existing Development Approval, have concluded that dieback (*Phytophthora*) is suspected within the proposed extraction area, the topsoil stockpiling recommendations of the dieback report will be utilised. Succinctly, this means that topsoil must be stored in an area where runoff cannot enter into surrounding bushland and machinery used to remove topsoil and existing vegetation must be cleaned prior to, and after use.

The removal of gravel from the pit will occur through ripping by bulldozers and excavators. Blasting will only occur on an occasional basis and will be in compliance with the Noise Regulations Act (1997). The ultimate depth of excavation would be to a maximum of 10m below the natural surface, in accordance with the existing level of the pit. All material stockpiles will continue to be retained on the floor of the pit. The pit face will be worked in accordance with the Mines Safety and Inspection Act 1994. An interim pit face not exceeding a 1:3 gradient will be maintained. Once material has been removed from the ground, it will be processed via a crushing machine and subsequently stockpiled within the confines of the pit.

#### *Site Access and Vehicle Movements*

Site access will continue to occur via a sealed driveway that traverses over a right-of-carriageway easement, which extends from Brookton Highway over three adjoining properties to the subject land. The speed limit for all vehicles using the driveway, and any internal roads, is 25km per hour and a condition in this regard is included in the recommendation. Daily truck movement numbers have been determined by averaging the total expected truck movements in a year to determine the average daily truck numbers. Some days there may be more truck movements and some days none at all. As the operations are just relocating to a new extraction area rather than increasing the volume of extraction per day/year, truck movements in and out of the site will continue to occur in accordance with the existing approval and the applicant advises that there will be no increase in the existing average daily movement numbers in and out of the site. Truck movements prior to 7am are generally limited in accordance with the previously submitted supplementary Acoustic Report, which indicated that a maximum of 5 trucks could enter and exit the site in the hour prior to 7am.

Due to continuing concerns being raised by the landowners who own the access driveway, the quarry operators were requested by the City to investigate alternate access routes to the site (which does not have any street frontage). The applicant advised as follows:

1. There will not be an increase in traffic as a result of extraction occurring in the proposed new areas.
2. Their Client has indicated that truck drivers are instructed to make their best effort to avoid interfering with other users of the driveway. For example, if they observe any vehicles/pedestrians traversing along the driveway they will respectfully wait for that vehicle/pedestrian to ensure that that interference with other users is limited.
3. The terrain east of Lot 9 prohibits the construction of an alternate access way to the site within the unconstructed road reserve.

#### *Rehabilitation*

Rehabilitation work in areas corresponding in size with the respective extraction areas will be undertaken, as indicated earlier in this report. Rehabilitation will occur in accordance with the revised Environmental Management Plan (EMP). The EMP provides management strategies for Revegetation, Stormwater, Soil and Erosion Control and Weed Control. It has been prepared utilising identical methodology to the Environmental Management Plan submitted as a part of the Annual Audit (submitted to the City in April), which was required to assess development progress in relation to the previous approval. The following sections provide a summary of how rehabilitation will be managed at the site.

*Maximum size of operational area*

The pit currently has an area of approximately 1.4 hectares. Given that the proposed extraction areas are only marginally greater than 0.6 hectares and that gradual rehabilitation will occur as these stages are excavated, it can be concluded that the pit will not exceed an area of 2.0 hectares (which equals approximately 5% of the 48 hectare site). This ensures that the visual impact of the use on the surrounding neighbourhood should not become greater than in the case of previous approvals. Furthermore, it should be noted that the additional, strategically located rehabilitation area at the front of the operational area will gradually reduce the visual impact of the works from Brookton Highway as plants mature.

*Revegetation Management Plan*

As detailed in the Comment section above, the City's Environment Team have identified that some revisions are necessary to the Revegetation Management Plan to achieve the outcomes required (eg screening, biodiversity of species etc.). A condition detailing the revisions required is included in the recommendation. Previously imposed conditions relating to protection of revegetation areas have been included in the Recommendation.

*Weed Management Plan*

The existing Weed Management Plan will be implemented as part of the monitoring and maintenance of revegetation areas.

*Stormwater and Erosion Management Plan*

A Stormwater and Erosion Management Plan has been prepared for the site and aims to manage water on the site by ensuring that the extraction pit drains adequately and does not cause environmental damage through erosion. The management plan proposes to manage stormwater through the diversion of runoff from undisturbed areas away from the extractive pit, whilst run-off from the pit (i.e. disturbed areas) will be directed via catchment drains to the pit floor, where it can infiltrate the ground. Erosion will be generally managed through the stabilising of disturbed land as soon as practicable, through the appropriate position of stockpiles (flat/gently sloping ground) and through the maintenance of natural drainage lines, amongst other measures.

*Vegetation Protection*

Proposed Stage 1 and 2 excavation areas do not have extensive vegetation coverage. The nature of the vegetation in this location is detailed in the Flora Survey previously prepared for the site, which was assessed by the City and considered in the assessment of the EMP.

*Dieback Management*

Dieback infected soil was detected within the proposed Stage 2 extraction area and is suspected within the proposed Stage 1 extraction area. The Dieback Management Plan was amended by the applicant to reflect the new application areas. However, as identified in the Comment section above, the City's Environment Team require further amendments to the Dieback Management Plan and as such, a condition in this regard has been included in the recommendation.

### *Dust Management*

As stated in the Development Control Unit section above, the City's Health Team have requested that the Dust Management Plan requires revision to specify the methods and equipment to be used for dust suppression. A condition in this regard has been included in the recommendation.

### *Acoustic Compliance*

A new Acoustic Assessment was prepared by Lloyd George Consulting, for the new extraction areas shown on the Development Site Plan. Officers have had extensive discussions with the consultant and a revised Acoustic Assessment was prepared. This document identified that none of the adjacent dwellings will be affected by noise exceeding the allowed levels under the Environmental Protection (Noise) Regulations. It was not necessary to remodel the noise from truck loading between 6am to 7am as this will continue to occur within the existing stockpile area and will not move closer to adjacent residences.

The acoustic report indicates that although the predicted noise levels comply with the required standard, additional noise control should occur 'wherever practicable'. The primary additional control measure is noted as extracting behind earthen bunds wherever practicable. The term 'wherever practicable' is not intended to mean that excavation must occur behind earthen bunds in every instance.

## **OPTIONS**

Council can decide to choose one of two options:

1. Approve the application subject to appropriate conditions; or
2. Refuse the application and provide reasons for doing so.

## **CONCLUSION**

Gravel extraction has been carried out on the site since at least the early 1970's. The operators of the quarry have a current approval for extraction on one part of the site. However, it has been determined that there is limited suitable quality gravel able to be extracted from the approved area. Accordingly, this application seeks to facilitate additional extraction areas. The Development Site Plan also identifies associated rehabilitation of the existing extraction areas and one additional rehabilitation area at the front of the operational area, which will gradually enable screening of the operational area from Brookton Highway. The application is supported by the various management plans that were previously submitted to the City.

The additional extraction areas will enable the landowner/operator to continue to meet the demand for basic raw materials in the wider locality, satisfying an important demand for such materials.

It is recommended that the application be approved subject to appropriate conditions (Option 1).

## ATTACHMENTS

1. Development Site Plan - Gravel Quarry - Lot 9 Brookton Hwy Karragullen
2. Approved Site Plan - Gravel Quarry - Lot 9 Brookton Hwy Karragullen
3. Previous Approval - Gravel Quarry - Lot 9 Brookton Hwy Karragullen
4. Council Approval - Gravel Quarry - Lot 9 Brookton Hwy Karragullen
5. Summary of Management Actions - Gravel Quarry - Lot 9 Brookton Hwy Karragullen
6. Confidential - Karragullen Quarry - Submitter Plan - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*

*Committee discussed the history of the gravel quarry, size of the quarry, vehicle access and the need for weed management and revegetation to improve on-site. The Committee also discussed issues raised by nearby residents, in respect to current access to the site and location of the entry gate.*

D6/3/16            **RECOMMEND**

### **That Council:**

- A) Approves the application for Planning Approval for the extension of the Existing Extractive Industry on Lot 9 Brookton Highway Karragullen subject to the following conditions:**
- 1. In accordance with Clause 72 of the Planning and Development (Local Planning Schemes) Regulations 2015, this approval is valid for a temporary period of 5 years from the date of this approval, after which time, the use shall cease and all associated structures / hardstand / equipment / fixtures shall be removed and the site reinstated and restored within 90 days to the satisfaction of the Executive Director Development Services.**
  - 2. The Environmental Management Plan being amended to the satisfaction of the Executive Director Development Services prior to undertaking of clearing works in the “Proposed Stage 1” and “Proposed Stage 2” extraction areas. The approved management plan is to be continuously implemented to the satisfaction of the Executive Director Development Services.**
  - 3. Amendment of the Dieback Management Plan to the satisfaction of the Executive Director Development Services prior to undertaking of clearing works in the “Proposed Stage 1” and “Proposed Stage 2” extraction areas. The approved management plan is to be continuously implemented to the satisfaction of the Executive Director Development Services.**
  - 4. The Dust Management Plan is to be amended to specifically state the methods and equipment to be used for dust suppression within the operational areas (including stockpile**

areas) and the access road/driveway, to the satisfaction of the Executive Director Development Services. The approved management plan is to be continuously implemented to the satisfaction of the Executive Director Development Services.

5. Continued implementation of the approved Weed Control Management Plan is to occur in conjunction with the implementation of the Revegetation Management Plan.
6. Continued implementation of the approved Stormwater, Soil and Erosion Management Plan, to the satisfaction of the Executive Director Technical Services.
7. A report (audit) on compliance with the approved management plans shall be submitted to the City on an annual basis by the 29<sup>th</sup> July each year. The annual audit must include:
  - a) an identification of the sources and nature of all emissions, discharges and wastes generated on the site.
  - b) an assessment of dust amenity (dust deposition) and health impacts (total suspended particulate, particulate matter less than 10 micron).
  - c) an assessment of environmental impacts associated with its operations and its compliance with planning and environmental requirements, in particular assessment of:
    - (i) its operations measured against the Environment Protection (Noise) Regulations and this shall include but not be limited to a complete operational noise survey;
    - (ii) the verification of the maintenance of a minimum 2 metre separation to groundwater level; and
    - (iii) to verify that any potential contaminants not limited to acid sulphates, are not liberated from the dual systems as a result of mining activities.
  - d) an evaluation of its response to any complaints.
  - e) a review of operational and management practices relating to environmental performance and the management of environmental risk, including emergency response, contingency plans and other measures to prevent or minimise environmental impacts and any additional measures required to ensure compliance within accepted standards.
  - f) The results of monitoring that is conducted throughout the year at such times and for such periods and reported as specified in the Environmental Management Plan.
  - g) A suitably qualified and experienced person to the

satisfaction of the City must conduct the audit.

- 8. The landowner is to maintain a clearly marked vegetated 10m northern buffer and a 100m western buffer (exclusive of firebreaks) between the top of all quarry pits and the property boundary to the satisfaction of the Executive Director Technical Services. Screening vegetation is to be established within the buffer (in a scattered configuration) at the standard density of - three rows, 5m apart, one tree per 10m and shrub rows 5m apart, one shrub per 2m. Screening vegetation is to be native and dieback resistant.**
- 9. The vegetation buffer areas required by Condition 8, above, and areas of indigenous vegetation outside of the area approved for excavation and associated activities (Access, storage, stockpiling, truck parking etc.) shall be clearly marked utilising markers such as; star pickets with bright coloured capping at an average interval of one per 6m to prevent encroachment by machinery or any other materials that could damage the vegetation.**
- 10. Operating hours are restricted to 6.00am to 7.00pm Monday to Friday. Operations permissible prior to 7.00am are limited to the loading of no more than five trucks which can also traverse in and out of premises prior to this time, in accordance with the supplementary acoustic report dated 9th October 2014. This includes the operation of front end loaders, used inside the quarry pit to load gravel into the trucks. Operations prohibited prior to 7.00am include, but are not limited to the operation of bulldozers, water trucks, fuel trucks and rock breaking machines involved in the extraction of raw material from the landscape.**
- 11. The applicant shall ensure that the site is kept in a neat and tidy condition at all times. When vehicles and equipment are not in use they shall be located in such a manner as to minimise their view from neighbouring residents and public roads to the satisfaction of the City.**
- 12. Any buildings/structures associated with the excavation activities such as site office, toilet facilities and sea containers used for storage are to be located so that they are screened from view from any adjacent roads or properties to the satisfaction of the City.**
- 13. The crossover from Brookton Highway to the access road to be maintained in good order in accordance with the City of Armadale's standard industrial crossover specifications to the satisfaction of the Executive Director Technical Services.**
- 14. All driveways shall be constructed using road base quality material and bitumen sealed to limit dust generation and to ensure that no visible dust or material from the site extends**

beyond the site boundary to the satisfaction of the Executive Director Technical Services.

15. Where damage is caused to the road pavement and/or bitumen seal adjacent to the access as a result of heavy haulage operations from the subject site, such damage shall be rectified at the applicant's expense and to the satisfaction of the Executive Director Technical Services.
16. A maximum speed limit of 25 kilometres per hour shall be applied to all internal roads, driveways and vehicle access ways and signs in this regard shall be displayed at the entrances to the site.
17. If the storage of more than 200L of liquid chemicals or fuels on-site is proposed, a management plan to ensure accidental spills or contaminated storm water from accidental spill are retained on-site and adequately cleaned up before being disposed of at a facility appropriate to the waste type shall be submitted to and approved by the Executive Director Development Services and the works specified by the management plan implemented thereafter.
18. If on site refuelling of vehicles is proposed to occur then a hardstand refuelling area bunded and drained to a pollutant receptor to prevent any spilled fuel entering the natural ground shall be provided on site to the satisfaction of the City. All refuelling shall take place within this hardstand area.
19. No chemicals or potential liquid contaminants shall be disposed of on-site.
20. The landowner shall implement measures to minimise the risk of spills or leaks of chemicals including fuel, oil or other hydrocarbons and shall immediately remove and safely dispose of any liquid resulting from spills or leaks of chemicals including fuel, oil or other hydrocarbons, whether inside or outside the low permeability compounds.
21. Continued implementation of the approved Emergency Management Plan that addresses emergency response, access/egress and water supplies must be completed to the satisfaction of the Executive Director Community Services prior to excavation commencing.

#### **ADVICE NOTES**

- AN1. The application and a copy of this decision has been referred to the Western Australian Planning Commission for determination under the Metropolitan Region Scheme and you will be advised in writing by that authority once a determination in this regard has been made.

- AN2. The landowner must comply with the City's Extractive Industry Local Laws.**
- AN3. With regard to Condition 2 above, revision of the Environmental Management Plan shall address the following requirements:**
- a. A map illustrating revegetation areas including "Stage 1 Rehabilitation Area" and "Stage 2 Rehabilitation Area" and "proposed rehabilitation area" to a density equivalent to the higher density of either of the following:**
    - i the existing percentage cover native vegetation as per the flora survey March 2015; or**
    - ii 1 tree per 100 square meters;**
  - b. Revegetation as per (a) above with dieback resistant native species.**
  - c. Revegetation as per (a) above with the same proportion of shrub/ tree/ herb vegetation structure as the "Proposed Stage 1 Extraction Area" and "Proposed Stage 2 Extraction Area".**
  - d. a revegetation schedule for the areas described in (a) that is specific and measurable. This shall include a schedule which shows dates for seedling installation, direct seeding, expected plant numbers, techniques for soil stabilisation, weed control, audit protocols (i.e.: monitoring transects) and other that may be relevant to revegetation.**
  - e. specific mechanisms for returning surface soil stability in the areas described in part (a);**
  - f. measurable techniques to ensure that soil chemistry has been returned to a 'self-sustaining' level in the areas described in part (a);**
  - g. techniques for surveying post-rehabilitation vegetation density and diversity as an indicator of success in the areas described in part (a);**
  - h. identification of the weeds that occur in the areas described in part (a) and detail of a species specific weed management schedule;**
  - i. time bound mechanisms for surveying and auditing implementation of a. through i. above;**
  - j. identifies mechanisms for the reestablishment of fauna habitat in the "proposed Stage 1 Rehabilitation Area" and "proposed Stage 2 Rehabilitation Area" such as the translocation of grass trees; and**
  - h. Rehabilitation/revegetation work that has been**

identified as unsatisfactory and subsequently received maintenance within the initial two years is to be maintained for a further two years after remediation.

- AN4.** With regard to Condition 3 above, revision of the Dieback Management Plan shall address the following:
- a.** include a map identifying of specific entry/ exit points and hygiene management techniques at these points (wash down techniques etc);
  - b.** include a map showing the location for stockpiles of disease and non-disease material;
  - c.** include a map showing proposed diversion locations of stormwater;
  - d.** include an audit schedule for demonstration of compliance; and
  - e.** include specific mechanisms for the notification of the public of the likelihood of material extracted from the “Proposed Stage 2 Extraction Area” containing phytosphthora dieback.
- AN5.** With regard to Condition requiring a Spill Management Plan, the Department of Water’s “Non-structural controls Best Management Practice Guidelines” provides guidance on this matter. The Guidelines are available on the internet at:  
<http://www.water.wa.gov.au/PublicationStore/first/84968.pdf>.
- AN6.** The compounds described in conditions 18 and 20 shall:
- a.** be graded or include a sump to allow recovery of liquid;
  - b.** be chemically resistant to the substances stored;
  - c.** include valves, pumps and meters associated with transfer operations wherever practical - otherwise the equipment shall be adequately protected e.g. bollards and contained in an area designed to permit recovery of chemicals released following accidents or vandalism;
  - d.** be designed such that jetting from any storage vessel or fitting will be captured within the bunded area - see for example Australian Standard 1940-1993 Section 5.9.3 (g);
  - e.** be designed such that chemicals which may react dangerously if they come into contact, are in separate bunds in the same compound or in different compounds; and
  - f.** be controlled such that the capacity of the bund is

**maintained at all times e.g. regular inspection and pumping of trapped uncontaminated rain water.**

**AN7. The applicant is to ensure truck operators comply with the conditions of approval and ensure that their operations do not adversely impact on the community by way of truck speeds, control of litter and following designated truck routes.**

**B) That the submitters be advised of the Council decision in this regard.**

**Moved Cr H A Zelones  
MOTION CARRIED (7/0)**

***1.1 - APPOINTMENT OF AUTHORISED OFFICERS - BUILDING ACT 2011***

WARD : ALL  
FILE No. : M/112/16  
DATE : 15 March 2016  
REF : SH/SS  
RESPONSIBLE : EDDS  
MANAGER

**In Brief:**

- Under the provisions of the *Building Act 2011* and associated regulations local governments, acting as Permit Authorities, are required to appoint Authorised Officers for inspection of authorised structures and the investigation of unauthorised structures within the City.
- Under the provisions of the *Building Act 2011* Council, acting as a Permit Authority, is required to issue identity cards to persons designated as Authorised Officers.
- Recommend specified officers be appointed as Authorised Persons to make, lay and swear Prosecution Notices under relevant legislation and to appear in Court on Council's behalf.
- Recommended that appointment of specified Officers be approved.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

- 4.1.1 Strengthen the governance role of Councillors by informing, resourcing, skilling and supporting their role.
- 4.4.2 Create a culture of team work, creativity and self-empowerment.
- 4.5.1 Ensure compliance of relevant Council policies and procedures with legislative and organisational requirements.
- 4.5.2 Provide professional administrative services to support Council operations and services.
- 4.7.1 Provide and promote responsive customer services.
- 4.7.2 Implement a program of continuous improvement in service delivery.

**Legislation Implications**

Building Services (Registration) Act 2011

Building Act 2011

Building Regulations 2012

Health Act 1911

Strata Titles Act 1985

Health (Treatment of Sewage & Disposal of Effluent & Liquid Waste) Regulations 1974

Local Government Act 1995

Residential Design Codes 2013

Planning & Development Act 2005

Town Planning Scheme (TPS) No.4

Environment, Animals and Nuisance Local Laws 2002

Fencing Local Law 2011

**Council Policy / Local Law Implications**

Various Local Laws and Policies.

### **Budget / Financial Implications**

The granting of the proposed authorisations will assist in more efficiently managing the City's commercial and residential building approvals. This will be achieved utilising existing organisational resources.

### **Consultation**

Corporate Services, Development Services, Planning Services, Building Services, Health Services.

### **AUTHORISATIONS**

The *Building Act 2011* provides a relatively new system of approval for commercial and residential building applications and the ability for local governments, within their own districts, to appoint authorised officers to perform certain functions under this Act including undertaking inspections of authorised structures or investigating non-complying or unauthorised structures.

Local governments can nominate which officers are authorised provided these officers have been employed in accordance with s.5.36 of the *Local Government Act 1995*.

The City appointed Cadet Building Assessment Officer, Adam Freeman under the Local Government Act and Council approved his nomination as an authorised officer in December 2014 (D68/12/14). Mr Freeman has recently been appointed to the position of Building Assessment Officer, it is therefore necessary to amend his authorisation accordingly.

The City appointed Building/Health Compliance Officer, Archibald McGregor Smyth under the Local Government Act and Council approved his nomination as an authorised officer in July 2015 (D36/7/15). Mr Smyth has recently been appointed to the position of Senior Building /Health Compliance Officer, it is therefore necessary to amend his authorisation accordingly.

### **IDENTITY CARDS**

The City is required to designate officers who are authorised persons and in this respect it is identified that Building Assessment Officer, Adam Freeman and Senior Building/Health Compliance Officer, Archibald McGregor Smyth are required to be issued with an identity card.

#### *97. Identity cards*

- (1) A permit authority must give an identity card to each person designated by it as an authorised person.*
- (2) An identity card must —*
  - (a) identify the person as an authorised person; and*
  - (b) contain a recent photograph of the person.*
- (3) A person must, within 14 days of ceasing to be an authorised person, return the person's identity card to the designating permit authority.*  
*Penalty: a fine of \$5 000.*
- (4) Subsection (3) does not apply if the person has a reasonable excuse.*
- (5) An authorised person must carry his or her identity card at all times when exercising powers or performing functions as an authorised person.*

## COMMENT

Section 20 of the Criminal Procedure Act 2004 “Who may commence a prosecution” states that an “Authorised Person” is a person who under the heading is authorised in writing by a public authority which may authorise its Officers to enable commencement of a prosecution and subsequent representation in Court on its behalf.

Written authorisation under Section 9.10 of the *Local Government Act 1995* is also required to enable officers to exercise powers under relevant Local Laws.

With Mr Smyth being recently appointed to the position of Senior Building/Health Compliance Officer, it is therefore necessary to amend his authorisation accordingly.

## OPTIONS

1. Not appoint authorised officers to discharge the requisite duties of the Building Act 2011 or undertake compliance action in relation to relevant Acts, Regulations and Local Laws, to act on Council’s behalf in making, laying and swearing of Prosecution Notices and to appear in Court on such matters.
2. Approve the appointment of Authorised Officers and issue Identity Cards in accordance with the Building Act 2011 and appoint specified officers to make, lay and swear Prosecution Notices under relevant legislation and to appear in Court on Council’s behalf thus more effectively discharging the duties required as a ‘Permit Authority’.

## CONCLUSION

The proposed appointment of Authorised officers is consistent with the duties and responsibilities of the positions and it is necessary for officers to perform the duties of their position, therefore option 2 is recommended.

## ATTACHMENTS

There are no attachments for this report.

*The Executive Director Development Services advised that Martin O’Shea has recently been appointed to the position of Senior Building Surveyor (Commercial), therefore it is recommended that Council also approve him as an Authorised Officer in point 1 of the recommendation below. Council approved Martin O’Shea as Authorised Officer in the position of Building Surveyor in August 2012.*

D7/3/16

## RECOMMEND

### That Council:

1. **Approve the appointment of the following officer classes as “Authorised Officers” pursuant to section 96 (s100, s101, s102 and s103) of the Building Act 2011 for the purpose/s of s100 Entry Powers, s101 Powers after entry for compliance, s102 Obtaining information and documents, s103 Use of force and assistance, s104 Directions generally and s105 Obstruction of authorised persons:**

- **Building Assessment Officer, Adam Freeman**
  - **Senior Building/Health Compliance Officer, Archibald McGregor Smyth**
  - **Senior Building Surveyor (Commercial), Martin O’Shea**
2. **Appoint Senior Building/Health Compliance Officer, Archibald McGregor Smyth as an Authorised Person to make, lay and swear Prosecution Notices under the Criminal Procedures Act 2004 on behalf of the City of Armadale in relation to the following Acts, Regulations and Local Laws:**
- **Health Act 1911**
  - **Strata Titles Act 1985**
  - **Health (Treatment of Sewage & Disposal of Effluent & Liquid Waste) Regulations 1974**
  - **Local Government Act 1995**
  - **Residential Design Codes 2013**
  - **Planning & Development Act 2005**
  - **Town Planning Scheme (TPS) No.4**
  - **Environment, Animals and Nuisance Local Laws 2002**
  - **Fencing Local Law 2011**
3. **Authorise Senior Building/Health Compliance Officer, Archibald McGregor Smyth to appear in Court on Council’s behalf on matters relevant to the Acts, Regulations and Local Laws mentioned in Part (1) and Part (2) above.**
4. **The abovementioned authorisations to remain in effect whilst the appointed persons are employed by the City of Armadale.**

**Moved Cr M H Norman**  
**MOTION CARRIED (7/0)**

*Outcome of voting on Recommendation D7/3/16 to read “(7/0)”*

**AMENDMENT**  
**COUNCIL**  
**29/03/2016**

### ***3.1 - DEDICATION OF UNALLOCATED CROWN LAND AS A PUBLIC ROAD***

WARD : All

FILE No. : M/28/16

DATE : 15 March 2016

REF : HB

RESPONSIBLE : Executive Director Development  
MANAGER Services

APPLICANT : City of Armadale

LANDOWNER : State of Western Australia

SUBJECT : • Lot 166 Gunnamatta Place,  
LAND Kelmscott  
• Lot 66 Poad Street, Champion  
Lakes  
• Lot 66 Travers Gardens,  
Kelmscott  
• Lot 66 Soldiers Road, Roleystone  
• Lot 66 Jarrah Road, Roleystone

ZONING  
MRS / : Unzoned  
TPS No.4 :

**In Brief:**

- The subject lots have been identified by the City as undedicated road reserve which requires formalisation.
- Recommend that Council resolve to request Minister for Lands to dedicate the portions of land, shown and described on the attached locality plans as Public Road.

**Tabled Items**

Nil

**Officer Interest Declaration**

Nil

**Strategic Implications**

2.5.1 Provide a safe and efficient movement network including local and arterial roads and associated infrastructure.

**Legislation Implications**

Land Administration Act 1997.

**Council Policy/Local Law Implications**

Nil

**Budget/Financial Implications**

Nil

### **Consultation**

- ◆ Technical Services
- ◆ Western Power
- ◆ Water Corporation
- ◆ ATCO Gas
- ◆ Telstra
- ◆ Public Consultation

### **BACKGROUND**

The City has identified various lots as undedicated road reserves. The lots are either presently constructed or are required by the City to protect service infrastructure and to facilitate future development of abutting lots. Therefore the City is proposing to dedicate these lots for their intended purpose as road reserve in accordance with the Land Administration Act 1997.

### **DETAILS OF PROPOSAL**

This proposal seeks Council's resolution to dedicate as a public road several portion of land shown on the attached locality plans and described as follows:

- Lot 166 Gunnamatta Place, Kelmscott (constructed);
- Lot 66 Poad Street, Champion Lakes (constructed);
- Lot 66 Travers Gardens, Kelmscott (unconstructed);
- Lot 66 Soldiers Road, Roleystone (constructed); and
- Lot 66 Jarrah Road, Roleystone (constructed).

### **COMMENT**

In essence, Section 56 of the Land Administration Act 1997, among other things, provides as follows:

- 1) If in a district of a local government –
  - (a) land is reserved or acquired for use by the public, or is used by the public, as a road under the care, control and management of the local government;
  - (b) in the case of land compromising a private road constructed and maintained to the satisfaction of the local government –
    - i the holder of the freehold in that land applies to the local government, requesting it to do so; or
    - ii those holders of the freehold in rateable land abutting the private road, the aggregate of the rateable value of all the rateable land abutting the private road, apply to the local government, requesting it to do so; or
    - iii land compromises a private road of which the public has had uninterrupted use for a period of not less than 10 years,and that land is described in a plan of survey, sketch plan or document, the local government may request the Minister to dedicate that land as a road.

- 2) If a local government resolves to make a request under subsection (1), it must –
  - (a) in accordance with the regulations prepare and deliver the request to the Minister; and
  - (b) provide the Minister with sufficient information in a plan of survey, sketch plan or document to describe the dimensions of the proposed road.
- 3) On receiving a request delivered to him or her under subsection (2), the Minister must consider the request and may then –
  - (a) subject to subsection (5), by order grant the request;
  - (b) direct the relevant local government to reconsider the request, having regard to such matters as he or she thinks fit to mention in that direction; or
  - (c) refuse the request.
- 4) On the Minister granting a request under subsection (3), the relevant local government is liable to indemnify the Minister against any claim for compensation (not being a claim for compensation in respect of land referred to in subsection (6)) in an amount equal to the amount of all costs and expenses reasonably incurred by the Minister in considering and granting the request.
- 5) To be dedicated under subsection (3) (a), land must immediately before the time of dedication be –
  - (a) unallocated Crown land; and
  - (b) designated in the relevant plan of survey, sketch plan or document as having the purpose of a road.

## **ANALYSIS**

The proposed dedication of the undedicated road reserves was advertised to service authorities, surrounding landowners and in the 'Comment News' and 'Examiner' newspaper from 1 December 2015 to 20 January 2016. The submissions have been outlined below.

**Technical Services Directorate** has advised they have no objections towards the proposed dedications. Their comments have been outlined as follows:

Lot 166 Gunnamatta Place – Existing drainage services located within the reserve, the reserve is currently used by the public to access residential properties.

Lot 66 Poad Street – no drainage services within the road reserve, the reserve is currently used by the public to access residential properties.

Lot 66 Travers Gardens – Existing drainage services within the road reserve must be protected and retained.

Lot 66 Soldiers Road and Lot 66 Jarrah Road – May contain other services

*ATCO Gas* has no objections to the proposed dedications.

*Water Corporation* has advised they have no objection to the proposed dedications.

*Western Power* has no objections to the proposed dedications.

*Telstra* has provided no comments to the proposal. A recent Dial Before You Dig search has identified infrastructure in Lot 166 Gunnamatta and Lot 66 Poad St. However the proposal is not deemed to have a negative impact on the infrastructure.

### **Public Advertising**

No. of landowners/occupiers notified	:	15
No. of private submissions objecting to dedication	:	0
No. of private submissions supporting/not objecting to dedication	:	1

During the advertising period only one written submission was received from the public regarding Lot 66 Travers Gardens, Kelmscott. This was in support of the dedication as it would assist in future development on abutting Lot 72 Hill St, Kelmscott.

### **OPTIONS**

Council has two options:

1. Decline the request to dedicate the above described undedicated lots for reasons it deems appropriate.
2. Resolve to facilitate the dedication of the following lots as public road in accordance with Section 56 of the Land Administration Act 1997.
  - Lot 166 Gunnamatta Place, Kelmscott (constructed);
  - Lot 66 Poad Street, Champion Lakes (constructed);
  - Lot 66 Travers Gardens, Kelmscott (unconstructed);
  - Lot 66 Soldiers Road, Roleystone (constructed); and
  - Lot 66 Jarrah Road, Roleystone (constructed).

### **CONCLUSION**

It is recommended that Council adopt Option 2 and resolve to facilitate the dedication of the undedicated road reserve within the City of Armadale. This will formalise those lots already constructed as a road and enable roads to be constructed as required for future development.

**ATTACHMENTS**

1. Lot 166 Gunnamatta Place, Kelmscott - Location Plan
2. Lot 66 Poad Road, Champion Lakes - Location Plan
3. Lot 66 Travers Gardens, Kelmscott - Location Plan
4. Lot 66 Soldiers Road, Roleystone - Location Plan
5. Lot 66 Jarrah Road, Roleystone - Location Plan

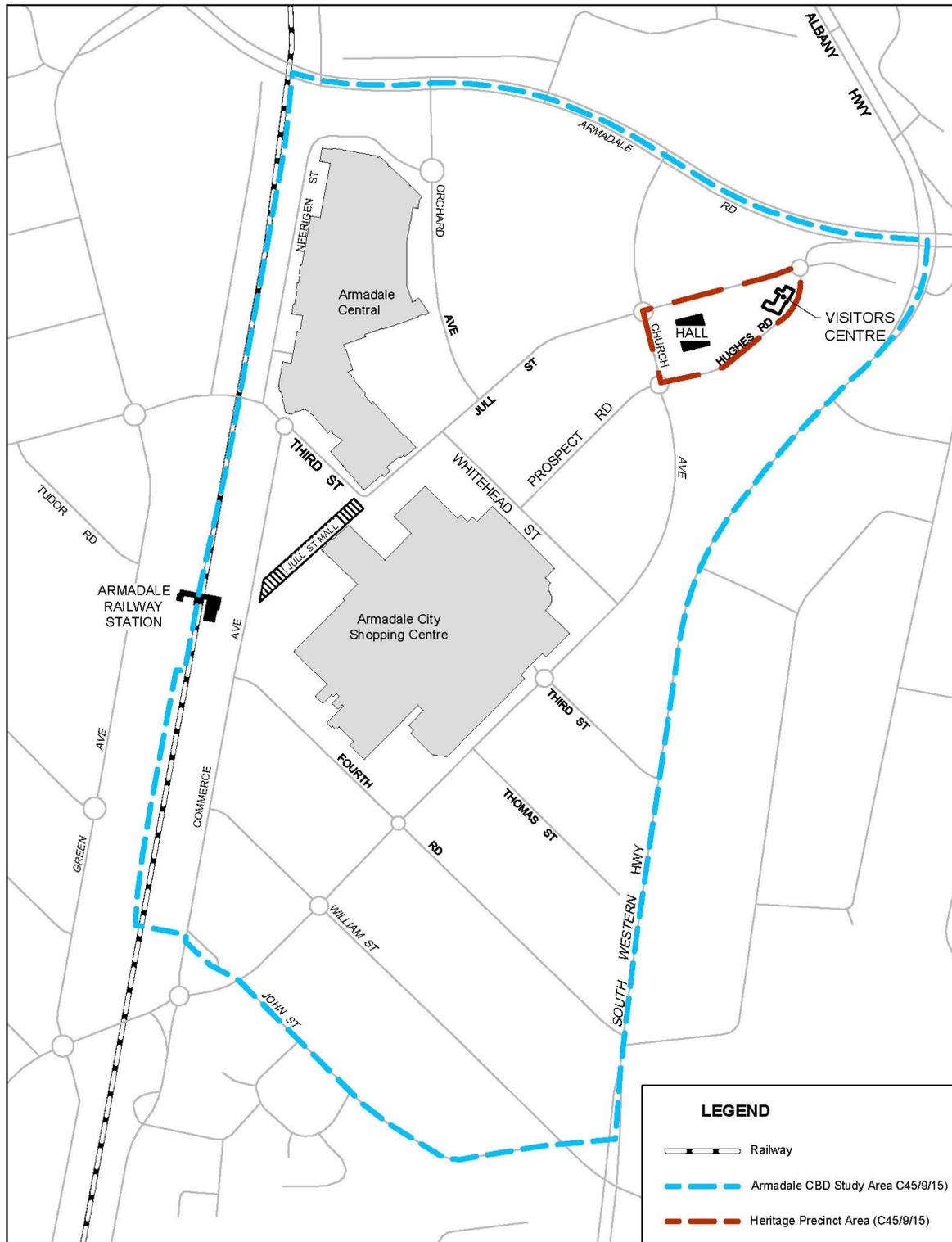
D8/3/16

**RECOMMEND**

**That Council:**

1. **Requests the Minister for Lands to dedicate as a public road the following unallocated Crown land listed below pursuant to Section 56 of the Land Administration Act 1997.**
  - **Lot 166 Gunnamatta Place, Kelmscott**
  - **Lot 66 Poad Street, Champion Lakes**
  - **Lot 66 Travers Gardens, Kelmscott**
  - **Lot 66 Soldiers Road, Roleystone**
  - **Lot 66 Jarrah Road, Roleystone**
2. **Indemnifies the Minister of Lands against any claims for compensation in an amount equal to the amount of all costs and expenses reasonably incurred by the Minister in considering and granting the request pursuant to Section 56(4) of the Land Administration Act 1997.**
3. **Advise the respondent(s) of Council's determination.**

Moved Cr H A Zelones  
MOTION CARRIED (7/0)



**Armadale CBD Parking Study**  
Location Plan



SCALE 1 : 5000

DATE 3 March 2016 - REVISION 1602  
p:\autocad\agenda\_drawings\2016\3.march\parking\_study\parking\_study.dwg

Based on information provided by and with the permission of the  
Western Australian Land Information Authority (using as Landgate 2012).  
Aerial photograph supplied by Landgate. Photographs by HeatMap.



#### **4.1 - ARMADALE CITY CENTRE STRUCTURE PLAN AND PARKING STRATEGY**

WARD : MINNAWARRA  
FILE No. : M/140/16  
DATE : 16 March 2016  
REF : JR  
RESPONSIBLE : Executive Director  
MANAGER : Development Services

##### **In Brief:**

- Council requested MANEX investigate and report on overall provision of parking in the Armadale City Centre.
- CBD parking was surveyed by in-house study and a cross Directorate consultation/working group was established.
- Recommend that Council:
  - receive the status report and information on CBD parking; and
  - endorse the preparation of a Consultant Study Brief for an *Armadale Strategic Centre Structure Plan and Parking Strategy*.

##### **Tabled Items**

Nil.

##### **Officer Interest Declaration**

Nil.

##### **Strategic Implications**

*City of Armadale Strategic Community Plan 2013 – 2028 Outcomes and Strategies*

2.5 - *Safe and efficient movement of goods, services and people:*

- 2.5.4 *Provide appropriate on-road and off-street parking.*

2.2 - *A revitalised City of Armadale.*

- 2.2.2 *Plan and implement projects to revitalise the Armadale City Centre.*

##### **Legislation Implications**

- ♦ Planning and Development Act 2005
- ♦ Metropolitan Region Scheme (MRS)
- ♦ Town Planning Scheme No.4 & Local Planning Strategy/Activity Centre Strategy 2015 (adopted draft)
- ♦ Local Government Act 1995
- ♦ Metropolitan Redevelopment Authority Act 2011
- ♦ State Planning Policy 4.2 Activity Centres for Perth and Peel

##### **Council Strategies and Studies**

- ♦ Armadale City Centre Parking Strategy (December 2004 joint ARA/CoA study)
- ♦ Armadale Enquiry-By-Design Outcomes Report (2000)
- ♦ Needs Assessment and Feasibility Study for Armadale Cultural Facilities (2000)
- ♦ Civic Precinct Development Plan (2008)
- ♦ Civic Precinct Development Plan review (by Hames Sharley in preparation 2015-16)
- ♦ City of Armadale Economic Development Strategy 2013-2017

### **Council Policy / Local Law Implications**

- ◆ Parking and Parking Facilities Local Law
- ◆ Heritage Management Incentives Policy (PLN3.8)

### **Budget / Financial Implications**

Budget provision for consultant studies and preparation of strategies and plans such as for guiding land use and development and for parking capabilities within the Armadale City Centre CBD can be provided through general Budgeting of Development Services and Technical Services planning/projects.

However, providing new or additional car parking for members of the public at suitable locations in the Armadale CBD involves a public cost to the City (for installation, maintenance and enforcement (and in some cases land costs)). The implementation of parking infrastructure works and facilities can involve costs that would need budget consideration. Cash in Lieu (of parking bays) contributions are collected as conditions of development approval in some cases and some funds may be available to construct additional CBD bays in the short term if required. Future changes/additional parking provided for members of the public should be guided by a rationale structure plan/strategy for the Armadale Activity Centre.

### **Consultation**

Internal consultation has been undertaken with the Development, Technical and Community Services Directorates and the Manager Economic Development.

### **BACKGROUND**

Preparation of an *Armadale City Centre Structure Plan for the Armadale Strategic Regional City Centre* is being scoped and a consultant brief currently being prepared. CBD parking is one of the matters the *Armadale City Centre Structure Plan* is required to consider.

Councillors have requested consideration of parking issues in the Armadale CBD area. At its meeting of 14 September 2015 (Community Service Committee on 8 September) Council resolved (C45/9/15) to:

1. *Request the Management Executive (MANEX) to investigate and report on the status of overall provision of parking in the Armadale City Centre, in the area generally bounded by South West Highway/Armadale Road, the railway line and John Street, with a view to preparation of a future Parking Strategy.*

At its meeting of 5<sup>th</sup> February 2016 MANEX considered a report based on an in-house audit of CBD public and business premises parking bays.

Inputs from City officers have been collated to address point 1. of the above Council resolution C45/9/15 (*Refer to the Armadale CBD study area defined on the Location Plan and presented in the Attachments to this report*).

In March 2015 Council adopted the City’s Local Planning Strategy 2015 (LPS) (currently pending endorsement by the WAPC). The Activity & Retail Centres Strategy in the LPS has a priority action for the preparation of an Armadale City Centre Structure Plan (ACCSP) for the Armadale Strategic Regional Centre. This is a requirement under *State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP 4.2)*.

CBD Parking is one of the key issues that the Activity Centre Structure Plan is required to address and this requirement will be incorporated into a draft brief for the *Armadale City Centre Structure Plan (ACCSP)*. The ACCSP will build on and extend planning implemented through earlier similar initiatives such as the *Armadale Enquiry-by-Design, Armadale Redevelopment Authority projects* and the City’s major townscape improvements and development achieved over the past 10 years.

The project brief is currently being prepared and it is intended to invite consultant proposals to undertake the multidisciplinary (ACCSP) study during 2016. It is recommended the brief also incorporate *preparation of a future Parking Strategy* (quoted from C45/9/15 above) as part of the *Armadale City Centre Structure Plan*.

At the 14 September 2015 (Community Service Committee on 8 September) meeting Council also requested that

2. *Council be provided with a report on preparation of a “Masterplan” or “Future Plan” for the Heritage Precinct i.e. that area bounded by Prospect Avenue, Jull Street, east of Church Avenue, and containing the Armadale District Hall and that the loss of parking, alternative parking options in the (Armadale District Hall) precinct be reviewed and reported back to Council.*

A response to point 2 above, from the Council resolution from the September 2015 meeting, will be addressed in further deliberations by Council on the District Hall Master-planning exercise. The report referred to in point 2 on the *Armadale District Hall* also relates to a further resolution C42/9/15 concerning the Armadale District Hall upgrade.

Data and mapping derived from the in-house audit of CBD public parking bays included in this report will provide relevant context for the further Council Deliberations on the District Hall and Master Plan, which addresses point 2 of C45/9/15. Therefore the discussion on parking in this report makes reference to the Armadale District Hall to assist in Community Services Directorate preparation of further reporting on that matter.

## **PREAMBLE**

### ***Armadale City Centre Parking Strategy (December 2004)***

In a jointly funded study with the ARA (now MRA), the City previously undertook a Parking study for the CBD area in 2004-5. While the Armadale City Centre has undergone a period of quite remarkable and rapid economic development during the past decade (2005 -2015), the 2005 *Armadale City Centre Parking Strategy Final Report* has some recommendations that remain valid (*refer to the Executive Summary presented in the Attachments to this report*). However, given the changes and steep growth trajectory of Armadale, it is now timely to review the 2004 *City Centre Parking Strategy* with a focus on the next phase of the City’s development 2016 -2026.

In 2005 Council received the *Armadale City Centre Parking Strategy Final Report* prepared by Donald Veal Consultants Pty Ltd (February CS13/2/05). The 2005 Parking Strategy reviewed the use of CBD parking at the time and made recommendations for future parking needs and the manner in which parking and related matters should be managed. A Working Group comprised of appropriate officers from the Development Services, Technical Services and Community Services Directorates and the then ARA was established to review and determine the implementation of the Consultant's Parking Strategy recommendations. Some remain pertinent, however, a further study and review is now timely, particularly in view of recent updates to State Planning Policy (eg SPP 4.2 and the growth frameworks proposed under Perth and Peel @ 3.5 million describing anticipated population growth to 2031 and beyond).

## **DETAILS OF PROPOSAL**

This report addresses the status of overall provision of parking within the Armadale City Centre as requested in point 1 of Council's September 2015 resolution (C45/9/15).

The following information and aspects of CBD car parking should be updated for a strategy for the future:

1. Current parking available
  - a. Public - On street
  - b. Public - Off street
  - c. Private - Off street Private, Shopping centres and other commercial precincts (noting that these, while sometimes of ambiguous status and not clearly marked, are primarily intended for staff and customer parking related to the commercial type activities on specific private landholdings. Any informal use of these private bays by the general public attending activities outside of that landholding during non-business hours, for example, cannot in any way be endorsed or sanctioned by the City. Notwithstanding, such informal use of parking on business premises by members of the public is likely to occur from time to time after hours, as some premises are not specifically signposted as private.
2. Current parking take-up or usage rates (which varies for differing times of day/week).
3. Future parking demand (this depends on future development and/or potential and parking standards applied under the Town Planning Scheme and/or Activity Centres Strategy floorspace limits/estimates).
4. Physical characteristics of the CBD such as pathways, lighting (particularly at night), signage and information, that all influence ease of access and safety of pedestrian movements within and between various CBD destinations including linkages between parking facilities and key destinations.

The matters above are discussed briefly in the following report and a more detailed analysis would be part of the integrated *Armadale City Centre Structure Plan and Parking Strategy* that Council is recommended herein to endorse commencement of.

## COMMENT

### *Study Area*

The Armadale CBD is defined by both intensive commercial and civic land uses and by physical infrastructure corridors that create both physical and perceptual boundaries around the central CBD area. The Perth to Bunbury railway line, Armadale Road and South West Highway particularly, provide a physical boundary defining the extent of the CBD area. These physical or spatial constraints also determine how much land is available for various uses including the number of private motor vehicles that can be provided with parking within the CBD for the general public to park their vehicles when attending City Centre facilities. Refer to the ***Location Plan presented in this report*** for the delineation of the Armadale CBD study area and the District Hall - Heritage Precinct Master Plan study area (as defined by Council in C45/9/15).

The 2004 CBD parking strategy was based on encouraging travel demand management through parking restraint. It concluded that at that time there was a reasonable balance between parking supply and demand.

It is notable that substantial additional private business-related parking has been provided within the CBD since the earlier study as a result of major shopping and commercial developments. There has also been retailing changes to the nature/availability of retailing such as Sunday-Trading, later shopping hours and on-line shopping in recent years. These have “spread” the traditional Saturday and Thursday peak shopping-parking periods beyond traditional pattern of shopping days and times.

Given the recent and ongoing growth of the City’s population and developments in the CBD, it would be appropriate to address the questions related to overall CBD parking demand, supply and future management needs through a review and update of the 2004 Parking study in the context of the changes the CBD has undergone.

It is timely to prepare an overarching strategy to guide future management/additional public parking to support continued growth and development of the City Centre. This should be undertaken in conjunction with preparation of an *Armadale City Centre Structure Plan* for the Armadale Strategic Regional Centre.

The overarching strategy should pull together the more localised site-specific projects currently being investigated (eg the Civic Precinct Development Plan review by Hames Sharley, and discussions related to the Justice Precinct containing the courthouse and policing centre). Priority site upgrades such as the District Hall upgrade will provide the necessary certainty and provide the “building blocks” around which the overarching plans can then work-in movement system links, design guidelines and complementary site development plans and management recommendations for the larger CBD area.

A structure plan for future land use/development within the Armadale CBD, together with urban and design guidelines and a revised Armadale CBD parking strategy, would provide the necessary directions and recommended actions for ongoing and continued development and support for the Armadale City Centre. The CBD parking and structure plan studies will review all opportunities and options related to efficiencies in parking and the allocation of land for this purpose.

Similar to the earlier 2004 study, the proposed 2016-26 Parking Strategy for the City's CBD should also comprise of a balance of measures. Providing available parking spaces for various purposes, combined with education, behaviour change, information on parking and management of public facilities. Enabling the efficient use of parking resources, including by temporal and reciprocal sharing of parking at different times where possible, would be a preferable approach to a simple demand-supply strategy involving major new provision of more parking at public and private cost.

A part of a balanced strategy would be to encourage change in people's expectations for traveling to the CBD and their expectations of parking availability. People's behaviour and expectations do change over time so that it is possible to shape these with appropriate public policy responses by such measures as providing information in addition to various incentives and disincentives.

Provision of an appropriate quantity and suitable locations for CBD parking should be accompanied by education, information and regulatory changes that together promote and reinforce changes in the behaviour of people needing to access the City Centre. These dimensions need to be brought together in a strategy informed by high level technical knowledge of how parking and related matters can be shaped to function effectively over the next decades as Perth and Armadale continues to grow. External expertise with specialist traffic engineering skills and experience in delivering effective parking strategies in comparable CBD's will assist.

## **ANALYSIS**

In the recent (2015) *Growing Armadale consultation initiative* the issue of CBD parking was not highlighted as a major concern. On the contrary, many expressed their appreciation of how the CBD has development to serve the community's needs. However, the transport-related issue of connections between public transport links was raised as a significant issue. Research by the Committee for Perth and others have recognised that travel on Perth's public transport system across the radial corridors extending from centre Perth CBD is comparatively poorly catered for and that this does not support the State Government's aims of strengthening the Strategic Regional Centres such as Armadale and Rockingham.

### ***Population growth in Armadale and the CBD catchment***

Armadale has been enveloped by the expanding Perth metropolitan region driven by State population and economic growth and the City will accommodate a much larger population in the future resulting in more people needing to access services and facilities in the CBD, for business or pleasure. The Armadale CBD has long been allocated the status of Strategic Regional Centre for the South East Metropolitan Sub-Region, however, only in the last decade has it shown the development activity and future potential that demonstrate it is maturing into this role.

Steady and rapid growth is forecast to continue for Armadale up to and beyond 2036. *ID Forecast* estimates a population of 144,827 by 2036 (ie in approximately 20 years) which is a 76.04% increase on the 2015 population of 82,267. The number and extent of businesses premises in the CBD will also grow proportionally to service this major increase in catchment population.

A corollary of population growth and development will make it unlikely that the historic door-to-door convenience between homes and CBD destinations using private motor vehicles will be able to be accommodated to the same extent as in the past, without significant public costs and risk of congestion and related inefficiencies in land allocation.

Alternative measures and strategies based on more contemporary parking and traffic management principles for City Centres and understandings of parking provision and travel behaviour need to be put in place. The strategy should be to provide a similar level of convenience accessing the CBD, however, considering more contemporary patterns of visits, purpose and travel mode options.

### ***Fostering Economic Development of the Armadale City Centre***

To function effectively as a CBD, City Centres need to attract people or they can fail to grow or decline from competition by competing centres. Recent strategy for the continuing economic development of the Armadale CBD has been to increase the number and range of activities that people can enjoy over a longer period of time/days of the week.

The City of Armadale together with the former ARA has been following strategies such as:

- upgrading the street network, connections and the train station relocation;
- increased shopping facilities/floorspace in the Armadale Shopping Centre and Armadale Central shopping centres (which are referred to “anchor” developments along a central CBD axis);
- extended shopping/trading hours and the Cinema development;
- new Office/Administration floorspace (eg Orchard House 4 storey office development completed 2014-15) and support for a short stay accommodation;
- efforts to attract public agencies, private developers and education/TAFE facilities to the CBD; and
- upgrades of public facilities such as free wi-fi areas, public performances and events, parks and places such as the Jull Street Mall, Memorial Park and Minnowarra Park social recreational spaces and Armadale Library;

The proposed refurbishment and upgrade of the Armadale Hall is another example which aims to increase the usage, range and variety of activities available within the CBD over extended times and days and beyond the 9 to 5 business and standard shopping hours.

People attending the CBD for one purpose are likely to extend their visit and patronage of other CBD businesses, if sufficient attractions are available. For example, a person attending the Armadale Library may choose to shop at nearby shops, or a person attending a cinema or Armadale Hall event may choose to purchase a meal at a nearby restaurant or purchase refreshments before or after the event. All these activities contribute to local businesses and their ability to provide employment to staff drawn from the local Armadale community. A strong economic and planning objective is to increase the employment self-sufficiency of Armadale so that more local people can be employed in local jobs.

Where there is a concentration of different business and/or social activities and different people doing different things at different times there is generally correlated a characterisation of the place as a lively attractive place and an effective and flourishing local economy (ie promoting diversity is a central theme). More people on the streets over more extended hours and days can also help make streets safer. The success of the CBD strategies to date has been acknowledged by the recent community perceptions surveys.

In Armadale the strategies such as the projects listed above, the formation of the ARA/MRA and the boost to the CBD catchment population from the Seville Grove, Piara Waters, Harrisdale and Wungong, Haynes and Hilbert urban residential estates have ensured ongoing investment growth and development in the CBD. Collectively these projects enhance the CBD's economic base and create further opportunities such as new and upgraded facilities.

The success and economic development of the CBD is also a function of the quality of the "public domain" (parks, halls, streets, footpaths and paths, landscaping, parking and the social spaces they provide). Quality facilities and spaces will attract quality investments in commercial businesses and by shop owners. The Armadale City Council has played a major role in reversing the 1990's trend for decline of the CBD and achieving of major public and private investment, stimulating CBD economic development.

***Transport, traffic and parking infrastructure provision and management***

Transport and traffic, including parking facilities (and the management of these issues) are likely to have a major influence on how members of the public view a City Centre or CBD as something they highly value and which encourage visits or conversely a view as a place they will preferably avoid and choose to go elsewhere (to spend their time and money).

Ease of movement to, within and around a City Centre, including by pedestrians, bicycles, motorists and forms of public transport, will influence the attractiveness of a City Centre CBD. While the ease and ability of members of the public to park is generally a desirable objective, congestion, choke points or bottlenecks are undesirable characteristics. Armadale's existing physical street network pattern and CBD configuration bounded by regional transport corridors are a controlling influence on movements to and in the CBD. A "more parking is always better" approach may be overly simplistic and may not be successful as congestion and inefficient land allocation can be unintended outcomes. As noted the Armadale CBD area is constrained by fixed major roads of South Western Highway and Armadale Road and the railway line infrastructure.

Notions of a "reasonable adequacy" of parking, making information on parking available and easily accessible, together with promotion of alternative means of accessing the CBD ("travel smart" decisions) should inform the new Armadale City Centre Structure Plan and Parking Strategy for the Armadale CBD) which is proposed by this report. A lack of parking-related information can also be as negative as insufficient parking facilities if the public do not know what is available. The parking-related information made available to the public by the website and printed maps etc has been noted by the recent in-house study as currently needing improvement.

The 2004/5 *Armadale City Centre Parking Strategy Final Report* needs to be reviewed and updated. Guiding recommendations for a future *Armadale City Centre Parking Strategy* need to accommodate both the recent developments and changes in the City Centre, in addition to anticipated emerging challenges and specific locality precinct projects and studies currently underway such as the Civic and Justice Precinct studies and projects referred to above. The new CBD parking study/strategy needs a contemporary and comprehensive approach. The proposal for a 2016 *Armadale City Centre Structure Plan and Parking Strategy* that Council is recommended to endorse would augment and extend the previous major betterments made to the Armadale CBD over the past decade.

### ***Travel behaviour and parking***

Over time many economic pricing and lifestyle factors will have an influence on the use of private motor vehicles for local journeys, such as for residents to access the Armadale CBD for business or pleasure. The quantity of CBD parking provision is one of the factors that will influence the use of private motor vehicles for local journeys to the CBD. While the continued use of private cars will tend to increase demand for parking spaces, the regulation and control of parking spaces will also influence the use of private cars for accessing the CBD and therefore can be used to dampen negative congestion and inefficient land allocation effects.

If parking (supply) is relatively easy to find and it is cheap and convenient to occupy, people with cars will tend to use private cars more for trips to the CBD, than if parking is more rationed and/or there are costs or limitations on use eg fees/time restrictions.

The approach taken by the City to date has been one of generous supply with limited time restrictions and almost no charging of parking fees. In recent years the City has been undergoing a resurgence of growth and development and it is timely to review the future CBD parking strategy. As recommended in the 2004/5 CBD parking strategy, it may now be timely to revisit all the options and opportunities for future management of parking and access as the City's growth continues.

A new approach can help manage the increased demand caused both by population growth and the stronger attraction or pull factor that recent upgrades and developments within the CBD have had on the behaviour of the Armadale population, which in turn have led to the community being more appreciative of the City Centre's qualities and attractions. Among the options that would need to be considered are ways of influencing demand for parking. This could include increased use of time restrictions, or even introducing fees in critical locations.

A principle of parking "demand management" is that parking availability that is more rationed (and therefore difficult to find and/or costly to use), plus encourage people to use alternative methods of travel and transport to the CBD (ride-sharing, public transport, foot or bicycle) or reduce their need to go to the CBD.

Of course, this needs to be carefully managed as there is the potential that too much constraint will drive people to other centres, by-passing the Armadale CBD and causing a loss of business. It is also noteworthy that retailing changes to the nature/availability of retailing such as Sunday-Trading and later shopping hours and on-line shopping, has "spread" the traditional Saturday and Thursday peak shopping-parking periods and therefore demand for parking at these times. While it can still be busy, parking and traffic congestion is likely to be less than it was a few years ago when the nature/availability of CBD retailing was a more traditional pattern.

### ***2015 In-house survey of parking in the Armadale CBD***

In order to update the status of overall provision of parking within the Armadale City Centre, City staff conducted a survey of existing parking (primarily quantitative on the number and type of bays available). This was collated with some previously collected information to provide a quantitative snapshot of *On-street Parking* and *Off-street Parking* generally available to the public, in addition to some information on parking bays serving business premises (ie private land), including shopping centres and other commercial precincts (not generally available to the public where they are not attending those business sites).

The data was collected and figures with tables were prepared to illustrate the total CBD Bays and also to illustrate the distance of parking bays to the Armadale District Hall which is currently of particular interest due to current upgrade proposals (refer to C45/9/15).

The collected survey data is set out in a format that conveys the number, type and location of parking available in the CBD. As the survey data collection was georeferenced the data can be queried and formatted in various ways. Most importantly, the data and mapping can be maintained and updated, as appropriate, to provide an ongoing corporate resource on CBD parking. On-going management of this new database resource will be coordinated between the several Directorates involved in implementation and management of road reserves and parking on land under the City's direct control as well as development of new business premises in the CBD.

### ***Survey Categories of current CBD Parking***

Both major Shopping Centres in the CBD (Armadale Central and Armadale Shopping City) have undergone significant redevelopment in recent years. Provision of adequate on site car parking was a requirement of the planning approvals process to cater for the total amount of floorspace and business uses that have been accommodated on these sites (Armadale Central Centre and the Armadale Shopping City Centre have 985 and 1472 parking bays respectively on each site). The planning approvals process will continue to be applied and addressed by the City in consideration of future land use and development proposals for the CBD.

Planning standards of car parking provision contained in the TPS (Schedule 11A) and these regulate and control the ratio of private parking that has to be provided on-site, usually per area of net leasable floor area, per employee in commercial premises, or per dwelling for residential uses. In the case of Civic Uses such as a District Hall car parking is calculated according to the building design capacity, however, in City Centre situations reciprocal and/or nearby parking opportunities are also considered. It is noted the current proposed renovation of the Armadale District Hall is for an existing use.

It should be noted that the City's discretion and relaxation of planning standards such as parking is allowable as a supporting incentive where a private landowner seeks to extend the life of heritage buildings by upgrade and adaptive reuse. A civic building is even more qualified for such consideration, given that major renovations provide benefits to the broad community.

In some cases Cash in Lieu (of parking bays) contributions are collected and some funds may be available to provide additional bays in the CBD if necessary. While providing some on-site parking is a necessary and acceptable cost of doing business, it should nevertheless be borne in mind that business provision of private customer and staff car parking is a significant cost to business and the wider community. For example the Armadale Central Centre and the Armadale Shopping City Centre parking bays are intended primarily to service each site's business staff, clients and patrons, notwithstanding that other sites may also be visited by their patrons, initially parking at these centres. Bays provided on the two major Shopping Centres are not included in the tables on the figures in the report but are annotated on the Shopping Centre sites.

Different standards and requirements are in place for the development of residential premises, albeit to a lesser extent of cost per unit than for commercial floorspace. To-date there has been limited residential redevelopment within the City Centre other than historic single lots. Higher density is encouraged by the TPS and it is a WAPC expectation that the *Armadale City Centre Structure Plan* will encourage increased residential density and development in and around the Armadale Activity Centre, which has also been flagged in the Local Planning Strategy 2015 and forthcoming review and amendment of the TPS.

#### ***Parking Survey of Armadale CBD Area***

The results of the 2015 survey are illustrated in the figures and combined table overleaf - ***Figure - Public - Accessible Parking Armadale CBD Area by Category (Off-street or On-street)***. The type, category and location in this figure refers to bays within the defined CBD area whose south-western extremity is located approximately 850 metres from the District Hall.

The figure of public-accessible bays by category (On-Street bays and Off-street bays) shows a total of 739 bays within the CBD area comprising of 445 On-Street Bays and 287 Off-Street Bays on public or City controlled land (the bay types cater for the various types of vehicles that can be used to access the CBD and/or District Hall). Of these 400 bays are General Public bays with No Restrictions and a further 93 bays are General Public bays with time restrictions that apply up until 6pm. A further 134 bays are classified as General Public bays with time restrictions that apply all day (ie 24 hours).

The above figure also lists all the bay types counted, including General Parking (with and without time limits), Tourist Buses and Caravan Bays, Disabled Bays, Motorcycle Bays, CoA vehicle and staff bays (not available to public from 6am to 6pm), Taxi Bays and Loading Zone (may be made available after business hours).

It should be noted that all these parking types and categories illustrated within the Figure, will not be available to the general public at all times. Parking is a competitive resource and some is allocated to specific types or categories of vehicle or to particular periods. However, most parking bay category and types, markings and signage are a management issue controlled by the City and if appropriate and desirable, specific bays can be reallocated to different categories by the City, such as adding or removing time restrictions or reviewing applicable hour limits.

The figures and audit counts presented in this report also reflect changes made to the bay types which the City initiated in December 2015 for the area between the CoA Administration Centre and the Court House. This resulted in a revised use of bays in the current civic area for *CoA Vehicles and staff* and these changes are incorporated into the Plan/new counts of *General* bays and *CoA Vehicles and staff* bays in the data used for this report.

***Parking Bays Available to Armadale District Hall patrons***

It should be noted that the District Hall is located at one end of the perceived CBD area within the area identified in C45/9/15 as Heritage Precinct.

Some public accessible bays are provided in the Heritage Precinct - Hall site (includes bays in adjacent street verge but does not include the additional bays allocated and signed as the Visitor Centre ie serving as a business premises) with a breakdown of the public accessible bay types, as shown in the report figures, provided in the following table:

<b>Heritage Precinct Parking Bays</b>	
On-Street – General All Day	7
Off-Street – General All Day	33
Tourist Buses and Caravans	3
Disabled Bays	1
<b>Total</b>	<b>44 bays</b>

Whilst considerable parking is available within the CBD area, some bays are located several hundred metres from the Hall. Notwithstanding, most of the perceived CBD area is within 800 metres of the Hall and urban design literature considers this is a reasonably walkable catchment of about 10-15 minutes. However, the distance people are prepared to walk is often related to the purpose of the trip, available options, safety, ability to comfortably walk, etc.

A figure illustrating the radial distance of public accessible parking bays from the Armadale District Hall is provided in the figure ***Parking Type and Proximity to Town Hall – Public Accessible***. It indicates 350 bays (inclusive of all bay types) are located within 400m of the District Hall and 700 within the larger 800m catchment (a total of 732 within the entire CBD catchment of approximately 850 metres from the Hall site), however, this would be dependent on the type of event/purpose.

In terms of large events at the Hall where significant numbers of visitors are expected to arrive by private vehicles, consideration needs to be given to scheduled use on nights or weekends and times and days when the general business and other civic administration needs for CBD parking and demand is lower. More of the general public parking bays in the CBD and around the vicinity of the Hall would therefore be available to patrons for major events at these times.

A further figure ***Total Parking Bays (Public Accessible & Bays Serving Business Premises to Armadale Hall (distance))*** is provided as a more comprehensive analysis of bay types within the CBD and in proximity to the Hall. This figure includes a count of the *Parking Bays Servicing Business Premises* which are located on private land (row 9 in the table), however, this table excludes the bays on the two major Shopping Centre sites (which are nevertheless annotated on the figure for the Armadale Central and Shopping City sites).

***Proposal to Upgrade and Extend Armadale District Hall***

The current proposal to upgrade the District Hall includes a major refurbishment of the main hall but retaining the existing capacity in the main hall of 300. The upgrade also includes construction of an additional activity space with a capacity of up to 150.

While this equates to a total capacity of 450 it is impractical for two concurrent activities to be scheduled to this total capacity. It is envisaged that the use of the Hall would be managed to avoid major activities for large numbers of people occurring at the same time. There would be regular scheduling of concurrent activities for example a concert band of 50 could be rehearsing in the main hall at the same time a dance class for 30 is taking place in the smaller space and so on.

It is most likely also that when a major activity such as a performance is occurring in the main hall that no activity would be scheduled in the smaller space. It would be fair to suggest then, that the maximum practical capacity of the Hall (including the secondary space) as it relates to parking in this case, is 300.

The Hall upgrade, management of events therein and implications for parking will be discussed by further reporting to the Community Services Committee and Council deliberations on the District Hall.

Preliminary investigation indicates there may be some potential for additional bays to be provided on street verge locations near the District Hall if such is deemed a priority by Council. While a preliminary draft design has indicated this opportunity, the location/s would be subject to detailed design, consultation and would require funding to create and construct as new public parking bays. Two preliminary draft concept design options utilising a location in the Hughes Road cul de sac east of the District Hall that have been identified that could create an additional 14 to 21 bays in close proximity to the District Hall if this were a desirable priority.

Future redevelopment of the Justice Precinct and Church Avenue is anticipated to provide more bays available in the evening.

While the cost of providing additional public car parking capacity varies and can include the cost of land, construction, maintenance and management, where existing crown or road reserve land is used to accommodate additional bays, these costs can be reduced to construction, maintenance and management costs. Notwithstanding, there remains an imputed or “opportunity cost” of the potential alternative use of the land used to accommodate additional bays, for example as pedestrian or landscaping/garden areas. The priority for use of land for potential extra bays in locations which have this potential would require much more scoping and consideration.

***Town Planning Scheme Parking Tables***

Schedule 11A of TPS No.4 indicates a Civic Use building, if it were constructed today, should have 1 parking bay for each 5 persons the facility is designed to accommodate. A design capacity of 300 persons therefore equates to 60 parking spaces based on current standards. However, as the Armadale Hall is an existing Heritage building and it was not constructed to this level of parking, these standards do not automatically apply. Parking located in nearby locations and reciprocal parking considerations are also relevant to any analysis of parking requirements, particularly where considerable public benefit would result, such as the community use of the Hall in contrast to a building for private business.

The renovation of a Heritage building also accords with the provisions of Council's Heritage Management Incentives Policy (PLN3.8) which encourages incentives by discretion to relax aspects and standards of the TPS. As the City also provides substantial Off-street and On-Street parking areas to the public as part of its general civic administration of the Armadale CBD these bays can be considered as reciprocally available to support use of the Hall, especially when Hall event bookings are managed to prevent peak parking demands arising at the same time.

### ***A Balanced Strategy***

While simply providing a supply of car parking space that is sufficient to satisfy the maximum level of public demand such as for major or coinciding events is conceivable, there would nevertheless be significant financial implications for developers attempting this which would likely make this model practically and financially unfeasible. A balanced approach of providing a sufficient amount of public parking spaces available in the CBD to satisfy public demand under most circumstances and combined with careful management of Hall bookings would be a preferred strategy on grounds of practicality and cost.

It is common for Local Governments (including Armadale) to vary parking standards to facilitate development by requiring the preparation of a parking management plan to manage peak parking demand, scheduling, alternative forms of transport, etc. The planned upgrade of the District Hall is unlikely to have major impacts on parking in the CBD if event bookings are well managed and coordinated with CBD normal business hours and other special events held from time to time (fireworks and festivals etc).

Specialist consultancy skills and experience in delivering City centre parking strategies and structure plans can be introduced via a consultant project for the Armadale CBD. A consultancy team of appropriate skills and expertise would prepare a parking strategy for the medium to longer term, in combination with an Activity Centre Structure Plan.

## **OPTIONS**

1. Prepare a consultant Brief for an Armadale City Centre Structure Plan for the *Armadale City Centre Structure Plan and Parking Strategy*.
2. Take no further action on a CBD Parking Strategy at this time.

## **SUMMARY**

A number of relevant conclusions can be drawn from the above audit of car parking bays and discussion of related issues in the Armadale CBD.

The recent in-house audit survey indicates a significant supply of total publicly accessible bays within the defined CBD area which extends to approximately 850 metres south west of the District Hall. Public-accessable bays includes the Hall car park and the surrounding streets and off-street public parking places in the CBD area. It is likely that the general public will also tend to use nearby bays serving closed business premises (ie after hours for those premises) when these bays are empty, unless clearly sign-posted to the contrary.

Additional points of consideration drawn from the background and parking audit survey are:

- the recent *Growing Armadale initiative* did not highlight parking in the CBD as a major concern;
- ensuring adequate parking availability for uses/events in the Armadale District Hall is primarily a matter of managing the events bookings for the use of Hall responsibly, with a preference for large events to be held at times when the CBD is not as busy as it is during normal business hours, therefore large CBD event starting times need consideration especially events in the Armadale Hall as more bays are available in non-peak periods, on weekends and after hours (after 5:15pm) and as availability is more restricted during business hours;
- City officers already consider parking aspects as part of scheduling and event-planning, however, community District Hall users should be better informed of available parking options and optimal times for parking when making Hall bookings. Sub-spaces within the Hall (main and lesser) should not be booked simultaneously where excessive demand for parking would be created;
- in recent years retailing changes to the nature/availability of retailing such as Sunday-Trading, later shopping hours and on-line shopping, has “spread” the traditional Saturday and Thursday peak shopping-parking periods and while the CBD is still busy, parking and traffic congestion is likely to be lesser than it was a few years ago when the nature/availability of CBD retailing was a more traditional pattern;
- there is potential for additional bays to be provided near the Hall to replace any bays that may be lost due to the proposed changes to the Hall footprint and/or provide further new additional bays if deemed appropriate by Council. For example a preliminary draft concept for an additional 14 to 21 bays has been drafted for a potential site in the Hughes Road cul de sac located east of the Hall site (note that these are subject to detailed design, consultation and would require funding to create and construct as new public parking bays). There may also be potential for further additional public bays to be identified in the CBD by a closer examination of the CBD street network to locate opportunities for extra bays;
- as a short walk is to be expected especially when large events are staged within the CBD, parking is considered to be adequate at this point in time;
- notwithstanding that current parking bays appears adequate for the short term, a discussion needs to be prioritised on currently available land in prime locations within the CBD to allow for future parking over the longer term. Specific options and directions for consideration are:
  - o a change in use (type) of parking bays along some CBD streets may be needed to allow for more shorter term visitors (eg near police station);
  - o site opportunities for future multi-storey parking needs to be identified and this is currently being examined as part of the *Civic Precinct Study* which has a focus mostly close to the Jull St area; and
  - o a strategy for future Land Acquisition may also be needed if such additional land is recommended by an updated and detailed consultant study.

## CONCLUSION

A priority action of the City's *Local Planning Strategy*, adopted in March 2015, is the preparation of an *Armadale City Centre Structure Plan* for the *Armadale Strategic Regional Centre (CBD)*. It is therefore timely to prepare the strategy to guide future public parking in the CBD as part of the *Armadale City Centre Structure Plan*.

An integrated *Armadale City Centre Structure Plan and Parking Strategy* will support the future growth and development of the Armadale Strategic Regional Centre. It will also serve as an *Armadale City Centre Structure Plan* which is a requirement of the Western Australian Planning Commission's *State Planning Policy 4.2 Activity Centres for Perth and Peel*.

The *Armadale City Centre Structure Plan* would set directions for new development the Armadale Strategic Regional Centre CBD and facilitate its continuing economic development and service to the Armadale and sub-regional community. It would identify new and additional sites for development/redevelopment and coordinate planning and development through identification of constraints and recommendations for action, including on parking, access and movement matters.

The composite *Armadale City Centre Structure Plan and Parking Strategy* would therefore include a land use/development and urban design plan for the Armadale CBD, which will provide an appropriate context and an integral component for the longer term parking strategy. Both land use/design and parking aspects should be formulated as an integrated plan.

The objective of the parking study component should be to provide parking facilities and make sufficient car parking information available to the public, together with management of the public domain (paths, streets, signage etc) and encourage public transport and other than car methods of access to the Armadale CBD.

It is recommended the City prepare a Consultant Brief for a combined *Armadale City Centre Structure Plan and Parking Strategy* for the Armadale City Centre CBD in 2016. Matters related to parking that the consultant study should address include:

- a targeted survey of the perceptions of parking issues held by business owners in the CBD;
- assessment of current parking take-up or usage rates (at differing times of day/week);
- assessment of current TPS car parking standards for new developments and future demand in the CBD, together with a comparison of standards in similar centres; and
- assessment of the linkages between parking locations and facilities, such as pathways, signage and lighting, for ease of access, information and safety, particularly at night.

Other factors for assessment by the consultancy project will be detailed in a Consultant Brief to be prepared in liaison, consultation and inputs by relevant directorates and MANEX.

A City Centre Strategy needs to bring together principles and practices of urban design, land use and economic development with contemporary principles and practices in transport traffic management and CBD parking. A multidisciplinary consultant study team can be formed with an appropriate range of disciplines and skills including expertise in planning and architecture, traffic engineering management and parking. The Activity Centre Structure Plan should provide recommendations for land use/development, urban structure and design guidelines for new developments and a parking strategy for the Armadale CBD to 2026.

#### **ATTACHMENTS**

1. Executive Summary 2005 CBD Parking Strategy
2. Aerial - City Centre Parking Study
3. Plan of Public - Accessible Parking Armadale CBD Area by Category
4. Parking Type and Proximity to Armadale Hall
5. Total Parking Bays (Public Accessible & Bays Servicing Business Premises to Armadale Hall (Distance))

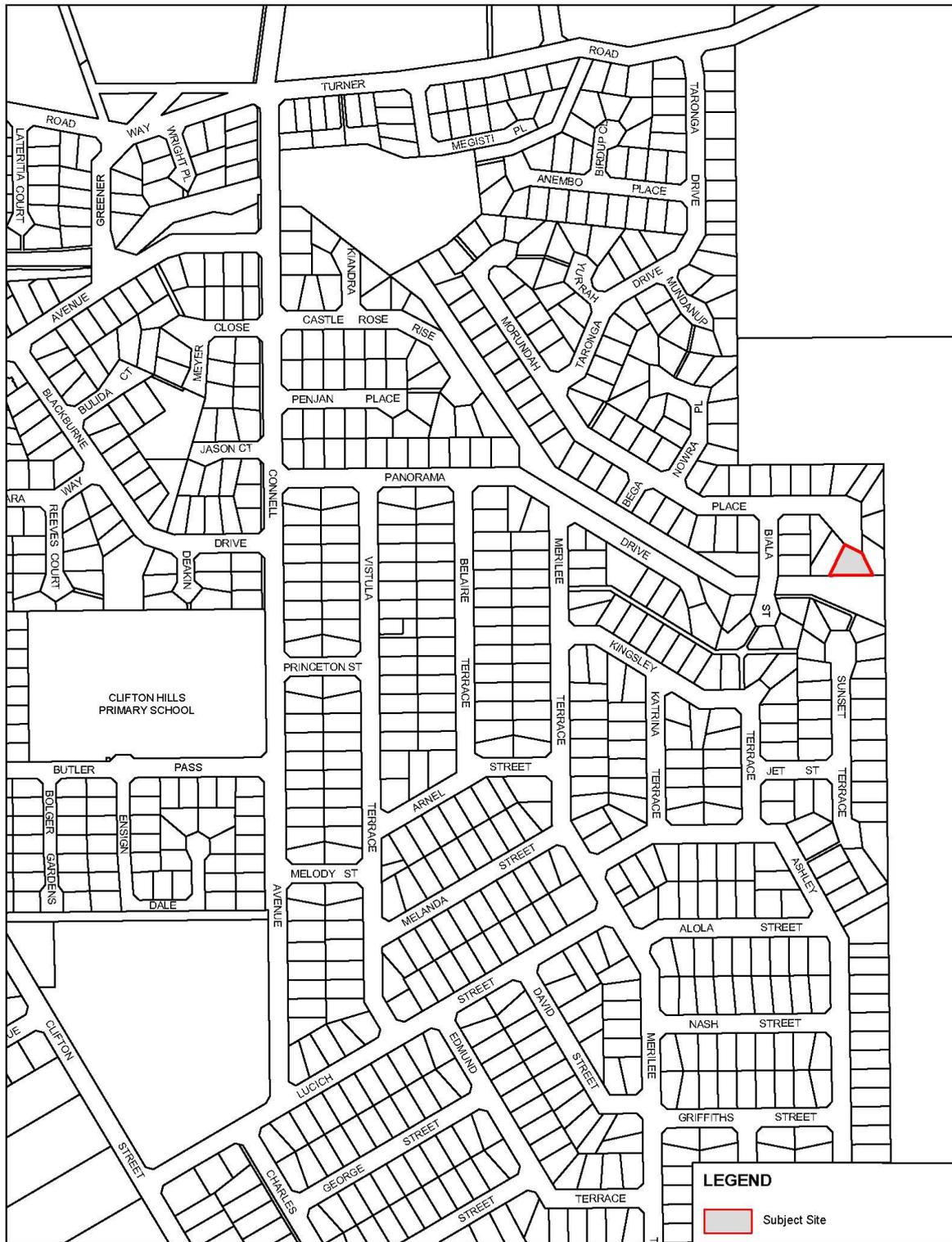
*Committee discussed current parking in the CBD and various options in relation to parking within the Civic Precinct and Armadale Hall.*

**D9/3/16            RECOMMEND**

#### **That Council:**

- 1. Note the status information contained in the above report on current CBD parking and proximity of bays to the Armadale District Hall.**
- 2. Include a comprehensive parking strategy as a major component of the Consultant Study Brief for the *Armadale City Centre Structure Plan* that is to be prepared in 2016.**
- 3. Prepare the *Armadale City Centre Structure Plan and Parking Strategy* in accordance with the City's adopted *Local Planning Strategy* which identifies it as a priority *Action*.**
- 4. Prepare the above strategy to the requirements of the Western Australian Planning Commission's *State Planning Policy 4.2 Activity Centres for Perth and Peel*.**

**Moved Cr M H Norman**  
**MOTION CARRIED (7/0)**



**Lot 512 Morundah Place, Kelmscott**  
Locality Plan



DATE 12 February 2016 - REVISION 1601  
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Based on information provided by and with the permission of the Western Australian Land Information Authority trading as Landgate (2012). Aerial photograph supplied by Landgate. Photographs by HeatMap.



**5.2 - PETITION REGARDING PROPOSED SURVEY STRATA - LOT 512 (NO.55)  
MORUNDAH PLACE, KELMSCOTT**

WARD : RIVER  
FILE No. : M/84/16  
DATE : 1 March 2016  
REF : MC  
RESPONSIBLE : Executive Director  
MANAGER : Development Services

**In Brief:**

- A petition signed by 29 people was received by Council at its February 2016 meeting. The petition requests Council to reject any present and future application for the subdivision of Lot 512, No.55 Morundah Place, Kelmscott.
- Recommend that Council acknowledge the petition and forward a copy of the petition to the Western Australian Planning Commission (WAPC).

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Nil.

**Legislation Implications**

Town Planning Scheme (TPS) No.4

**State Policies**

State Planning Policy 3.1 “Residential Design Codes” (R-Codes)

State Planning Policy 3.7 “Planning in Bushfire Prone Areas” (SPP 3.7)

Development (Local Planning Scheme) Amendment Regulations 2015 (LSP Amendment)

**Council Policy/Local Law Implications**

LPP 3.1 “Residential Density Development” (LPP 3.1)

**Budget/Financial Implications**

Nil.

**Consultation**

N/A



**Lot 512 Morundah Place, Kelmscott**  
Aerial Photograph



DATE 12 February 2016 - REVISION 1601  
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Based on information provided by and with the permission of the  
Western Australian Land Information Authority trading as Landgate (2012).  
Aerial photograph supplied by Landgate. Photographs by NearMap.



## **BACKGROUND**

The City received an application for comment from the WAPC for a two lot survey strata at Lot 512, No.55 Morundah Place, Kelmscott on 24 July 2013. The City recommended deferral of the subdivision application on 29 July 2013 as the subject lot is coded Residential R15/25 and development at the higher density is not supported unless a development approval has been granted in accordance with Clause 5.2.4(a) of TPS No.4.

Consequently, the City received a development application for two grouped dwellings on 26 September 2013. The City requested additional information from the applicant on several occasions. The land is very steep and difficult to develop for more than a single house. The City refused the application 7 January 2014 as insufficient information was provided by the applicant and the application did not comply with the provisions of the R-Codes, LPP 3.1 and TPS No.4.

The City received correspondence from the WAPC on 14 October 2013 advising the decision on the strata application had been deferred until “subdivision seeking assessment at the higher of the dual coding applicable to the site must be supported by a development approval granted by the City of Armadale” was resolved.

The City received a development application for two grouped dwellings on 4 June 2014. The City requested advice on a number of issues and raised concerns about the proposed design. The City for a second time refused the application on 17 November 2014 for the similar reasons as listed above.

City officers contacted the Department of Planning on 9 February 2016 and were advised that there has been no determination of the strata application and it is still on deferral. It should be noted that no further applications for development have been received by the City.

## **DETAILS OF PROPOSAL**

A petition signed by 29 people was tabled by Cr Butterfield at the Ordinary Meeting of Council on 8 February 2016, the prayer of which reads:

*“We the undersigned respectfully request that the Council: To reject any present and future application for the subdivision of Lot 512, 55 Morundah Place, Kelmscott WA 6111.*

*To deny any application for subdivision based on:*

- a. A subdivision will take away the sense of place and does not fit with the aesthetics of the area.*
- b. Increasing the residential density of Lot 512, will lead to a higher number of vehicles and people located in the Morundah cul-de-sac. This will exacerbate the fire risk of the site, in an already designated fire risk prone location. The following facts outline this risk.*
  - i. The completion of a Bushfire Attack Level (BAL) Contour Map, would highlight the HIGH fire risk of the site and situation of Lot 512.*
  - ii. The potential Bushfire Attack Level (BAL) rating of 40, the second highest rating on the BAL scale. This is based on the gradient being less than 1:5. The proximity to tall open forest, of both Jarrah and Marri eucalyptus trees of the Banyowla Regional Park being less than 20m from a building sited on Lot 512.*

- c. *Morundah Place is a cul-de-sac. Increasing the density heightens the fire risk.*
- i. *Facts to support this are, the Western Australian Planning Commission's document titled Guidelines for Planning in Bushfire Prone Areas points out that a cul-de-sac is not a recommend road design. A cul-de-sac only has one way in and one way out and it also has limited turning space. The document insists that the minimum diameter of a cul-de-sac be 17.5 metres, the Morundah Place cul-de-sac does not meet that minimum diameter. Residents must also travel at least 230 metres before they have an alternative exit from the area in the instance of a fire. The Western Australian Planning Commission recommends a maximum of 200m.*
- d. *The common driveway will result in vehicle accidents.*
- i. *A common driveway exists for the dwellings located on properties 53, 55 and 57 Morundah Place. All residents of these three properties use part or all of the driveway. The driveway is sited on a steep slope that requires significant vehicle acceleration. There is no direct sight line for properties 53 and 55, vehicles leaving from the dwelling on 57 are not visible, due to the gradient and curvature of the driveway.*
- ii. *Adding a fourth dwelling to the use of this common driveway is dangerous and unsafe.”*

Council resolved that the petition be received and referred to the Development Services Committee.

## **COMMENT**

In light of the State Government introducing new requirements for people intending to develop and/or build in bushfire prone areas, any new application for development at this site will be assessed according to the new SPP 3.7 and LPS Amendment which were gazetted 7 December 2015. This will involve receipt of an assessment of Bushfire Attack Level (BAL) and a Bushfire Management Plan (BMP) being provided by an accredited practitioner.

## **CONCLUSION**

The petition does not raise any new issues that haven't already been considered and/or will be addressed by the City should a new application for development be received. It should be noted however, the WAPC are the determining authority for any future subdivision and strata potential on the subject lot and the WAPC can issue an approval regardless of the City's recommendation. It is recommended that a copy of the petition be forwarded to the WAPC.

**ATTACHMENTS**

1. Town Planning Scheme Map - Lot 512 Morundah Plc, Kelmscott

**D10/3/16          RECOMMEND**

**That Council:**

1. Acknowledge receipt of the petition and forward a copy of the petition to the WAPC.
2. Advise the organiser of the petition of the above decision.

**Moved Cr H A Zelones  
MOTION CARRIED (7/0)**

### **5.3 - COUNCIL POLICY REVIEW - DEV 1 STREET NUMBERING - DEVELOPMENT SERVICES**

WARD : ALL  
FILE No. : M/90/16  
DATE : 9 March 2015  
REF : SS  
RESPONSIBLE : Executive Director  
MANAGER : Development Services

#### **In Brief:**

- This report presents the findings of the review of the Council Policy DEV 1 - Street Numbering as relating to the responsibility of Development Services - Planning Services.
- Recommend that the Council Policy DEV 1 - Street Numbering be amended to reflect the new Australian Standard and adopt the Policy for a further period of 3 years.

#### **Tabled Items**

Nil.

#### **Officer Interest Declaration**

Nil.

#### **Strategic Implications**

- 4.1.2 Ensure governance policies, procedures and activities align with legislative requirements and best practice.
- 4.5.1 Ensure compliance of relevant Council policies and procedures with legislative and organisational requirements.

#### **Legislation Implications**

Section 2.7 of the *Local Government Act 1995* states:

##### *2.7. The role of the council*

- (1) *The council —*
- (a) *directs and controls the local government's affairs; and*
  - (b) *is responsible for the performance of the local government's functions.*
- (2) *Without limiting subsection (1), the council is to —*
- (b) *determine the local government's policies.*

#### **Council Policy/Local Law Implications**

Policy Manual - DEV 1 – Street Numbering

#### **Budget/Financial Implications**

Nil.

#### **Consultation**

Council officers as relevant to the various subject matter covered by the policy under review in this report.

## **BACKGROUND**

Council at its meeting of 25 February 2013, formally adopted (C6/2/03) the Policy Manual, endorsed the associated Management Practices and the procedure for developing, amending and reviewing the policies and Management Practices.

Part 3.1 of the procedures for Policy Review states:

*“A review of every policy is to be made every 3 years by the relevant Executive Director, with a third of the policies being reviewed every year.”*

## **DETAILS OF PROPOSAL**

Council Policy DEV 1 – Street Numbering was formally adopted by Council at its meeting of 25 February 2013 (D9/2/13) and is now due for review. This Policy has been in use for the past three (3) years to guide and administer street number allocation and changes within the boundaries of the City.

## **COMMENT**

Council Policies are reviewed in accordance with the City’s “Policy Manual Procedures and Practices”, having regard for whether the policy:

- Satisfies current organisational / operational requirements.
- Complies with current legislative requirements.
- Is consistent with other Council Policies.

As per the Procedure for Reviewing Policies, the policy is herewith presented for review by Council.

## **ANALYSIS**

This review has one minor alteration to the Policy reflecting an update to the Australian Standard ‘Rural and urban addressing AS/NZS 4819:2011’. The standard was previously reflected as ‘Rural and urban addressing AS/NZS 4819:2003’. The remainder of the Policy DEV 1 – Street Numbering remains unchanged and meets all considerations. Policy and Management Practice have operated soundly. ***A copy of amended DEV1 and Management Practice are presented in the Attachments to this report.***

## **OPTIONS**

1. Council could adopt the amended Council Policy with the minor change only being made to the Australian Standard update for a further three (3) years.
2. Council could seek to amend the Council Policy.

## CONCLUSION

The Council Policy DEV 1 – Street Numbering has been in use for the past three years to guide street numbering within the municipal boundaries of the City and operates effectively. It is recommended that Council adopts the amended Policy for a further three (3) years or such earlier date as Council may determine from time to time.

## ATTACHMENTS

1. DEV 1 Policy and Management Practice

D11/3/16      **RECOMMEND**

**That Council:**

1. **Pursuant to Section 2.7(2)(b) of the *Local Government Act 1995* adopt the amended Council Policy DEV 1 – Street Numbering for a further three (3) years or such earlier date as Council may determine from time to time.**

**Moved Cr C A Campbell  
MOTION CARRIED (7/0)**

**\*\*5.4 - REVIEW OF DELEGATION OF AUTHORITY NO. 23**

WARD : ALL  
FILE No. : M/103/16  
DATE : 2 March 2016  
REF : SS  
RESPONSIBLE : Executive Director  
MANAGER : Development Services

**In Brief:**

- It is a requirement of the Local Government Act 1995 (as amended) that all Delegations be reviewed annually. The last review occurred in October 2015. Since that review a position title change has been made to an officer within Development Services Directorate that affects Delegation 23. It is necessary to amend this Delegation to reflect this change.
- Recommend that Council confirms the amended Delegation (23) to the Chief Executive Officer and specified officers, as presented, as having ongoing application, relevance and accuracy.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Good Governance and an Effective Organisation

4.1 Good Governance and Leadership

4.1.2 Ensure governance policies, procedures and activities align with legislative requirements and best practice.

4.5 Effective and efficient administrative services

4.5.1 Ensure compliance of relevant Council policies and procedures with legislative and organisational requirements.

4.5.2 Provide professional administrative services to support Council operations and services.

**Legislation Implications**

The relevant Sections of the Local Government Act 1995 are as follows:

5.42 Delegation of some powers and duties to CEO.

5.43 Limits on delegations to CEO's.

5.44 CEO may delegate powers and duties to other employees.

5.46 Register of, and records relevant to, delegations to CEO's and employees.

Other relevant Legislation:

- Land Administration Act 1997.
- Planning and Development Act 2005.
- Planning and Development Regulations 2009.
- Strata Titles Act 1985.
- Transfer of Land Act 1893.

**Council Policy/Local Law Implications**

Various Council Policies

### **Budget/Financial Implications**

Nil.

### **Consultation**

- Development Services Directorate
- Technical Services Directorate
- Governance and Administration

### **BACKGROUND**

It is a requirement of the Local Government Act 1995 (Section 5.46(2)) that delegations of authority are reviewed annually. Delegation 23 was adopted by Council at its meeting on 12 October 2015 to comply with relevant legislation. (T71/10/15)

This Delegation enables the City to efficiently make decisions on behalf of Council to meet statutory timeframes and provides for delegation to Chief Executive Officer, Executive Director Development Services, Executive Director Technical Services and Executive Manager Planning Services, authority to sign the following documents and/or deeds on behalf of the City, including lodgement, removal, withdrawal, surrender or modification in accordance with Section 9.49(A) of the Local Government Act 1995.

The recent change in the title of the Executive Manager Planning Services to Executive Manager Development Services necessitates a review of this delegation to ensure the Executive Manager Development Services can sign the necessary documents as intended in the delegation.

Delegations facilitate greater efficiency through better time management and use of Council resources, which allows for an increased focus on strategic projects, improving internal organisational processes and enable decisions to be made consistently with Council's statutory documents.

### **DETAILS OF PROPOSAL**

Council is required to confirm Council's Delegations of Authority pursuant to Section 9.49(A) of the Local Government Act 1995 in relation to delegation 23 which delegates to the Chief Executive Officer, Executive Director Development Services, Executive Director Technical Services, Executive Manager Development Services authority to sign the following documents and/or deeds on behalf of the City, including lodgement, removal, withdrawal, surrender or modification:

- Notifications, covenants and easements under the Transfer of Land Act 1893;
- Reciprocal access and/or parking agreements;
- Rights of carriageway agreements;
- Caveats under the Transfer of Land Act 1893; and
- Easements or deeds of easement under the Land Administration Act 1997 and/or Strata Titles Act 1985.

### **COMMENT**

In line with statutory requirements, all current Council Delegations of Authority as relating to the functions of the Development Services Directorate will be reviewed at the annual review later in 2016.

**OPTIONS**

There are three options available:

1. approve amended delegation 23 as indicated in the recommendation;
2. leave the current delegation as approved; or
3. not renew this delegation.

**CONCLUSION**

It is recommended that the Council Delegation of Authority as relating to delegation 23 as presented in the following report recommendation be adopted.

**ATTACHMENTS**

There are no attachments for this report.

**D12/3/16 RECOMMEND**

**That Council confirms the following amended delegation as having ongoing applications relevance and accuracy -**

**Local Government Act 1995**

<b>DELEGATED AUTHORITY</b>			
<b>No:</b>	<b>Section</b>	<b>Delegation Described</b>	<b>Assigned by CEO</b>
23	9.49 (A)(4) &(5)	<p><b>That Council pursuant to Section 9.49(A) of the Local Government Act 1995, delegates to the Chief Executive Officer, Executive Director Development Services, Executive Director Technical Services and Executive Manager Development Services, authority to sign the following documents and/or deeds on behalf of the City, including lodgement, removal, withdrawal, surrender or modification:</b></p> <ul style="list-style-type: none"> <li>• <b>Notifications, covenants and easements under the Transfer of Land Act 1893;</b></li> <li>• <b>Reciprocal access and/or parking agreements;</b></li> <li>• <b>Rights of carriageway agreements;</b></li> <li>• <b>Caveats under the Transfer of Land Act 1893; and</b></li> <li>• <b>Easements or deeds of easement under the Land Administration Act 1997 and/or Strata Titles Act 1985.</b></li> </ul>	No

**ABSOLUTE MAJORITY RESOLUTION REQUIRED**

Moved Cr H A Zelones  
**MOTION CARRIED (7/0)**

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**5.5 - PLANNING INSTITUTE OF AUSTRALIA CONGRESS - BRISBANE - 11 TO 13  
MAY 2016**

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WARD : ALL  
FILE No. : M/980/15  
DATE : 29 February 2016  
REF : SS  
RESPONSIBLE : Executive Director  
MANAGER : Development Services

**In Brief:**

- The 2016 PIA Planning Congress will be held in Brisbane, Queensland from 11<sup>th</sup> to 13<sup>th</sup> May 2016.
- Matters to be covered should be of relevance to Armadale.
- Recommend that consideration be given to nominating a Councillor to attend.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Relates to the aim for good governance and leadership to:

4.1.1 Strengthen the governance role of Councillors by informing, resourcing, skilling and supporting their role

**Legislation Implications**

Nil.

**Council Policy/Local Law Implications**

Council Policy ADM3 – Conferences and Training

Council Policy EM1 – Reimbursement Councillor's Expenses

**Budget/Financial Implications**

The PIA Planning Congress is on the Approved Conference List for both Officers and Elected Members. Officer attendance will be funded from the Planning Service's Conference and Meeting budget. Sufficient funds are available in the Councillor/Member Development Budget should a Councillor be nominated to attend.

The total cost of the conference (registration, accommodation and airfares) is estimated at \$4,000 per delegate.

## **BACKGROUND**

The 2016 PIA Planning Congress will be held at the Brisbane Convention and Exhibition Centre from Wednesday 11<sup>th</sup> May to Friday 13<sup>th</sup> May 2016.

The PIA Planning Congress typically hosts a number of topics which are potentially applicable to the City and may provide valuable insight and information in a number of areas that impact the City.

## **DETAILS OF CONFERENCE**

The 2016 PIA Congress will share information, research and innovative practices and has the theme Inspire, Innovate, Implement.

Concurrent Sessions will run throughout the congress with streams including:

- Innovation in Creating our Future Cities;
  - Urban Intensification and Liveable Benchmarks in Sydney.
  - Rethinking Our Cities So they are Fairer and Better for all.
- Inspired Planning Practice;
  - Development and Community are not Mutually Exclusive.
  - Innovation through Collaboration and Interaction.
- Stop - Collaborate and Listen;
  - The Art of the Conversation in an Ever Evolving Digital Landscape.
  - Better Planning for People and Places – An Innovative Approach to Engagement.
- Implementation at its Best... Place-making;
  - WGV – A New Model for Infill Development in Perth.
  - The Next Generation of Water's Edge Public Spaces: From Inspirational, Innovative to Implementable.
- Tools of the Trade – Innovation in Decision Making;
  - Social Media for Planners.
  - Business Intelligence in Urban Planning.
  - Designing Places that People Want, (Not just what we think they want). Using Crowdsourced Data as a Planning Tool.
- Lessons Abroad – International Snapshot.
  - Achieving Job Self-Sufficiency in Greenfield Developments.
  - Target Cities: North America's New Code for Urban Governance.

Keynote Speaker is:

**Bernard Salt**, who is widely regarded as one of Australia's leading social commentators by business, the media and the broader community. He is a high-profile Melbourne-based Partner with the global advisory firm KPMG where he founded the specialist advisory business, KPMG Demographics. Bernard writes two weekly columns for The Australian newspaper that deal with social, generational and demographic matters. He is an adjunct professor at Curtin University Business School and he holds a Master of Arts degree from Monash University.

It should be noted that no Ordinary Council Meeting is scheduled during the week of this conference. It is potentially beneficial for an Elected Member to attend the PIA Congress, given a number of topics may be applicable to the City and offer insight into matters that are impacting the City.

## **CONCLUSION**

An Officer may be attending the PIA Planning Congress. The matter is brought to the attention of Council to determine if it wishes to nominate a Councillor to attend.

## **ATTACHMENTS**

1. PIA Congress 2016 Program

*Expressions of interest were received from Cr Zelones and Cr Wielinga.*

## **D13/3/16      RECOMMEND**

**That Council nominates Cr Wielinga to attend the PIA Planning Congress to be held at the Brisbane Convention and Exhibition Centre from Wednesday 11<sup>th</sup> May to Friday 13<sup>th</sup> May 2016.**

**Moved Cr D M Shaw  
MOTION CARRIED (7/0)**

***COUNCILLORS' ITEMS***

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Nil

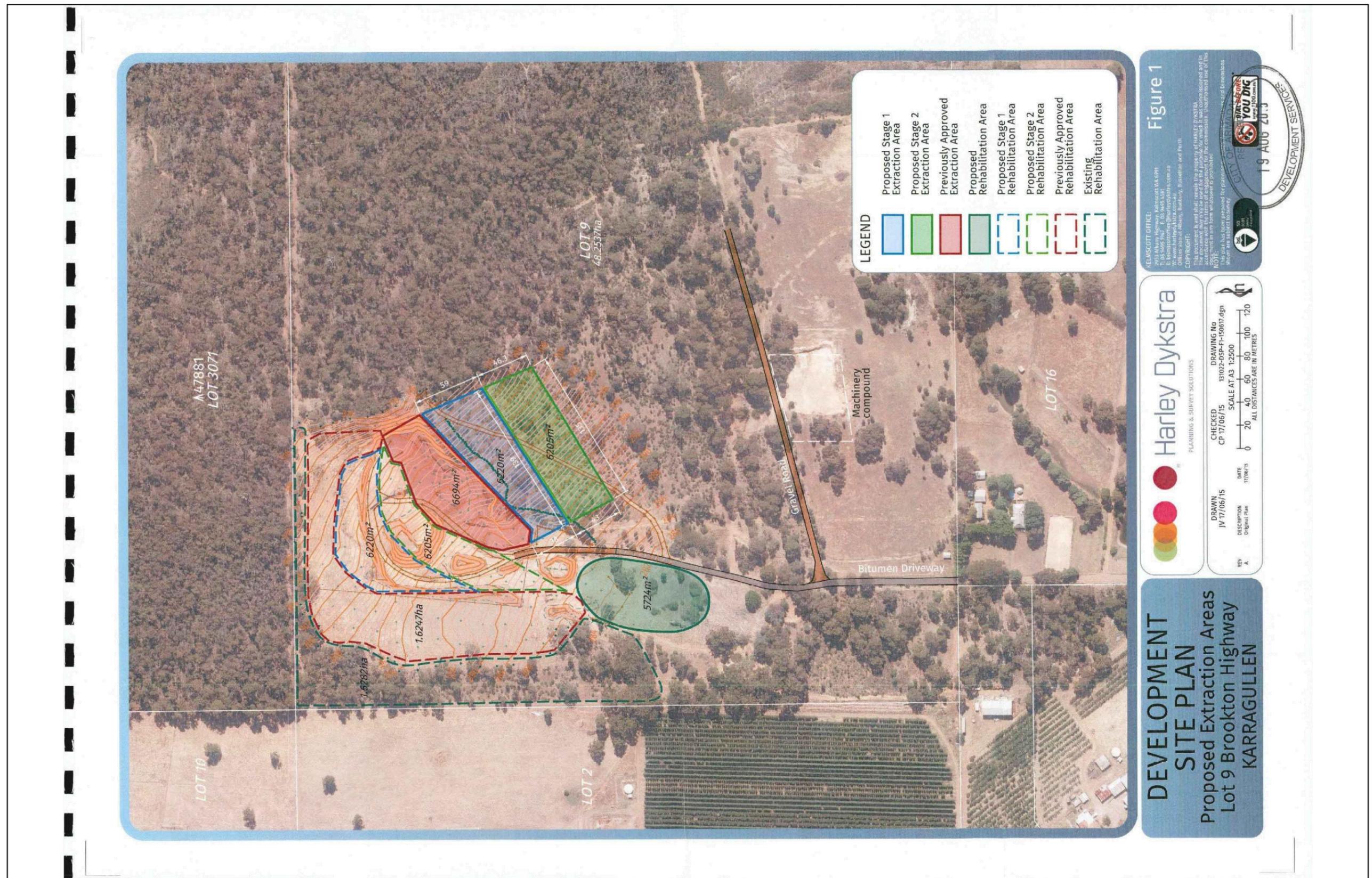
***EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORT***

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Nil

**MEETING DECLARED CLOSED AT 7:50 PM**

<b>DEVELOPMENT SERVICES COMMITTEE</b>		
<b>SUMMARY OF "A" ATTACHMENTS</b>		
<b>22 MARCH 2016</b>		
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**DEVELOPMENT SITE PLAN**  
Lot 9 Brookton Hwy, Karragullen

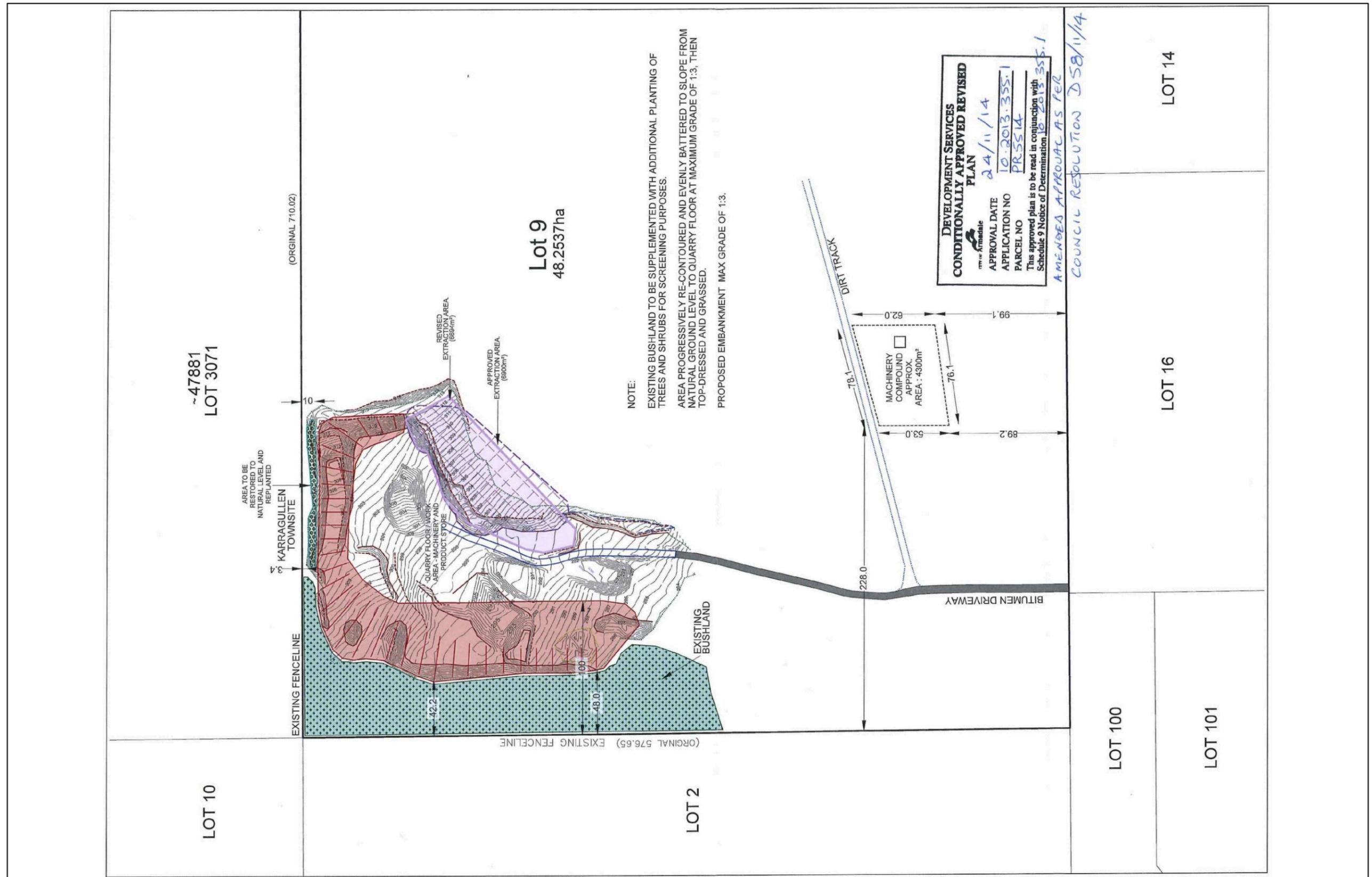
DATE 16 March 2016 - REVISION 1601  
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NOT TO SCALE

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Western Australian Land Information Authority trading as Landgate (2012).  
Aerial photograph supplied by Landgate. Postmaps by NextMap.





**APPROVED SITE PLAN**

Lot 9 Brookton Hwy, Karragullen

DATE 16 March 2016 - REVISION 1601  
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AWM/10899/14

Records Copy

Our Ref: PR5514; 10.2013.355.1  
Enquiries: Meredith Kenny

29 July 2014

Harley Dykstra  
PO Box 316  
KELMSCOTT WA 6991

Attention: Clayton Plug

Dear Mr Plug

***DEVELOPMENT APPLICATION – EXPANSION OF EXISTING EXTRACTIVE  
INDUSTRY(GRAVEL QUARRY) - LOT 9 BROOKTON HIGHWAY KARRAGULLEN***

I am pleased to advise that Council considered your application at its meeting of 28/07/2014, and resolved to approve the application subject to the conditions as contained on the enclosed Notice of Determination.

A copy of the Council Minutes is available on Council's website. ([www.armadale.wa.gov.au](http://www.armadale.wa.gov.au)).

The applicant and landowner are advised that it is a statutory requirement to comply with all conditions of this approval, and that not complying with any condition is therefore illegal. Failure to comply with any condition of this approval or the approved plans constitutes an offence under the Planning and Development Act 2005. The City can issue a Planning Infringement Notice of \$500 (without notice) and/or commence legal action with higher penalties up to \$200,000 for each offence and a daily penalty of \$25,000 per day for the continuation of that offence. It is the responsibility of the applicant and/or landowner to inform Council in writing when they consider the development to be complete and all conditions of this approval have been satisfied.

Any queries you may have should be directed to Meredith Kenny of Council's Planning Services Department on (08) 9399 0627. Please use the above reference and lot numbers when contacting Council regarding your application.

Yours sincerely

PAUL SANDERS  
EXECUTIVE MANAGER PLANNING SERVICES  
D35/7/14

Enc: Notice of Determination



Serial No: 10.2013.355.1

**Schedule 9 – Notice of Determination on Application  
for Planning Approval**

*Planning and Development Act 2005*

City of Armadale Town Planning Scheme No 4

**DETERMINATION ON APPLICATION FOR PLANNING APPROVAL**

Location: Lot 9 Brookton Highway Karragullen

Lot:	9	Plan/Diagram:	42350
Vol No:	1524	Folio No:	914
Application Date:	16/07/2013	Received on:	19/07/2013

Description of proposed development: Expansion of Existing Extractive Industry  
(Gravel Quarry)

The application for planning approval is **GRANTED** as per the attached plans and subject to the following conditions:

CONDITIONS:

1. In accordance with Clause 10.6 of Town Planning Scheme No.4, this approval is valid for a temporary period of 5 years from the date of this approval, after which time, the use shall cease and all associated structures / hardstand / equipment / fixtures shall be removed and the site reinstated and restored within 90 days to the satisfaction of the Executive Director Development Services.
2. Immediate implementation of the approved Dust Management Plan to the satisfaction of the Executive Director Development Services.
3. Submission and, following approval, implementation of a Revegetation Management Plan commencing no later than 30 September 2014 to the satisfaction of the Executive Director Technical Services. Revegetation Management Plan to include proposed native dieback-resistant plant species and planting densities appropriate for screening in buffer areas (tree rows 5m apart, one tree per 10m and shrub rows 5m apart, one shrub per 2m) and revegetation of the remaining operational areas outside stages 1 and 2 revegetation areas at a rate of 1 tree per 100m<sup>2</sup>.
4. Construction and maintenance of a 4m high earthen bund on the west side of the operational area of the quarry in accordance with the recommendation of the Noise Impact

Assessment prepared by Lloyd George Acoustics for the quarry. Stockpiled material can be used to form the bund(s) required.

5. A Flora Survey of the future operational area the subject of this approval is to be undertaken prior to the commencement of clearing to the satisfaction of the Executive Director Technical Services to establish a list of suitable plant species to be used in rehabilitation of the future operational area.
6. Submission and implementation of a Weed Control Management Plan, including what weeds are present on the subject lot, what chemicals will be utilised for which weeds and appropriate timing of weed control based on weed species, to the satisfaction of the Executive Director Technical Services. Implementation of the Weed Control Management Plan is to occur in conjunction with the implementation of the Revegetation Management Plan.
7. Submission and implementation of a Dieback Management Plan within 30 days of the date of this approval, to the satisfaction of the Executive Director Technical Services.
8. Submission and implementation of a Stormwater, Soil and Erosion Management Plan within 30 days of the date of this approval, to the satisfaction of the Executive Director Technical Services.
9. A report (audit) on compliance with the approved management plans shall be submitted to the City within 90 days of date of this approval and thereafter on an annual basis by the anniversary date of this approval. The annual audit must include:
  - a) an identification of the sources and nature of all emissions, discharges and wastes generated on the site.
  - b) an assessment of dust amenity (dust deposition) and health impacts (total suspended particulate, particulate matter less than 10 microns).
  - c) an assessment of environmental impacts associated with its operations and its compliance with planning and environmental requirements, in particular assessment of:
    - (i) its operations measured against the Environment Protection (Noise) Regulations and this shall include but not be limited to a complete operational noise survey;
    - (ii) the verification of the maintenance of a minimum 2 metre separation to groundwater level; and
    - (iii) to verify that any potential contaminants not limited to acid sulfates, are not liberated from the dunal systems as a result of mining activities.
  - d) an evaluation of its response to any complaints.

- e) a review of operational and management practices relating to environmental performance and the management of environmental risk, including emergency response, contingency plans and other measures to prevent or minimise environmental impacts and any additional measures required to ensure compliance within accepted standards.
  - f) The results of monitoring that is conducted throughout the year at such times and for such periods and reported as specified in the Environmental Management Plan.
  - g) Management Plans required by Conditions No.2, 3, 6, 7, 8, 24 and the Noise Management Plan.
  - h) A suitably qualified and experienced person to the satisfaction of the City must conduct the audit.
10. The landowner is to maintain a fenced and vegetated 10m northern buffer and a 100m western buffer (exclusive of firebreaks) between the top of all quarry pits and the property boundary to the satisfaction of the Executive Director Technical Services. Screening vegetation is to be established within the buffer (in a scattered configuration) at the standard density of - tree rows 5m apart, one tree per 10m and shrub rows 5m apart, one shrub per 2m. Screening vegetation is to be native and dieback resistant.
11. The vegetation buffer areas required by condition 10 above and areas of indigenous vegetation outside of the area approved for excavation and associated activities (access, storage, stockpiling, truck parking etc.) the landowner shall be fenced utilising post and wire fencing flagged with brightly coloured survey tape or flags, to prevent encroachment by machinery or any other materials that could damage the vegetation.
12. Operating hours are restricted to 7.00am to 7.00pm Monday to Friday. Operations include, but are not limited to, the movement of all vehicles (including but not limited to bulldozers, front end loaders, water trucks, gravel trucks and fuels trucks) involved in the extractive industry. This includes external contractor's vehicles.
13. The applicant shall ensure that the site is kept in a neat and tidy condition at all times. When vehicles and equipment are not in use they shall be located in such a manner as to minimise their view from neighbouring residents and public roads to the satisfaction of the City.
14. Any buildings/structures associated with the excavation activities such as site office, toilet facilities and sea containers used for storage are to be located so that they are screened from view from any adjacent roads or properties to the satisfaction of the City.
15. The crossover from Brookton Highway to the access road to be constructed in accordance with the City of Armadale's standard industrial crossover specifications and be maintained to the satisfaction of the Executive Director Technical Services.

16. The abovementioned crossover shall be designed and constructed to accommodate two trucks (one entering and one exiting the site).
17. All driveways shall be constructed using road base quality material and bitumen sealed to limit dust generation and to ensure that no visible dust or material from the site extends beyond the site boundary to the satisfaction of the Executive Director Technical Services.
18. Where damage is caused to the road pavement and/or bitumen seal adjacent to the access as a result of heavy haulage operations from the subject site, such damage shall be rectified at the applicant's expense and to the satisfaction of the Executive Director Technical Services.
19. A maximum speed limit of 25 kilometres per hour shall be applied to all internal roads, driveways and vehicle accessways and signs in this regard shall be displayed at the entrances to the site.
20. If the storage of more than 200L of liquid chemicals or fuels onsite is proposed, a management plan to ensure accidental spills or contaminated stormwater from accidental spill are retained on-site and adequately cleaned up before being disposed of at a facility appropriate to the waste type shall be submitted to and approved by the Executive Director Development Services and the works specified by the management plan implemented thereafter.
21. If on site refuelling of vehicles is proposed to occur then a hardstand refuelling area bunded and drained to a pollutant receptor to prevent any spilled fuel entering the natural ground shall be provided on site to the satisfaction of the City. All refuelling shall take place within this hardstand area.
22. No chemicals or potential liquid contaminants shall be disposed of on-site.
23. The landowner shall implement measures to minimise the risk of spills or leaks of chemicals including fuel, oil or other hydrocarbons and shall immediately remove and safely dispose of any liquid resulting from spills or leaks of chemicals including fuel, oil or other hydrocarbons, whether inside or outside the low permeability compounds.
24. Preparation of an Emergency Management Plan that addresses emergency response, access/egress and water supplies must be completed to the satisfaction of the Executive Director Community Services prior to excavation commencing.

#### **ADVICE NOTES**

- AN1. The application and a copy of this decision has been referred to the Western Australian Planning Commission for determination under the Metropolitan Region Scheme and you will be advised in writing by that authority once a determination in this regard has been made.

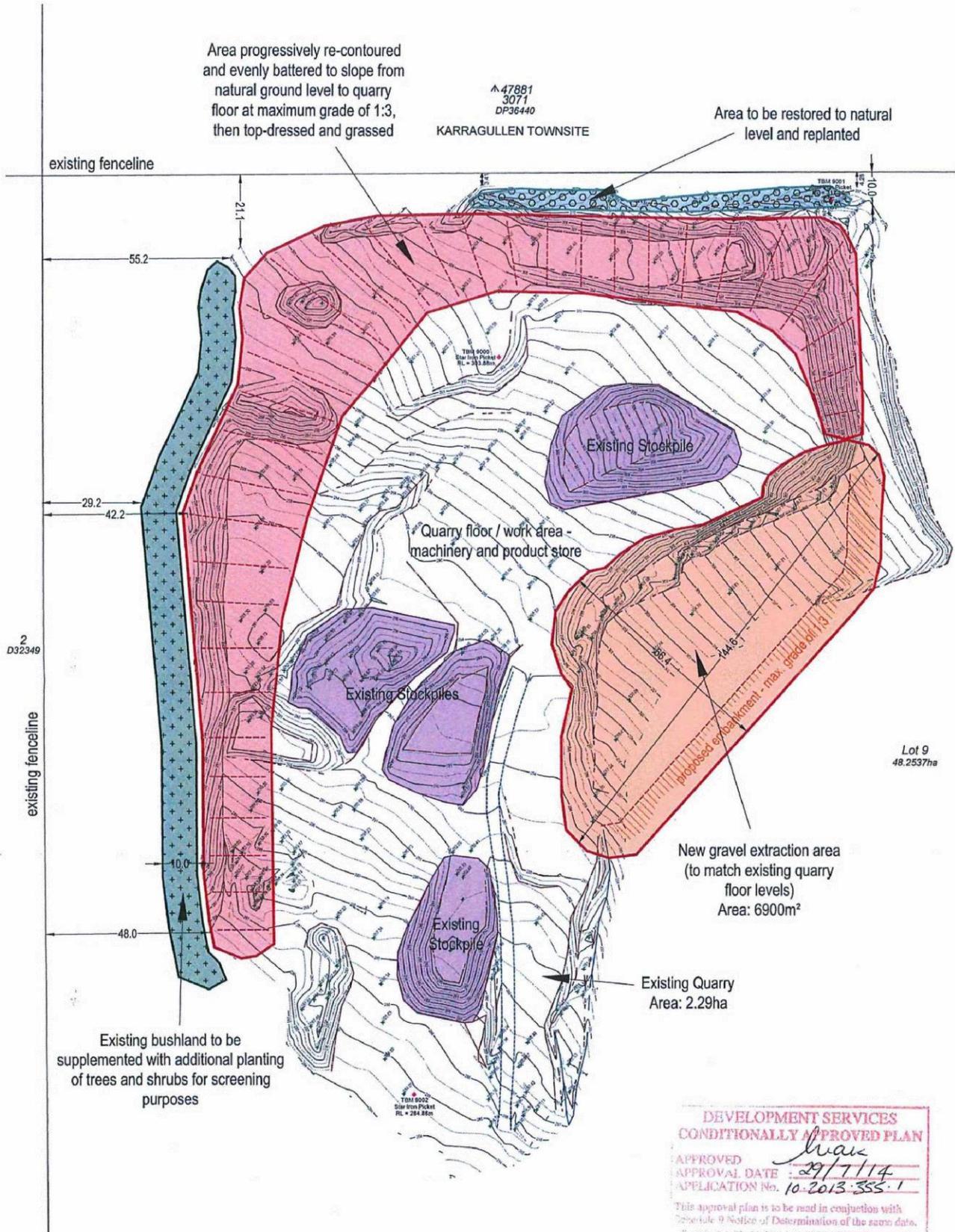
- AN2. The landowner must comply with the City's Extractive Industry Local Laws.
- AN3. With regard to Condition requiring a Spill Management Plan, the Department of Water's "Non-structural controls Best Management Practice Guidelines" provides guidance on this matter. The Guidelines are available on the internet at: <http://www.water.wa.gov.au/PublicationStore/first/84968.pdf>
- AN3. The compounds described in conditions 20 and 21 shall:
- be graded or include a sump to allow recovery of liquid;
  - be chemically resistant to the substances stored;
  - include valves, pumps and meters associated with transfer operations wherever practical - otherwise the equipment shall be adequately protected e.g. bollards and contained in an area designed to permit recovery of chemicals released following accidents or vandalism;
  - be designed such that jetting from any storage vessel or fitting will be captured within the bunded area - see for example Australian Standard 1940-1993 Section 5.9.3 (g);
  - be designed such that chemicals which may react dangerously if they come into contact, are in separate bunds in the same compound or in different compounds; and
  - be controlled such that the capacity of the bund is maintained at all times e.g. regular inspection and pumping of trapped uncontaminated rain water.
- AN4. The applicant is to ensure truck operators comply with the conditions of approval and ensure that their operations do not adversely impact on the community by way of truck speeds, control of litter and following designated truck routes.
- AN5. The developer is reminded of the requirement under the provisions of the Environmental Protection Act that all operations (which includes earthworks and similar) be managed with due regard for noise control. Works generating noise, and rock breaking in particular, are not permitted:-
- Outside the hours of 7.00am to 7.00pm; or
  - On a Sunday or Public Holiday.



PAUL SANDERS

EXECUTIVE MANAGER PLANNING SERVICES

29 July 2014  
D35/7/14



**DP**  
 DYKSTRA

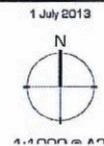
Subdivision, Reasoning, Structure  
 Planning, Development Planning,  
 Design, Advocacy

PO Box 316 Kalamoort WA 6901

Level 1/252 Fitzgerald St, Perth  
 T: (08) 9228 9281

6/2954 Albany Highway, Kalamoort  
 T: (08) 9495 1847

**SITE & MANAGEMENT PLAN**  
**Lot 9 Canning Road**  
**KARRAGULLEN**



**Figure 4**

Notes:

- This document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement.
- The dimensions, areas and number of lots are subject to survey and also the requirements of all authorities.

AWM/18559/14



7 Orchard Avenue Armadale  
Western Australia 6112  
Locked Bag 2 Armadale  
Western Australia 6992  
T: (08) 9399 0111  
F: (08) 9399 0184  
info@armadale.wa.gov.au  
www.armadale.wa.gov.au  
ABN: 798 6326 9538

Our Ref: PR5514; 10.2013.355.1  
Enquiries: Meredith Kenny

25 November 2014

Harley Dykstra Pty Ltd  
PO Box 316  
KELMSCOTT WA 6991

Dear Sir/Madam

**AMENDMENT OF CONDITIONS OF PLANNING APPROVAL FOR  
EXPANSION OF EXISTING EXTRACTIVE INDUSTRY (GRAVEL QUARRY)  
LOT 9 BROOKTON HIGHWAY KARRAGULLEN**

I refer to the order of the State Administrative Tribunal (SAT) made on 06/11/2014 with regard to your application for Review as follows:

2. Pursuant to s 31(1) of the State Administrative Tribunal Act 2004 (WA) the respondent is invited to reconsider its decision on or before 24 November 2014.

I am pleased to advise that at its meeting of 24/11/2014 Council, in consideration of your application for Review lodged with the SAT, resolved as follows:

- A. Approves the amended Site Plan dated 7/11/2014 for expansion of the existing Extractive Industry on Lot 9 Brookton Highway, Karragullen.
- B. Modifies or deletes Conditions 4, 10, 11 and 12 of the Planning Approval issued by the City on 29/07/2014 as follows:
  - i) delete Condition 4;
  - ii) Modify Condition 10 to read:
    10. The landowner is to maintain a clearly marked vegetated 10m northern buffer and a 100m western buffer (exclusive of firebreaks) between the top of all quarry pits and the property boundary to the satisfaction of the Executive Director Technical Services. Screening vegetation is to be established within the buffer (in a scattered configuration) at the standard density of - tree rows, 5m apart, one tree per 10m and shrub rows 5m apart, one shrub per 2m. Screening vegetation is to be native and dieback resistant.
  - iii) Modify Condition 11 to read:
    11. The vegetation buffer areas required by Condition 10, above, and areas of indigenous vegetation outside of the area approved for excavation and associated activities (Access, storage, stockpiling, truck parking etc.) shall be clearly marked utilising markers such as; star pickets with bright coloured



*capping at an average interval of one per 6m to prevent encroachment by machinery or any other materials that could damage the vegetation.*

iv) *Modify Condition 12 to read:*

12. *Operating hours are restricted to 6.00am to 7.00pm Monday to Friday. Operations permissible prior to 7.00am are limited to the loading of no more than five trucks which can also traverse in and out of premises prior to this time, in accordance with the supplementary acoustic report dated 9th October 2014. This includes the operation of front end loaders, used inside the quarry pit to load gravel into the trucks. Operations prohibited prior to 7.00am include, but are not limited to the operation of bulldozers, water trucks, fuel trucks and rock breaking machines involved in the extraction of raw material from the landscape.*

A copy of the approved amended Site Plan is attached.

I advise that, subject to your client being satisfied by this decision, the City would support the application for review lodged with SAT being withdrawn by you/your client and the Directions Hearing booked for 5 December 2014 being vacated.

A copy of the Council Minutes is available on Council's website. ([www.armadale.wa.gov.au](http://www.armadale.wa.gov.au)).

All other conditions of the approval issued on 29/07/2014 remain valid and the applicant and landowner are advised that it is a statutory requirement to comply with all conditions of the approval. Not complying with any condition is therefore illegal. Failure to comply with any condition of the approval or the approved plans constitutes an offence under the Planning and Development Act 2005. The City can issue a Planning Infringement Notice of \$500 (without notice) and/or commence legal action with higher penalties up to \$200,000 for each offence and a daily penalty of \$25,000 per day for the continuation of that offence. It is the responsibility of the applicant and/or landowner to inform Council in writing when they consider the development to be complete and all conditions of this approval have been satisfied.

Any queries you may have should be directed to Meredith Kenny of Council's Planning Services Department on (08) 9399 0627. Please use the above reference and lot numbers when contacting Council regarding your application.

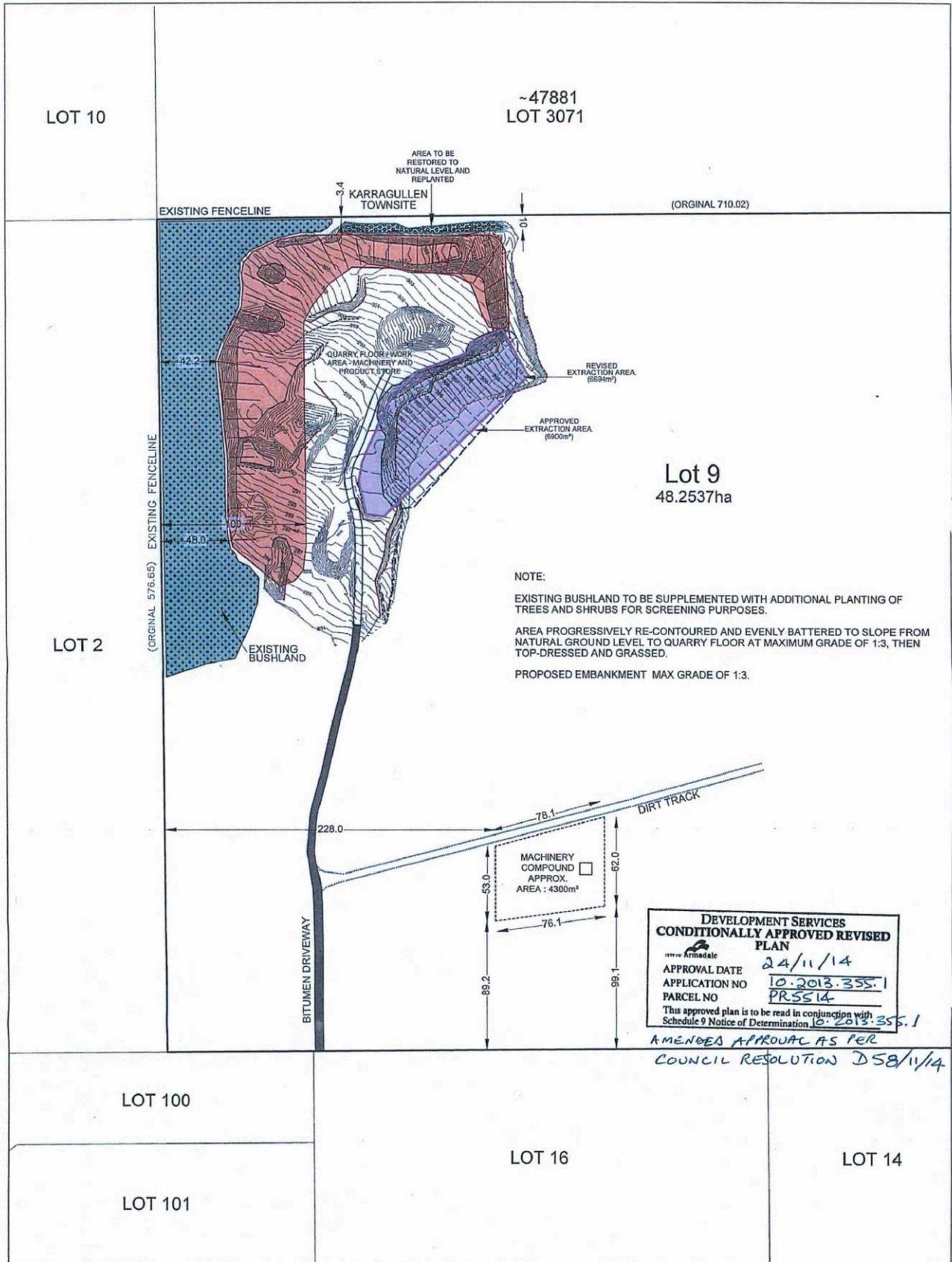
Yours sincerely



PAUL SANDERS  
EXECUTIVE MANAGER PLANNING SERVICES  
D58/11/14

CC: State Administrative Tribunal

Enc: Approved amended Site Plan



**State Administration Review:**  
 Amended Overall Site Plan for Quarry  
 Lot 9 Brookton Hwy, Karragullen

DATE 11 November 2014 - REVISION 1401

NOT TO SCALE

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Table E5: Summary of management actions.

Parameter	No.	Action	Timing
<b>Revegetation Management Plan</b>			
Landform	R1	All slopes will be contoured to achieve a maximum slope of 1:6 vertical to horizontal.	Prior to revegetation
	R2	Deep rip (approximately 1m) on contours to reduce erosion, reduce flow velocities, promote water capture/infiltration, and promote soil binding. Carry out shallow ripping as required.	Prior to revegetation
	R3	Stockpiled topsoil will be re-spread to create a land surface that is safe and stable.	Prior to revegetation
	R4	Consult specialist seed supply organisations to obtain the appropriate native seed mix. Ensure seed mix is comprised of local species only that are dieback tolerant.	Prior to revegetation
	R5	Conduct direct seeding immediately prior to the onset of rainfall in the wet season (autumn) to maximise establishment rates.	Autumn
Revegetation	R6	Plant layout will reflect natural conditions to the greatest extent possible by distributing plant species with adequate spacing for root development. It is necessary to ensure that planting density reflects the natural bush surroundings in order to create 'like for like' vegetation conditions.	During planting
	R7	Spot spraying and hand pulling of emergent weed species within revegetation areas will be carried out to gradually deplete seed stocks and reduce or eliminate any new colonies generated by quarry operations.	Following revegetation
	R8	Revegetated areas will be demarcated and vehicles will be excluded from these areas.	At all times
Maintenance		Revegetated areas will be monitored annually and managed after the initial revegetation for a period of two years to determine the maintenance requirements. If areas are identified that are considered unsatisfactory then maintenance may include, but not be limited to:	
	R9	<ul style="list-style-type: none"> <li>• Replanting failed or unsatisfactory areas;</li> <li>• Repairing any erosion problems; and</li> <li>• Pest and weed control.</li> </ul>	Annually following revegetation
Monitoring	R10	Monitoring and reporting work is required to ensure that the revegetation objections are achieved. This will occur through the annual audit that is required in Condition 9 of the Planning Approval	Annually
<b>Weed Management Plan</b>			
Surface Material	W1	Assess weed potential within topsoil material prior to removal and separate weed affected topsoil for treatment or disposal.	Prior to and during topsoil removal



Lot 9 Brookton Hwy, Karragullen  
Environmental Management Plan

	W2	Store significantly weedy surface material separately to clean surface material.	Topsoil removal
	W3	Stockpile all surface materials in the general vicinity of its origin.	Topsoil removal
	W4	Avoid moving surface material or fill material from weed infested areas to non-infested areas.	At all times
Hygiene Measures	W5	All earthmoving and ground engaging equipment will be inspected and cleaned of vegetation, mud and soil prior to entry and exit of the subject site.	At all times
	W6	No soil and vegetation should be brought to the site apart from that to be used in revegetation and plants used in revegetation should be free of weeds.	At all times
Access	W7	Control access within the subject site to reduce the spread of weeds, especially off-road vehicle access, to prevent disturbance to vegetation and weed invasion.	At all times
	W8	Restrict access to areas outside of the excavation area to reduce the spread of weeds into or out of the site.	At all times
	W9	Weeds within the subject site are to be sprayed as required in autumn prior to the winter rains.	Annually
Weed Control	W10	Spot spraying and hand pulling of emergent weed species within revegetation areas will be carried out to gradually deplete seed stocks and reduce or eliminate any new colonies generated by quarry operations.	As required
Monitoring and Reporting	W11	Inspections conducted to monitor the presence and introduction of weeds on an annual basis to determine weed control requirements.	Annually
	W12	Prepare internal reports including details of monitoring, weed control procedures undertaken, the success of the weed control procedures and recommendations regarding ongoing eradication and control requirements.	Annually
<b>Stormwater, Soil and Erosion Management Plan</b>			
Stormwater	S1	Allow clean stormwater from non-process areas and access roads to infiltrate into the surrounding soil by constructing diversion banks upslope of areas to be disturbed to direct clean water runoff away from disturbed areas where practical. The diversion banks will be designed to ensure effective segregation of sediment-laden runoff and allow clean surface water to return to natural watercourses (refer to Figure 2).	At all times
	S2	Construct catch drains to capture runoff from disturbed areas and direct into the pit area to enable infiltration.	At all times
Erosion	S3	Construct drainage works to mimic natural drainage patterns and use natural drainage lines with retained vegetation.	At all times
	S4	Use diversion drains and contour drains to capture and slow down water that would otherwise gather momentum as it travels down a slope.	At all times
	S5	Drains should discharge clean stormwater into vegetated natural drainage lines.	At all times



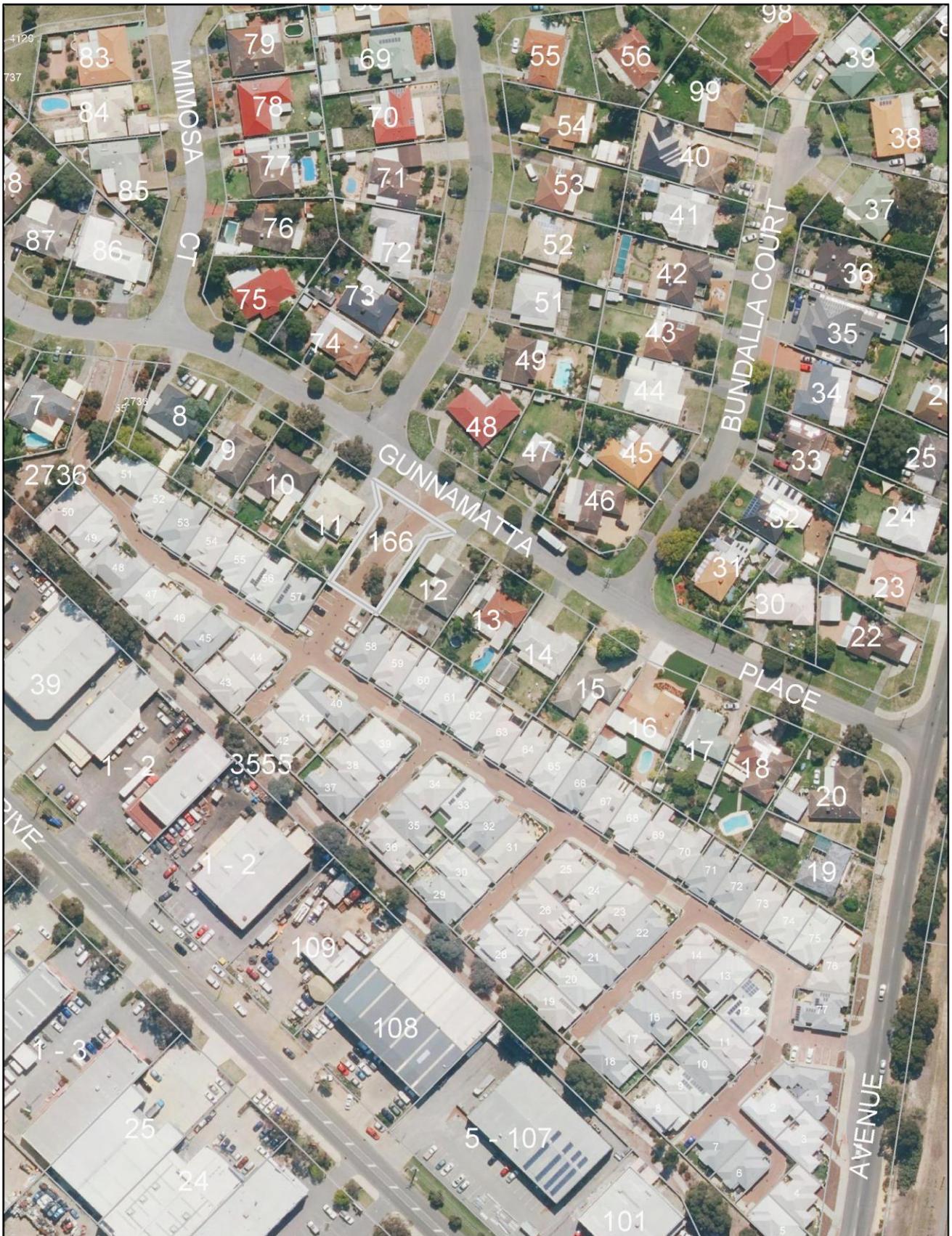
Lot 9 Brookton Hwy, Karragullen  
 Environmental Management Plan

Control		
S6	Use existing access tracks or roads wherever possible rather than creating new ones.	At all times
S7	Keep natural drainage lines open wherever possible.	At all times
S8	Stabilise disturbed land as soon as possible to minimise erosion.	At all times
S9	Level or gently sloping areas will be selected as stockpile sites to minimise erosion and potential soil loss where possible.	At all times
S10	Appropriate sediment controls will be installed upslope of stockpiles to divert water around and downslope of the stockpiles to prevent soil loss.	At all times
S11	Construct approaches to drainage centres to minimise gully erosion and drainage interference.	At all times
S12	Provide adequate erosion control structures on sloping ground such as spur drains or contour banks at suitable intervals (refer to Figure 2).	At all times



1422\_Lot 9 Brookton Hwy EAR\_V4  
 Version 4

2015  
 V



**LOCALITY PLAN**

Lot 166 (PR38247) Gunnamatta Place,  
KELMSCOTT



SCALE 1 : 1500

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**LOCALITY PLAN**

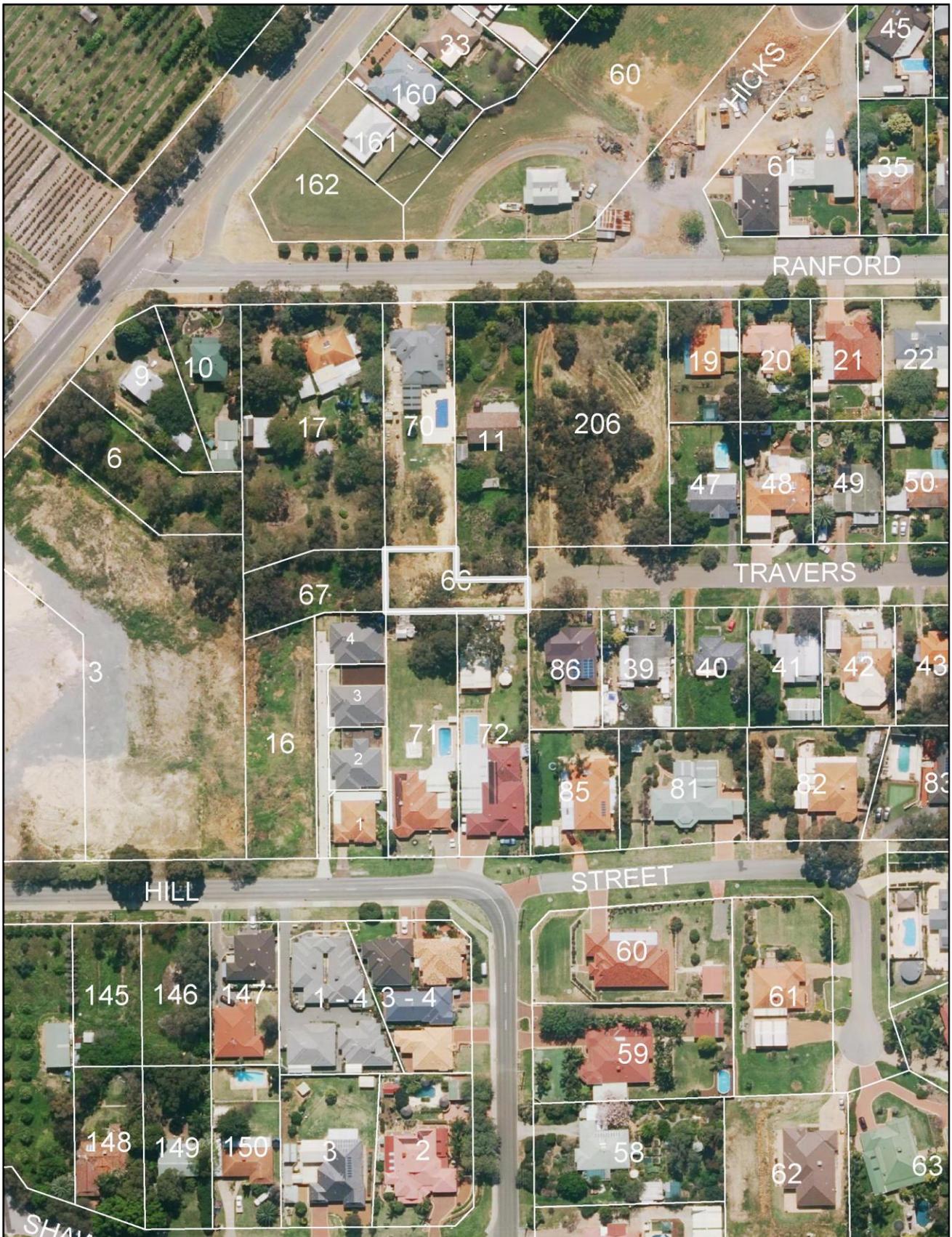
Lot 66 (PR46588) Poad Road,  
CHAMPION LAKES



SCALE 1 : 1500

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**LOCALITY PLAN**

Lot 66 (PR37386) Travers Gardens,  
KELMSCOTT



SCALE 1 : 1500

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**LOCALITY PLAN**

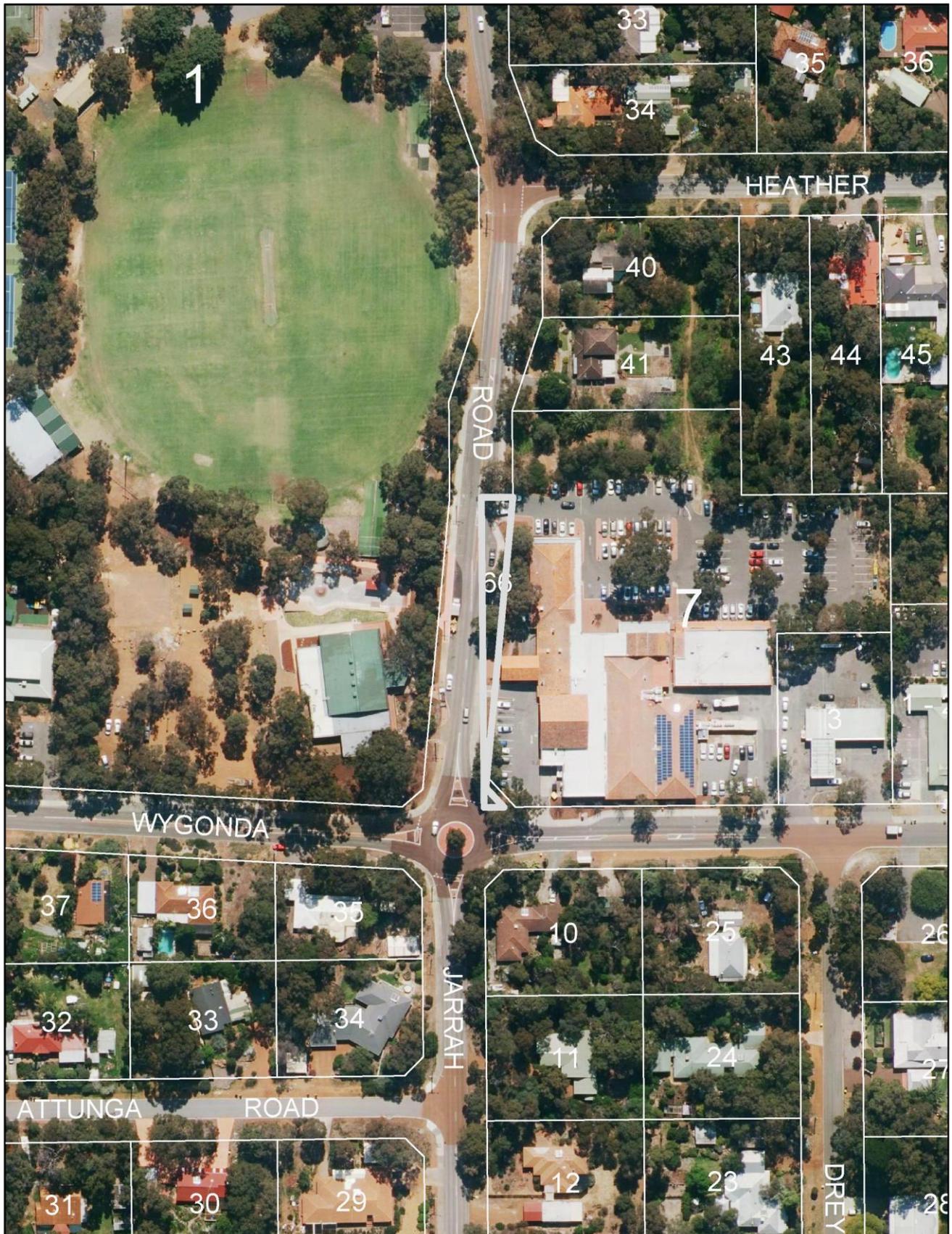
Lot 66 (PR37393) Soldiers Road,  
ROLEYSTONE



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**LOCALITY PLAN**

Lot 66 (PR37478) Jarrah Road,  
ROLEYSTONE



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Client Name Armadale Redevelopment Authority and City of Armadale  
Project Name Armadale City Centre Parking Strategy

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## **EXECUTIVE SUMMARY**

### **INTRODUCTION**

The Armadale Redevelopment Authority and the City of Armadale appointed Donald Veal Consultants in June 2004 to prepare a parking strategy for Armadale City Centre.

This initiative was undertaken as one of the policies prepared as part of the documentation for the Armadale Redevelopment Authority area. The Authority was established in 2001 to guide the revitalization of parts of Armadale in its role as one of the eight Strategic Regional Centres in the Perth Metropolitan area.

The Armadale Redevelopment Authority was established with a platform of sustainable development, consequently the Parking Study was strongly based on sustainable transport planning principles. The Armadale Redevelopment Authority's Planning Policies clearly state "... ..the Authority is committed to the concept of travel demand management, and in particular will actively encourage the use of transport modes other than the private car.

*"The Authority acknowledges, however, that for the foreseeable future the car will continue to play a major role in meeting peoples' travel needs, and that in order for places to function effectively an appropriate level of provision has to be made in most developments for the parking of vehicles by residents, employees, customers and visitors."* Planning Policy 1.10 Car Parking.

The West Australian Government has adopted the Metropolitan Transport Strategy with targets to reduce the use of private vehicles in the Metropolitan area over the next 10 to 20 years. Significant investment has been made to encourage these changes in transport mode choice including the relocation of Armadale Station to better serve the City Centre.

It is widely recognized that the location and availability of parking is a key influence in the choice of travel mode. The continued availability of adequate free parking would reduce the incentive to consider alternative modes of transport at all.

### **EXISTING SITUATION**

Until now, parking in the City has been managed on a demand and supply basis, with the aim to provide adequate parking for all developments.

An extensive parking survey was conducted as part of this study to establish the existing parking characteristics in the City Centre. The surveys clearly showed there is adequate parking available in the City Centre on a normal weekday, with an acceptable balance between parking supply and demand. This may not always provide parking exactly outside the "front door", but usually within a short walking distance.

The majority of the parking in the City Centre is privately owned, associated with retail and commercial premises with little publicly owned off street parking and no designated all day car parks.

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Client Name Armadale Redevelopment Authority and City of Armadale  
Project Name Armadale City Centre Parking Strategy

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The on street parking is managed by the City of Armadale with some being limited to 2 hour stay and the remainder having no time limit. All parking is free in the City Centre and is enforced by the City Rangers with little revenue being collected from infringement notices.

Currently, the City of Armadale therefore, has a very low key management approach to its parking role in the City Centre. There are few signing requirements and little management required.

The City Centre is dominated by car parks with large open highly visible areas often with little parking activity on the fringes. There are few pedestrian facilities through these car parks and the large number of car park accesses is, in some cases, detrimental to pedestrian amenity.

### **FUTURE DEVELOPMENT**

There are significant redevelopment plans for the City Centre, two of which involve the major retail landowners. The potential redevelopment plans if realised will result in major changes to the car park layouts and improvements to pedestrian amenity. The Armadale Redevelopment Authority guidelines for the redevelopment of the City Centre include significant infill development, which will change the current character and increase the vitality of the Centre. Proposals for residential subdivisions to the west of Armadale will result in an increase in the Centre's catchment area and population, leading to an increase the popularity and, consequently patronage, of the Centre.

The Armadale Redevelopment Authority Planning Scheme has introduced some relaxation of the parking requirements for development in the City Centre to allow more flexibility in development options. It also includes the facility to use funds collected under the cash-in-lieu scheme to be spent on alternative transport initiatives.

### **PROPOSED PARKING STRATEGY**

The preparation of this strategy has been based on encouraging travel demand management through parking restraint. It is, therefore, just one part of an overall Integrated Transport Plan for the City Centre.

The application of the Armadale Redevelopment Authority parking requirements should be flexible to encourage alternative incentives for developers to improve the pedestrian, cycling and public transport environments as well as provide adequate parking in any redevelopment. The use of the cash-in-lieu clause should be encouraged where appropriate as this will provide a source of funding to implement this strategy.

A set of key recommendations has been prepared for adoption and implementation by the Armadale Redevelopment Authority and City of Armadale.

The provision of new parking areas is not seen as an urgent issue. The first actions required in the management of the City Centre parking are to optimise the use of the existing parking facilities by reviewing enforcement, lighting, signing and pedestrian facilities in all car parks and for the City

Client Name Armadale Redevelopment Authority and City of Armadale  
Project Name Armadale City Centre Parking Strategy

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Council to extend its role in managing parking in the City Centre by starting negotiations to take over the management of private car parks.

It is also an important feature of this strategy that Council positions itself for a future, more proactive, role in parking management. Whilst general parking charges are not envisaged within 5-10 years in Armadale other than in key or specific locations, Council must be in a position to consider their implementation in the future. A key determinant to the future success of a sustainable strategy will be the location of off street parking and its medium term provision. Future potential sites have been identified and their potential for redevelopment discussed with the landowners.

Funding for these measures needs to be set aside from general rates, and from the cash-in-lieu funds. A plan of a range of parking improvements and other transport initiatives requiring funding must be prepared and adopted so developers can clearly understand and support the use of the cash-in-lieu funds. An initial list that could form the basis of the overall plan has been included in this strategy.

In order to progress this strategy it is essential Armadale Redevelopment Authority and the City of Armadale prepare an implementation plan, identifying an implementation procedure, officer responsibilities and a timeframe. Indicative timings have been identified in this report and these should be used as a guide to achieving the strategy.

A set of recommended actions with indicative timing and costs has been prepared and is presented in **Table 1**. These present an action plan to implement the recommended strategy. The first task on adoption of this strategy is for the Armadale Redevelopment Authority and City of Armadale to identify an implementation procedure, officer responsibilities and “where to go next”. **Table 1** identifies an implementation plan as a starting point for Armadale Redevelopment Authority and the City of Armadale to use as a guide.

Client Name Armadale Redevelopment Authority and City of Armadale  
Project Name Armadale City Centre Parking Strategy

**Table 1: Implementation of Strategy Guidelines**

No.	Action	Whom by	Time Frame	Indicative Cost
1	Discussions with PTA re Bus Terminal location, and operation and management of Park and Ride car parks.	ARA/CoA	Urgent	None initially. Ongoing costs of car park management if discussions successful. (CoA may have to contribute to cost of changes to bus terminal).
2	Review parking enforcement. Appoint extra ranger to increase man hours available for City Centre.	CoA	2005	Year 2005=\$30,000 Year 2006=\$30,000 Year 2007on =\$60,000 per annum
3	Commence discussions with private landowners re management and enforcement of existing private car parks.	CoA	2005	Initially none. If achieved annual cost of enforcement =\$120,000 (2004 Cost of 2 rangers) plus administrative costs.
4	Discussions re Council becoming car park manager for parking bays in new developments.	ARA/CoA	2005	Administrative costs of setting up a larger parking management section. Ongoing administrative costs.
5	Adoption of Trip End Bicycle facilities requirements in new developments.	ARA	2005	-
6	Changes to Armadale Redevelopment Authority Scheme text.	ARA	2005	-
7	Negotiations with Shopping Centre owners re provision of Bicycle facilities for use by their staff and others.	ARA/CoA	2005	Initially none. Ongoing management costs if management role for Council is identified.
8	Armadale Redevelopment Authority /Council to prepare list of parking improvements and other transport actions for funding from cash in lieu payments.	ARA/CoA	2005	-
9	Prepare car park signing schedule to improve public knowledge of parking areas.	ARA/CoA in co-operation with private car park owners	2006/ 2008	Review cost \$25,000. Cost of signs: \$200,000 (to be confirmed).
10	Progress planning to provide public parking facilities as part of the development of the office buildings at the Station and on Church Av.	ARA/CoA	2005 onward	None at planning stage. Cost of design and construction at implementation stage.

Client Name Armadale Redevelopment Authority and City of Armadale  
Project Name Armadale City Centre Parking Strategy

No.	Action	Whom by	Time Frame	Indicative Cost
11	Ensure all development applications support both the parking initiatives and alternative transport goals of public transport, walking and cycling.	ARA/CoA	Urgent	-
12	Maximise on street parking in all designs.	CoA	Ongoing	No additional cost.
13	Commence discussions with PTA re bus routes in City Centre.	ARA/CoA	2005	-
14	Prepare long term implementation plan for introduction of parking fees.	CoA	2006	Staff costs for updating financial and administration facilities. Review need for fees in 2008.
15	Undertake more targeted survey of demand for secure parking for employees.	CoA	2005	\$5,000(Estimate)
16	Commence changes on the ground in line with starter packages of schemes outlined for each precinct in section 7.2	ARA/CoA	2005	Unquantified at this stage. Dependent on detailed transport study outside scope of this report.
17	Underpin the parking strategy with a transport strategy detailing initiatives to ensure buses penetrate the CBD in a meaningful way and the pedestrian and cycle links to and within the CBD enhance its quality.	ARA/CoA	2005/ 2006	Undertake detailed Integrated Transport Strategy for City. \$60,000(EST).



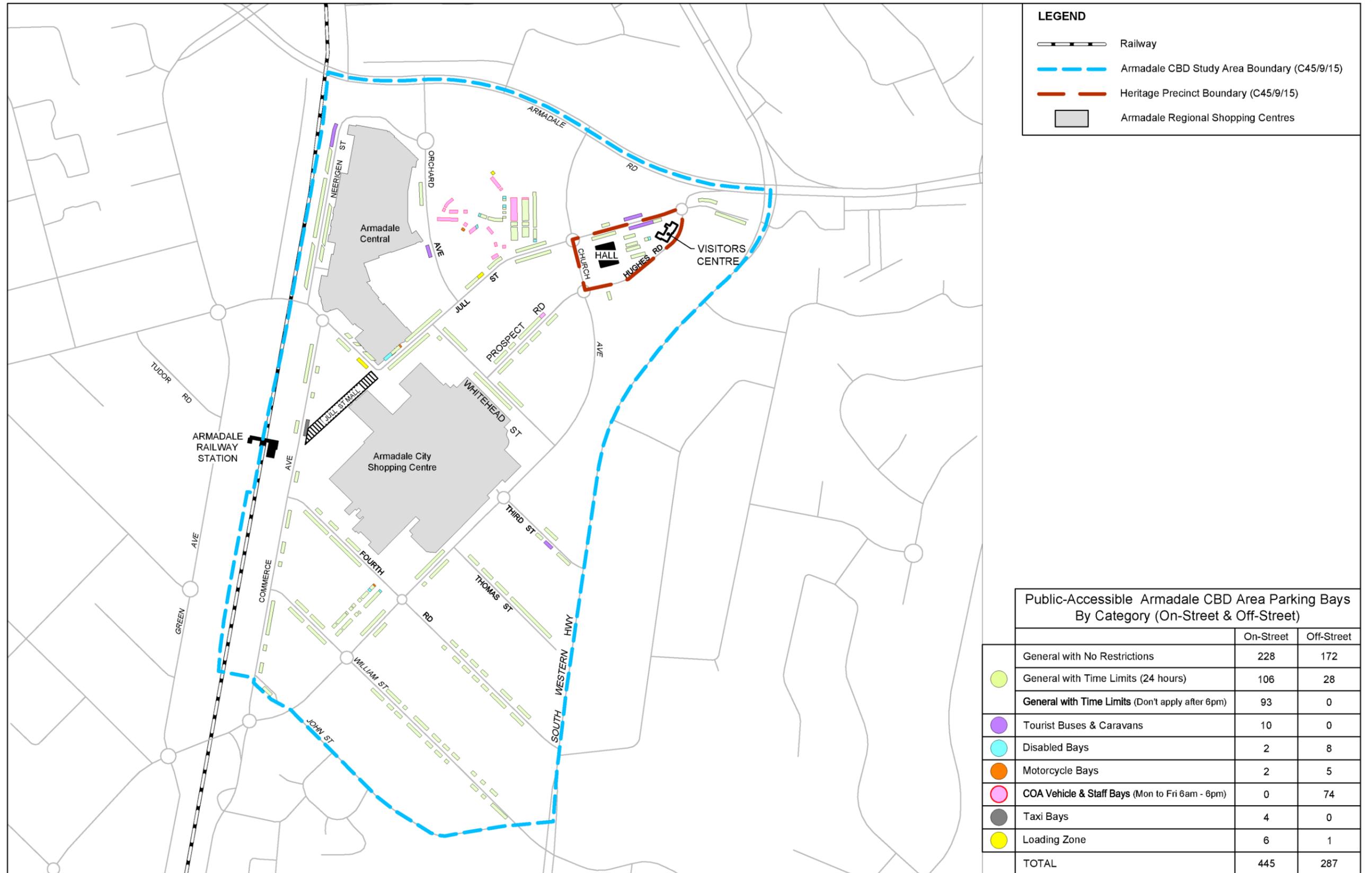
**ARMADALE CBD PARKING STUDY**  
AERIAL PHOTOGRAPH

DATE 16 March 2016 - REVISION 1601  
p:\ulocad\agenda\_drawings\2016\3\_march\parking\_study\parking\_study.dwg



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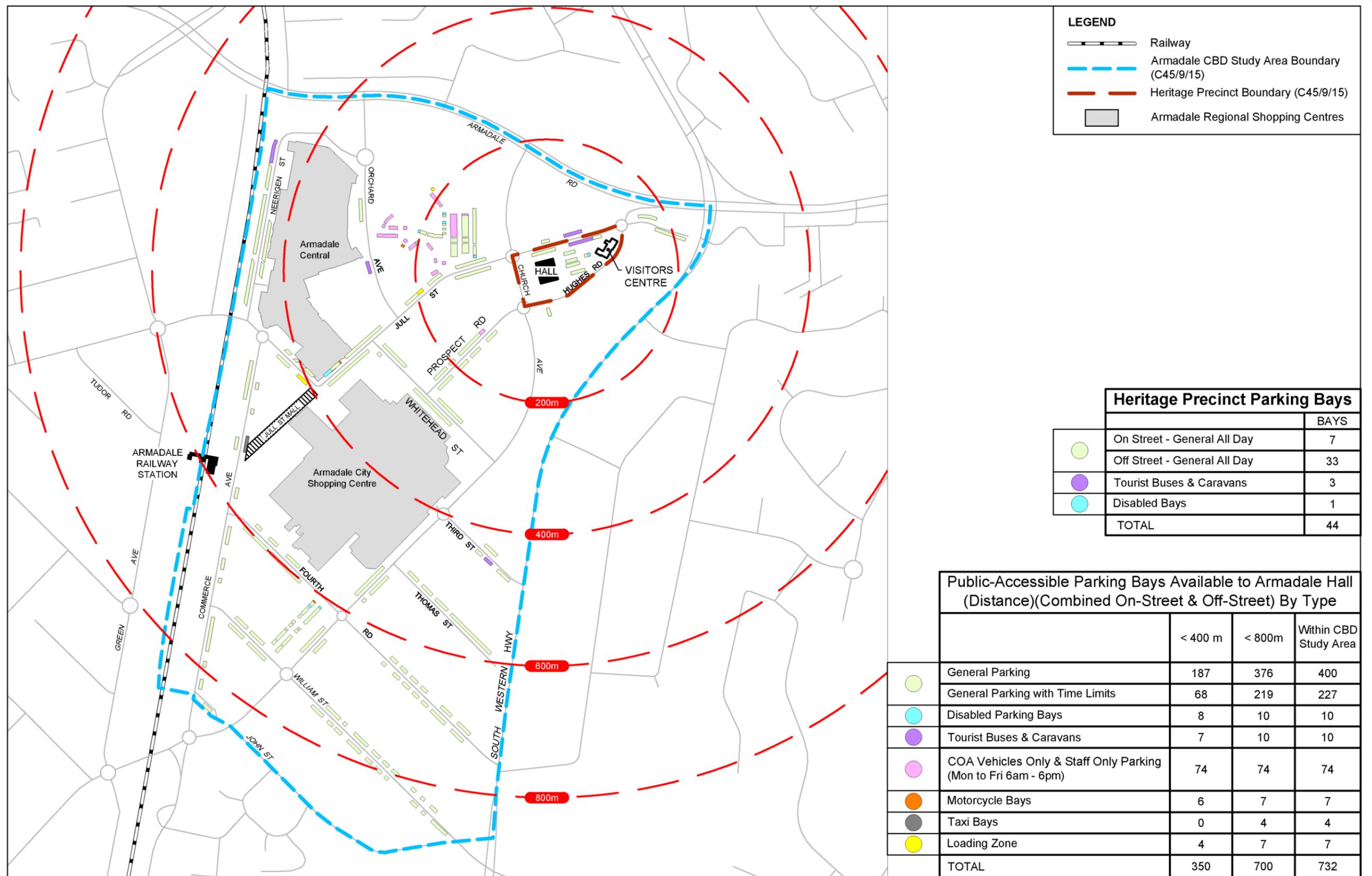
**PUBLIC-ACCESSIBLE PARKING ARMADALE CBD AREA  
BY CATEGORY (On-Street & Off-Street)**

DATE 3 March 2016 - REVISION 1605  
p:\aubocad\agenda\_drawings\2016\3\_march\parking\_study\parking\_study.dwg



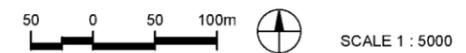
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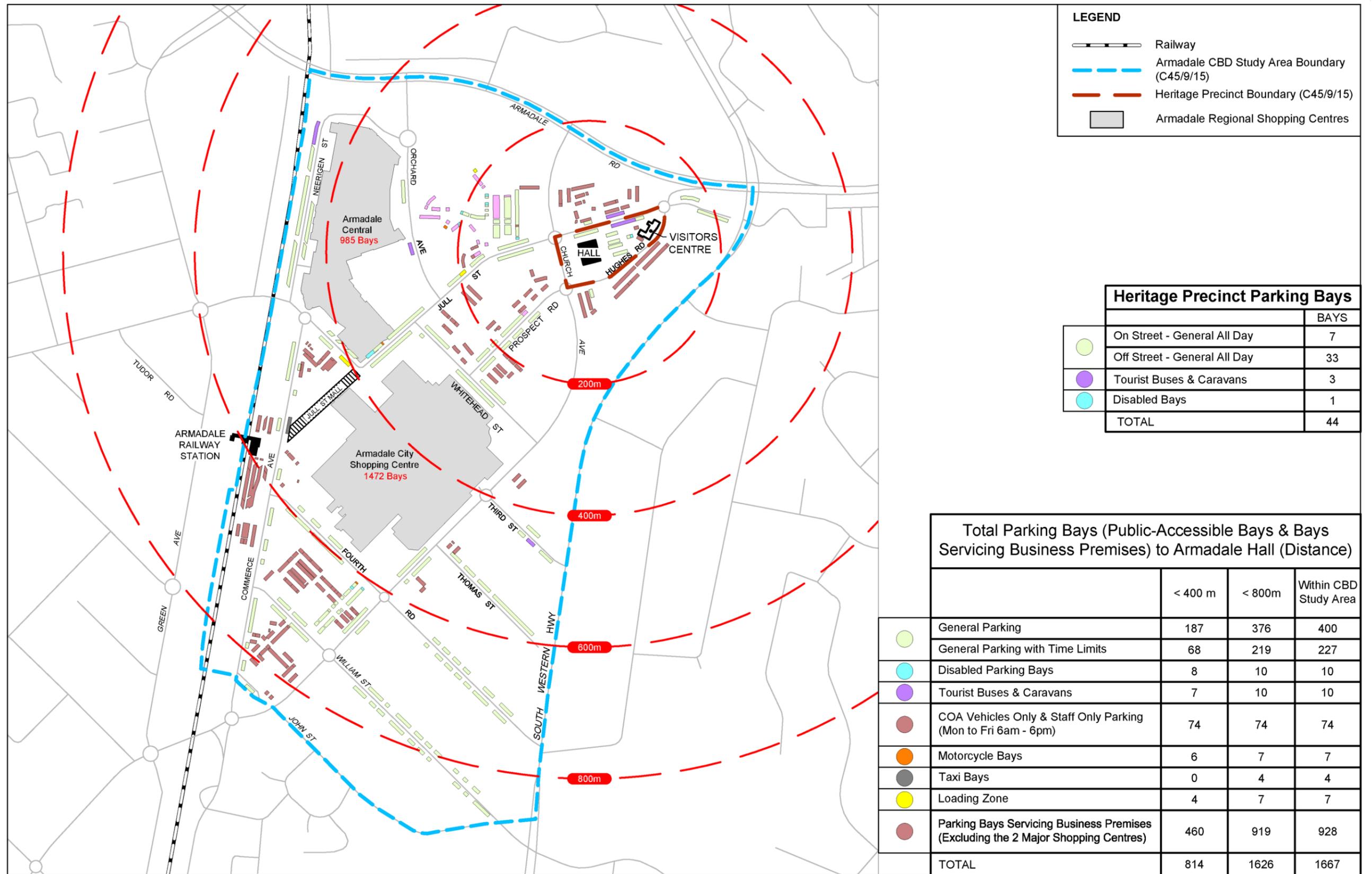
**PARKING TYPE AND PROXIMITY TO TOWN HALL  
PUBLIC ACCESSIBLE**

DATE 10 March 2016 - REVISION 1605  
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**TOTAL PARKING BAYS (PUBLIC ACCESSIBLE & BAYS SERVICING BUSINESS PREMISES) TO ARMADALE HALL (Distance)**



City of Armadale  
 Town Planning Scheme No.4

177

	Description of Land	Restricted Use	Conditions
		- Motel (D) - Place of Worship (D) - Residential Building (D)	
	Reserve 24458 (Lots 1352 and 3268) Robin Road, Roleystone	<p>The location and accessibility characteristics make this site suitable for a development catering for aged and/or dependent persons up to a maximum density as permitted under the Government Sewerage Policy.</p> <p>The following uses listed in the base Residential zone shall be uses that are Not Permitted ("X") in the Restricted Use Area—</p> <ul style="list-style-type: none"> <li>• Single Dwelling (other than for Aged or Dependent Persons Dwellings)</li> <li>• Single Bedroom Dwelling (other than for Aged or Dependent Persons Dwellings)</li> <li>• Grouped Dwelling (other than for Aged or Dependent Persons Dwellings)</li> <li>• Multiple dwellings (other than for Aged or Dependant Persons Dwellings)</li> </ul> <p>The following uses that are Not Permitted (X) in the Residential zone shall be uses that are discretionary ("D") in the Restricted Use Area—</p> <ul style="list-style-type: none"> <li>• Park Home Park</li> </ul>	9.1 All other permitted use classes listed in the base Residential zone shall be Discretionary ("D") in the Restricted Use area 9.2 'Park Home Park' shall only be considered as a discretionary land use where an application proposes to maximise the development potential of the site in accordance with Condition 9.4 9.3 Reserve 24458 (Lots 1352 and 3268) Robin Road, Roleystone being amalgamated prior to any approvals for development, subdivision or strata being issued 9.4 The base density of R5 may be increased to R12.5, and the one-third reduction of the required R12.5 site area per dwelling applicable from the Residential Design Codes of Western Australia in respect of development catering for aged and/or dependant persons, may be applied in addition to the R12.5 density subject to— (a) The development catering for aged persons, as per the definition within the Residential Design Codes of Western Australia. (b) The provision of independent soil testing and a detailed geotechnical investigation that supports the design, construction and location of the proposed development and wastewater treatment facilities. (c) Approval from the Department of Health Western Australia (and if required the Economic Regulation Authority) and/or the City in respect of wastewater treatment facilities (d) Submission and approval of a

Amendment  
 No 61  
 GG  
 12/2/13

**LOT 1352 JARRAH ROAD,  
 ROLEYSTONE**



SCALE 1 : 1000

City of Armadale  
 Town Planning Scheme No 4

178

	Description of Land	Restricted Use	Conditions
			<p>Local Development Plan prior to any approvals for development, subdivision and/or strata being issued</p> <p>9 5 The DAP referred to in the previous Condition shall address the following issues—</p> <ul style="list-style-type: none"> <li>(a) A common set of design principles in keeping with the area, including roof pitch, built form, building materials, fencing, landscaping, setbacks and privacy</li> <li>(b) Vehicular access to be derived from Robin Road</li> <li>(c) Measures being taken to ensure the identification and protection of any vegetation on the site worthy of retention</li> </ul> <p>9 6 The City may impose Conditions on any development, subdivision and/or strata approval to require -</p> <ul style="list-style-type: none"> <li>(a) The preparation and implementation of a Fire Management Plan for the site, including a specific requirement that all development shall be constructed to 'AS3959 - Construction of Buildings in Bushfire Prone Areas' standards or superseded standard</li> <li>(b) The Public Open Space contribution is to be located such that the highest possible retention of existing significant vegetation is achieved</li> <li>(c) A Public Open Space Implementation and Access Strategy</li> <li>(d) The relocation and/or upgrade of stormwater drainage pipes on site as necessary at the landowner/ developer's cost</li> </ul>
	The portion of Lot 39 River Road zoned Urban in the Metropolitan	The Restricted Use acknowledges the church and graveyard as a historically significant "Place of	<p>10 1 In determining any planning applications or recommendations, the City shall have regard to -</p> <ul style="list-style-type: none"> <li>(a) the compatibility of proposed</li> </ul>

Amendment  
 No.70  
 GG  
 14/2/14

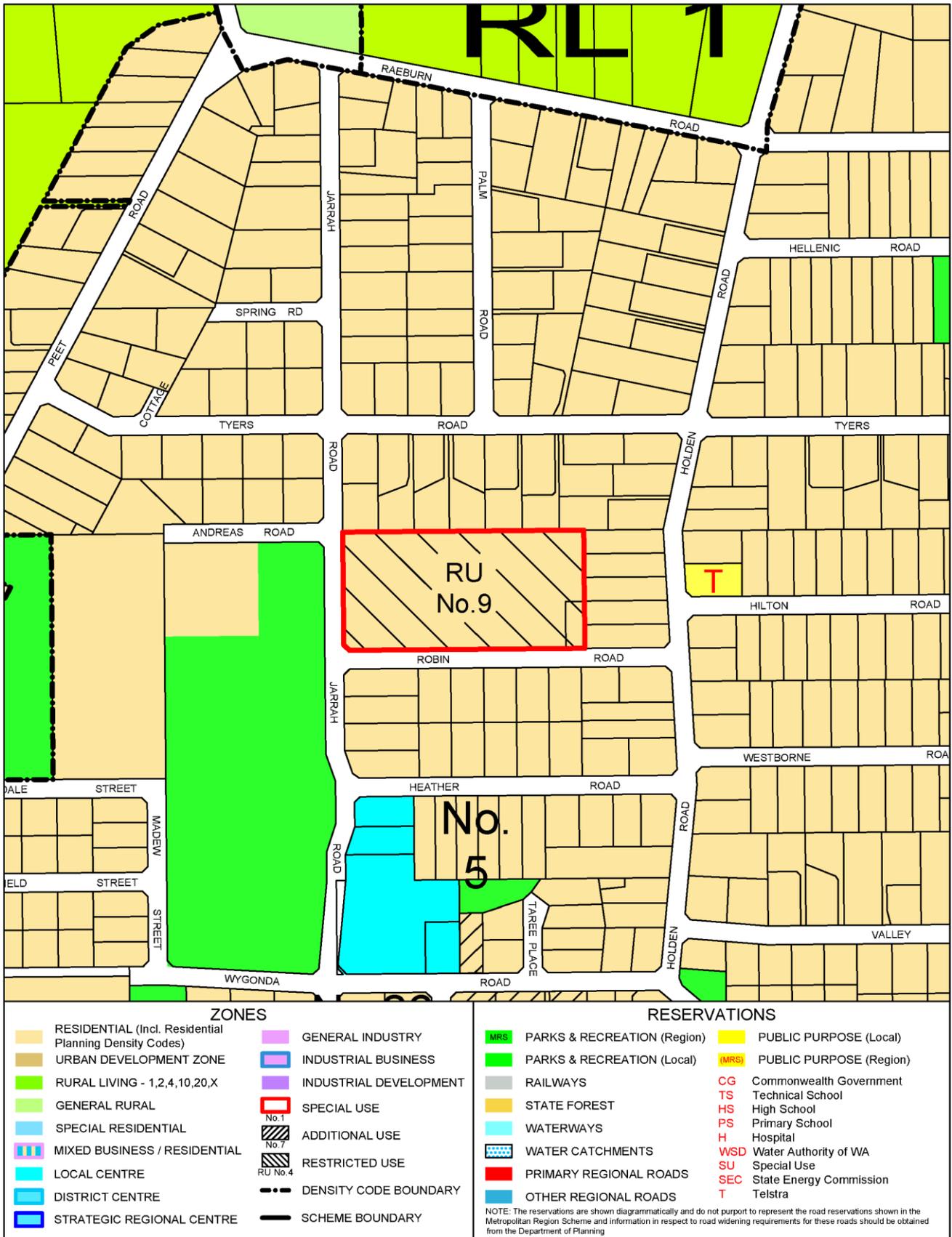
**LOT 1352 JARRAH ROAD,  
 ROLEYSTONE**



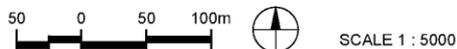
SCALE 1 : 1000

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**LOT 1352 JARRAH ROAD,  
 ROLEYSTONE**  
 TOWN PLANNING SCHEME No. 4



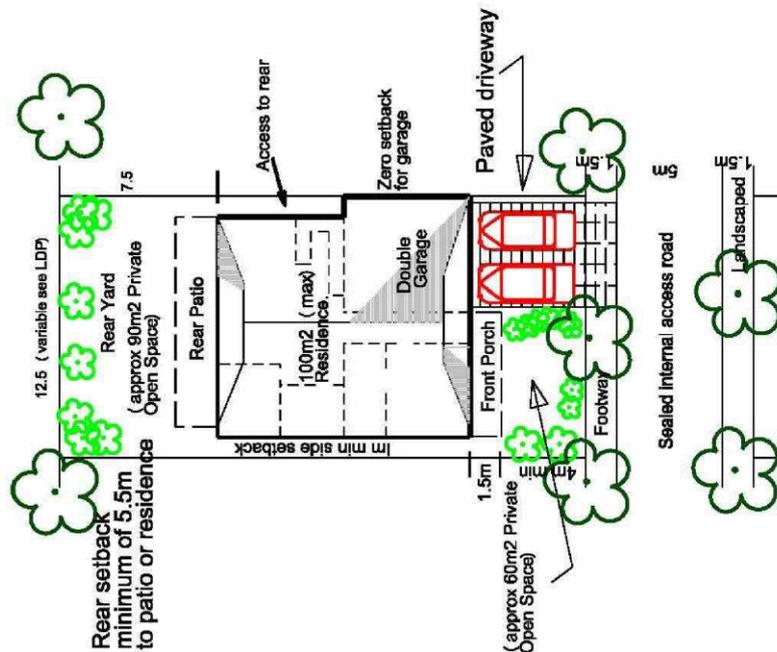
# LOCAL DEVELOPMENT PLAN (Plan A - 2 Garage Option)

(Note:- It is proposed to offer more than 1 house design but each will require the same basic site layout as detailed in this plan)

### LDP Design Requirements

Other than as specified on this plan all site requirements generally accord with R30 codes of the Residential Design Codes.

- Minimum frontage 12.5m
- Minimum lot size 300m<sup>2</sup>
- Minimum front setback to residence - 5.5m
- Minimum front setback to porch, where provided, - 4m
- Garage to be setback minimum of 1m from front facade of residence or 1.5m from front of porch
- Garage side setback to be minimum of zero
- Side setback for residence to be minimum of 1m
- Porch area at front to encourage public surveillance and community interaction
- The design of each residence will be compliant with AS 4299 Adaptable Housing requirements.
- Residence Design Principles - to form part of Development Application and to include low heat absorption colorbond roof materials; pitch and style; double brick main construction using selected colour scheme common colorbond fencing scheme with selected colour range per sector, common coloured paving of local character



**ROBIN Rd - ROLEYSTONE SENIORS ESTATE**  
 Scale:- 1:270 (A4)  
 Scale:- 1:200 (A3)  
 14 March 2016

Figure 1-INDICATIVE SITE LAYOUT

LOT 1352 & 3268 ROBIN ROAD,  
 ROLEYSTONE



SCALE 1 : 1000

DATE 14 March 2016 - REVISION 1601

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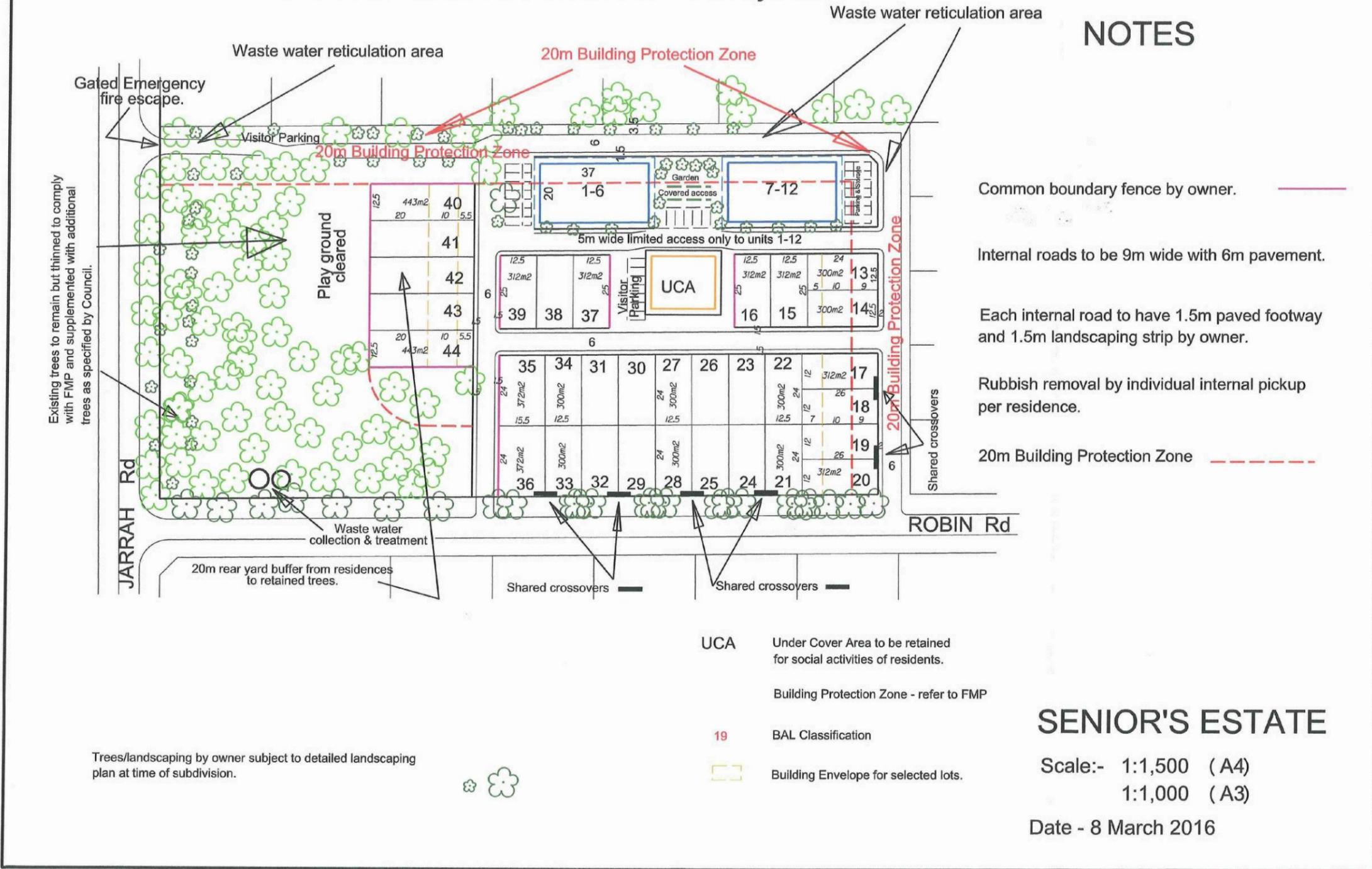
Based on information provided by and with the permission of the Western Australian Land Information Authority trading as Landgate (2012). Aerial photograph supplied by Landgate, Photomaps by NearMap.





# LOCAL DEVELOPMENT PLAN

## Lot 1352 & 3268 Robin Rd - Roleystone



### NOTES

- Common boundary fence by owner. ———
- Internal roads to be 9m wide with 6m pavement.
- Each internal road to have 1.5m paved footway and 1.5m landscaping strip by owner.
- Rubbish removal by individual internal pickup per residence.
- 20m Building Protection Zone - - - - -

- UCA Under Cover Area to be retained for social activities of residents.
- Building Protection Zone - refer to FMP
- 19 BAL Classification
- Building Envelope for selected lots.

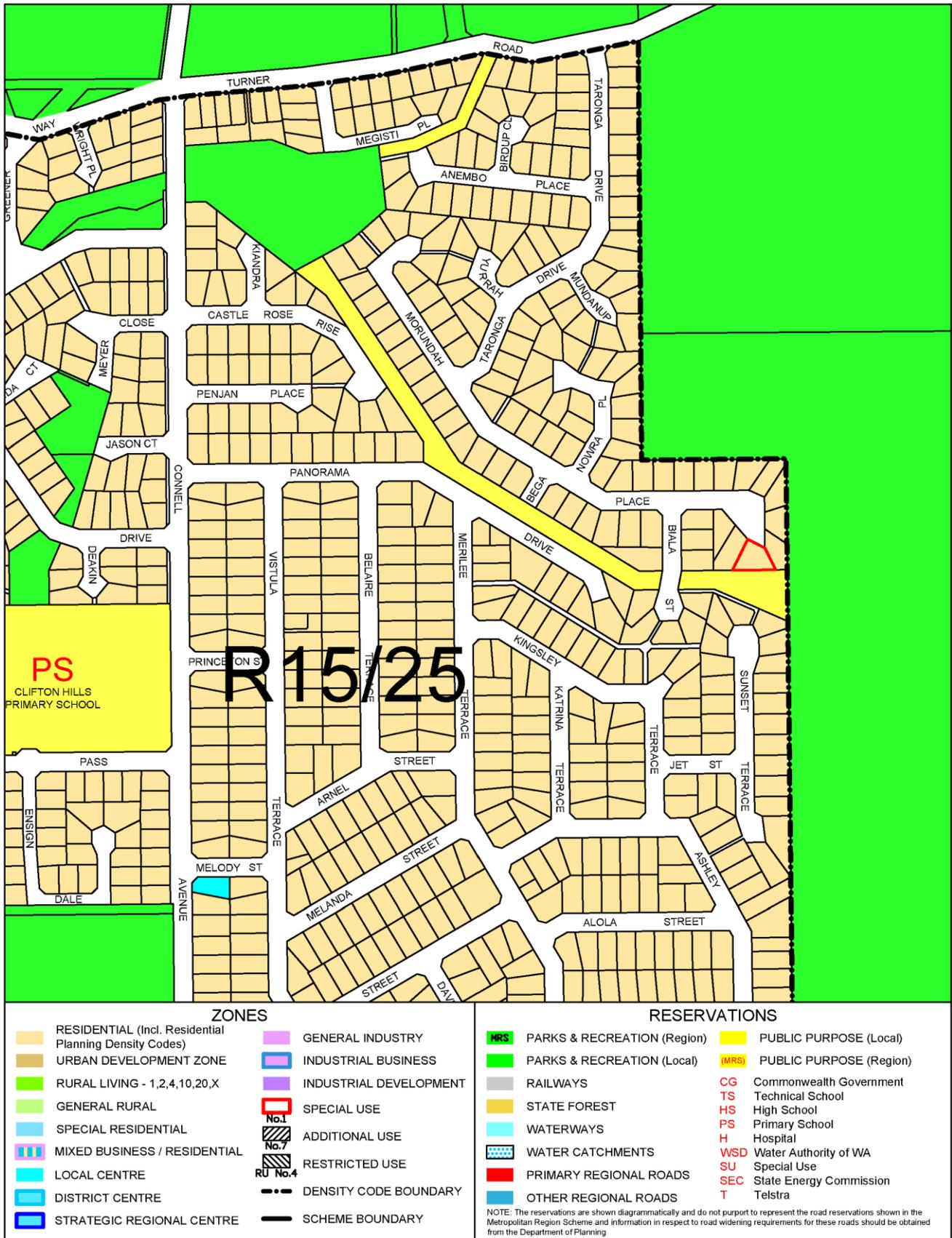
**SENIOR'S ESTATE**  
 Scale:- 1:1,500 (A4)  
 1:1,000 (A3)  
 Date - 8 March 2016

Trees/landscaping by owner subject to detailed landscaping plan at time of subdivision.

**LOT 1352 JARRAH ROAD, ROLEYSTONE**  
ATTACHMENT 2

DATE 10 March 2016 - REVISION 1602  
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**POLICY**

**DEV 1 – Street Numbering**

**Management Practice**

**DEV 1**

**Relevant Delegation**

N/A

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**Rationale**

To provide a consistent and clear procedure for the street numbering of properties within the City of Armadale.

To ensure that the requirements of Emergency Service Responders and other service providers are met.

**Policy**

Street numbering and addressing through the City is to be in accordance with the current Management Practice, and is based on the Australian/New Zealand Standard ‘Geographic Information – Rural and Urban Addressing’ AS/NZS 4819:2011~~03~~, or any superseding standard adopted.

The City’s responsibilities include confirming street numbers for new subdivisions, and advising landowners, authorities and service providers of any changes to existing street numbers.

Requests to change a street number may be considered in accordance with the current Management Practice.

**Related Local Law**

Street Numbering

**Related Policies**

N/A

**Related Budget Schedule**

N/A

**Last Reviewed**

~~25 February 2013~~ 22 March 2016

**Next Review Date**

**Authority**

Council Meeting of:  
23 August 2010 (D68/8/10)  
25 February 2013 (D9/2/13)

<b><u>MANAGEMENT PRACTICE</u></b>	
<b><u>DEV 1</u></b>	<b>Street Numbering</b>

<b><u>DEV 1</u></b>	<b>Street Numbering</b>
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**1. Scope and Application:**

- The City will assign urban and rural street numbers and may change them in accordance with this policy and Local Law.
- Numbering of properties shall be in accordance with the Methodology and Processes established by the Australian/New Zealand Standard 'Geographic Information – Rural and Urban Addressing', or any superseding standard.
- The property owner is required to display and maintain the number in a conspicuous place as viewed from the street prior to the property being first occupied.
- A sign on the kerb is permitted if clearly visible.
- Where a number is not clear or is misleading, the City may bring this to the attention of the owner in accordance with the Local Law, and request that the owner complies with the Local Policy.

**2. Details of Street Number Allocation and Addressing:**

- The start point for street addressing is determined in accordance to the Start Point – Numbering system established in the Australian/New Zealand Standard.
- A number is defined as a positive integer.
- Numbering is to be consecutive with odds and evens on opposite sides of the street.
- Odd numbers shall generally be allocated to the right and evens to the left commencing from the start point, where practical, as according to established local convention.
- Each lot shall be allocated a number. In the case of a lot with two street frontages where the orientation of a building is yet to be determined, one number for each road frontage shall be allocated. In accordance with the Australian/New Zealand Standard, upon completion of the development, a primary address for one frontage shall be allocated, correlating to the primary frontage of the building, or driveway access, whichever is more appropriate. The unused number will be reserved in case of future use, and will not be reallocated to the adjoining property.
- All lots (including new reserves) shall be allocated a number.
- Where possible new road junctions shall be allocated a number.
- If subdivision is to occur along a street in stages, an estimate will be made of the numbers to be included within any temporary gaps between developed areas. This estimate is based on the likely average frontage of future developments.
- Numbers shall be allocated at clearance/endorsement of subdivision for urban residences. Numbers shall be allocated once a Building Application has been approved for rural residences.

- Where one number is available yet more than one building requires numbering, developments will be allocated suffixes (such as 'A'), and a single development will not exceed five of such suffixes. Where more than five (5) suffixes are required, they will be allocated with a numeric prefix (such as 1/71). Further requirement for street numbering for subdivided properties shall follow the Australian/New Zealand Standards and shall be allocated in a logical, sequential sequence.
- An existing dwelling shall retain the number and a new dwelling shall be allocated a suffix if there is only one street number available. In battleaxe lots the front property shall retain the number and the rear be allocated a suffix.
- Suffixes shall begin at A and not exceed E.
- Numeric prefixes shall begin at 1.
- Units shall be numbered in a clockwise or anti-clockwise direction, following the direction of the numbers allocated on the street.
- Multi-level buildings shall be addressed in accordance with the sub-addressing numbering method for multi-level buildings as established by the Australian/New Zealand Standard.
- Dwellings where the primary orientation is on to Public Open Space with access from a rear laneway shall be allocated an address that correlates to the rear laneway, with letterboxes oriented to the laneway.

### **3. Display of Street Numbers:**

- The minimum dimensions for each number on a residential letterbox shall be 50mm and 150mm for non-residential property and of construction and materials in accordance to the Australian/New Zealand Standard.
- Where a lot has a rear laneway access for garages/carports, the street address will be the primary street frontage of the residence. Owners must display this number at the front of the residence and on the letterbox.
- The City may specify the location of a letterbox and property number on a Detailed Area Plan and/or Structure Plan and/or development approval, particularly if variation to this policy is required.
- When assessing and approving engineering drawings, the City's Technical Services Directorate may require the provision of letterboxes in uniform front fencing where appropriate.

**4. Changes to Street Numbers and Addresses:**

- Requests to change a property number would require payment of application fee and provision of reasons. Considerations relating to numbers being preferred or not preferred on the basis of luck, religion, 'feng shui', or the effect on property values will not be considered.
- Owners and occupiers of affected properties shall be consulted on proposals to change street numbers where required or appropriate.
- Where a change to a street number is accepted, the City will notify the property owner, Landgate and:
  - Western Australian Electoral Commission
  - Telstra
  - Alinta Gas
  - Synergy
  - Water Corporation
  - St John Ambulance
  - Department of Fire and Emergency Services
  - Australia Post
  - WA Police
  - Western Power
- All costs associated with changes to street numbering shall be met by the applicant, ie. the property owner or developer. This includes the replacement or relocation of letterboxes, costs of new numbers, and amendments to numbers on buildings. Informing all other agencies or organisations, business contacts, family, friends and acquaintances and amendments to business and personal stationary, of changes to the street address, is the responsibility of the owner/s. The City is unable to change personal details.

**Last Reviewed**

25/9/2015

**Authority**

Chief Executive Officer



# PLANNING CONGRESS

inspire innovate implement

11th – 13th May 2016  
Brisbane Convention  
& Exhibition Centre

Tuesday 10 May 2016 – Study Tour

<p><b>5.00pm – 7.00pm</b></p>	<p><b>Brisbane Walking Tour - Vibrant Laneways and Outdoor Gallery</b>  <b>Dress:</b> Casual (wear comfortable walking shoes)</p> <p>This tour showcases Brisbane's hidden laneways the work Brisbane City Council has completed as part of the Vibrant Laneways program, an initiative of the City Centre Masterplan. Explore Burnett Lane, King George Carpark Student Art Gallery, Hutton Lane, Eagle Lane and more, and discover how this program identifies and rejuvenates under-utilised spaces and reintroduces them to the community in a fun, imaginative and engaging way.</p> <p><i>Sponsored by:</i></p>  <p><i>Dedicated to a better Brisbane</i></p>
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Wednesday 11 May 2016 – Study Tours

<p><b>10.00am – 5.00pm</b></p>	<p><b>Brisbane (New World City) Tour</b>  <b>Dress:</b> Casual (wear comfortable walking shoes)</p> <p>Over the course of this tour, you will experience capital city land use and transport integration as you bus, City Cat ferry and walk to see Brisbane's transformation to a 'new world city'. The tour will include completed and in progress urban renewal sites along Brisbane's riverfront including examples of site remediation and re-use of heritage buildings, the Port of Brisbane and the last major greenfield site at Rochedale.</p> <p><i>Sponsored by:</i></p>  <p><i>Dedicated to a better Brisbane</i></p>
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<p><b>10.00am – 5.00pm</b></p>	<p><b>The Glitter Strip – Gold Coast Tour</b>  <b>Dress:</b> Casual (wear comfortable walking shoes)</p> <p>Come and take a ride down to the Glitter Strip featuring Australia's largest regional city, the Gold Coast. This tour will showcase the transformative powers of Australia's newest light rail network – the G-Link. You will follow the spine of the city, travelling via tram from Griffith University, the city's largest university, to the recently proclaimed Gold Coast CBD, Southport, and into the tourist capital of Australia, Surfers Paradise, and lastly to Broadbeach, where much of the 2018 Commonwealth Games spectator activities will be held.</p> <p>Highlights of the tour include reaching the top of the tallest residential building in the Southern Hemisphere, enjoying lunch in Surfers Paradise, visiting the 2018 Commonwealth Games Athlete's Village, and visiting the new Gold Coast Health &amp; Knowledge Precinct. . Come and see why the Gold Coast is now considered a world class city.</p> <p><i>Sponsored by:</i>  </p>
<p><b>10.00am – 5.00pm</b></p>	<p><b>Go West to see Planes, Trains &amp; Automobiles (and lots of other interesting stuff) - Ipswich Tour</b>  <b>Dress:</b> Casual (wear comfortable walking shoes)</p> <p>The City of Ipswich has a population of 190,000 and is one of the fastest growing local government areas in Australia. It contains an exciting and interesting mix of charming historic areas, large new greenfield master planned communities, major employment and activity centres and an extensive rural and natural environment hinterland.</p> <p>The tour highlights will include:</p> <p>Planes – with a visit to RAAF Base Amberley, one of Australia's largest defence facilities and home to the F18 Super Hornets and 9000 defence personnel and staff</p> <ul style="list-style-type: none"> <li>• Trains – with entry to the North Ipswich Workshops Railway Museum, the home of Queensland Railways &amp; one of the World's largest &amp; most intact 19th Century rail sites</li> <li>• Automobiles – a tour of the Willowbank Motorsports Precinct, a massive motorsports complex including Drags, V8 Supercars, Superbikes and high performance Go Karts, all located within a 10km wide planning scheme buffer area.</li> </ul> <p><i>Sponsored by:</i>  </p>
<p><b>10.00am – 5.00pm</b></p>	<p><b>A Day in the Bay - Moreton Bay</b>  <b>Dress:</b> Casual (wear comfortable walking shoes)</p> <p><i>Please assemble at the Congress Registration Desk by 9.45am</i></p>
<p><b>2.30pm – 4.30pm</b></p>	<p><b>Brisbane Walking Tour - Vibrant Laneways and City Artworks</b>  <b>Dress:</b> Casual (wear comfortable walking shoes)</p> <p>This tour showcases Brisbane City Council's exciting art program incorporated into laneways, streets and key infrastructure in the CBD and South Brisbane. Explore King George Square Carpark Student Art Gallery, Burnett Lane, George and Tank Street artworks, Fish Lane and more, and learn about the concept behind Council's Outdoor Gallery initiative. This initiative plays host to an ongoing program of exhibitions produced by both locally and nationally recognised artists.</p> <p><i>Please assemble at King George Square, Brisbane City Hall by 2.15pm</i></p> <p><i>Sponsored by:</i>    <i>Dedicated to a better Brisbane</i></p>

Wednesday 11 May 2016 – YPConnect

2.00pm – 5.00pm	<p><b>YPConnect Amazing Race</b>  <b>Dress:</b> Casual (wear comfortable walking shoes)</p> <p>A fun and informal way to get to know the host city and your fellow conference delegates. The Amazing Race will guide you around the local area with your team of fellow young planners. You'll visit key landmarks and learn a little about the Brisbane CBD and Southbank before ending up in a local watering hole to share debrief and share your experiences.</p>
5.30pm – 6.00pm	<p><b>Meeting Point TBA</b>  <b>YPConnect Meet &amp; Greet</b>  <i>Venue: Rooftop Bar The Fox Hotel</i>  <b>Dress:</b> Casual</p> <p>YPConnect delegates are invited to a Meet &amp; Greet. And get to know your fellow delegates</p>

Wednesday 11 May 2016 – Workshop

3.00pm – 5.00pm	<div data-bbox="778 161 853 705" style="background-color: #800040; color: white; padding: 5px; border-radius: 15px; text-align: center; font-weight: bold;">                 Limited Spaces Book Now!             </div> <p><b>AURIN Workshop</b>  <b>Venue: Brisbane Convention &amp; Exhibition Centre</b></p> <p>AURIN provides urban researchers, policy and decision-makers with an infrastructure to facilitate web-based access to a wealth of information on urban environments across Australia. AURIN provides live links to some 1,650 datasets and over 100 analytical tools by which urban information can be accessed, interrogated, modelled and simulated.</p> <p>Participants in the AURIN workshop will explore the extensive data repositories and extract information about Australian cities. Using the sophisticated tools contained within the AURIN portal, participants can mould this information into visible and sharable knowledge. Until now, much of this information has remained behind closed doors. AURIN enables access to this data for built environment professionals across all fields, letting users discover and mash-up data, information and knowledge.</p> <p>Participants can undertake comparative analyses to study health data, analyse revealing socio-economic information, investigate walkability of neighbourhoods and more. Familiarity with these metrics is essential to understanding patterns of urban development and to best inform smart urban growth for a sustainable future. This workshop will be of interest to students, urban researchers, members of government and industry.</p> <p><b>Please meet at the Congress Registration Desk</b></p> <div data-bbox="1029 152 1141 465" style="text-align: right;">  </div>
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Wednesday 11 May 2016 – Social Functions

<p>6.00pm – 8.00pm</p>	<p><b>PIA Congress Welcome Reception</b>  <b>Venue: QLD GOMA</b>  <b>Dress: Smart Casual</b></p> <p>Join us for the welcome reception to kick off the PIA Congress 2016. Delegates will have the opportunity to enjoy canapés and beverages whilst mingling with colleagues, at the spectacular Queensland Gallery of Modern Art (GOMA).</p>
<p>8.00pm Onwards</p>	<p><b>Optional – Late Night Hangout</b>  <b>Venue:</b>  <b>Dress: Casual</b></p> <p>Congress and YPConnect delegates can continue the night at the Late Night Hangout, only a short walk from GOMA. Drink specials available and meals available at own cost.</p>

*Sponsored by:*



Thursday 12 May 2015 – Congress & YPConnect

<p>8.00am – 5.00pm</p>	<p><b>Registration Desk Open</b>  <b>Brisbane Convention &amp; Exhibition Centre</b></p>
<p><b>PLENARY SESSION</b>  <b>8.30am – 10.50am</b></p>	<p>8.30am – 8.45am  <b>Opening Comments &amp; Welcome to Country</b>                  Master of Ceremonies</p> <p>8.45am – 9.10am  <b>National Official Opening &amp; President's Address</b>                  Brendan Nelson MPIA CPP, PIA National President</p> <p>9.10am – 9.40am  <b>Ministers Address</b>                  Hon. Jacklyn Trad, Deputy Premier, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment</p> <p>9.40am – 9.55am</p> <p>9.55am – 10.50am  <b>Keynote Presentation</b>                  Bernard Salt, <i>Partner, KPMG</i></p>

*Sponsored by:*



Coffee Break & Trade Exhibition					
10.50am – 11.20am	<p style="text-align: right;"><i>Sponsored by:</i></p> 				
11.20am – 1.00pm	<p style="text-align: right;"><i>Sponsored by:</i></p> 				
Breakout Sessions					
Concurrent Session 1	Concurrent Session 2	Concurrent Session 3	Workshop Session 1	YConnect Session 1 INSPIRE	Room: S1
<b>Innovation In Creating Our Future Cities</b> Room: P11	<b>Inspired Planning Practice</b> Room: P8	<b>Stop...Collaborate and Listen</b> Room: P7	<b>Tools of the Trade - Innovation in Decision Making</b> Room: P9	Room: P10 <i>Sponsored by:</i>  <b>Opening Comments</b> Andrew Wheeler PIA(Affiliate) (PIA YP Director) and Catherine Andrew MPIA  <b>Keynote Address (45 mins)</b> Mitch Silver PIA (Hon Fellow) NYC Parks Commissioner  <b>Panel Discussion (30 mins)</b>	NSW Department of Planning & Environment: ePlanning Community Roundtable
Urban Intensification and Liveability Benchmarks in Sydney  Vincent Ogu MPIA CPP Helen Sloan	Development and Community are not Mutually Exclusive  Martin Spencer MPIA Anna Kelderman MPIA What Our Customers Really Need?	#105: Welcome to My Back Yard: Positive Community Planning  Melissa Thyer Our Market District – Conversations to Inform its Future  David Bailey MPIA CPP The Art of the Conversation in an Ever Evolving Digital Landscape  Sandra Bout Liveable Yarra: Better Planning for People and Places - An Innovative Approach to Engagement  Bruce Phillips Innovation Thinking and Indigenous ways of Knowing: The Future of Queensland Planning  Malcolm Griffin Sharon Harwood	Social Media for Planners  Rob Gravestocks Amanda Newbery Nathan Williams	Planning Academics Roundtable	
Ryan Macindoe Delivering a Polycentric City  Gwenda Kullen MPIA Rethinking Our Cities So They Are Fairer and Better for All  Greg Vann LFPIA CPP	Anthony Jones MB+ The Moreton Bay Reform Journey  Stewart Pentland MPIA Kate Isles MPIA				
1.00pm – 2.00pm	<p style="text-align: right;"><b>Lunch &amp; Trade Exhibition</b></p>				

Breakout Sessions								
2.00pm – 3.20pm	Concurrent Session 4	Concurrent Session 5	Concurrent Session 6	Workshop Session 2	YPConnect Session 2 INNOVATE	Room: A2	Room: S1	
	<b>Innovation In Creating Our Future Cities</b> Room: P11	<b>Inspired Planning Practice</b> Room: P8	<b>Implementation at its Best... Place-making</b> Room: P7	<b>Tools of the Trade - Innovation in Decision Making</b> Room: P9	<b>Innovation for Community Engagement</b> Room: P10 <i>Sponsored by:</i> 			
	MONA – Taming the Wild Child <i>Jennifer Welch</i> <i>Irene Duckett FPIA CPP</i>	Innovation through Collaboration and Interaction <i>Alexandria Moore</i>	Triabunna & Brighton Tomorrow <i>James Dryburgh</i>	Speed Dating Innovation Style - Can we make Magic Happen? <i>Sarah Norman</i> <i>Craig Rossiter</i>	<b>Innovation for Community Engagement</b> <i>Amanda Newberry</i>	PIA Congress Policy Forum	NSW Dept of Planning & Environment: ePlanning Community Roundtable	
	Brisbane City Plan 2014 – Metro Scale, Locally Responsive and an Agent of Change <i>Sandra Bout</i>	Courageous, Collaborative Planning for a Co-ordinated Approach to Social Infrastructure <i>Terri Osbourne</i>	WGVI – A New Model for Infill Development in Perth <i>Anna Evangelis</i> Improving the Taree Town Centre <i>Sue Calvin</i>		<b>Innovation for Design</b> Should Planners Design Draw <i>Peter Richards MPIA</i>			
	The Third Industrial Revolution: It's Implications for Planning and Development in Queensland <i>Brian Roberts</i> Good Decisions Quickly <i>Christian Parks</i>		The Next Generation of Water's Edge Public Spaces: From Inspirational, Innovative to Implementable <i>Mabel John</i> Implementing Brisbane's City Centre Master Plan <i>Sandra Bout</i>		<b>Innovation for Planning</b> Planners as Leaders – Rattling the Innovation Cage <i>Isabella Allan</i>			
<b>3.20pm – 3.50pm</b>					<b>Coffee Break &amp; Trade Exhibition</b>			<i>Sponsored by:</i> 
	<b>PLENARY SESSION</b> <b>3.50pm – 5.00pm</b>	3.50pm – 4.50pm <b>Keynote Presentation</b> Erin Barnes, Co-Founder & Executive Director of ioby Brooklyn, New York						
		4.40pm – 5.00pm <b>Close of Day 1 - Master of Ceremonies</b>					<i>Sponsored by:</i> 	
					<i>Dedicated to a better Brisbane</i>			

Thursday 12 May 2015 – Social Functions

<p>5.15pm – 7.15pm</p>	<p><b>National Awards For Planning Excellence</b>  <b>Venue: Plaza Terrace &amp; Auditorium</b>  <b>Dress: Business</b>  <i>Tickets must be purchased to attend this event.</i></p> <p>5.15pm – 6.00pm  <b>Drinks &amp; Canapes</b></p> <p>6.00pm – 7.15pm  <b>Awards Ceremony</b></p> <p><i>The annual PIA Awards for Planning Excellence demonstrate leading practice, leadership and achievement in planning. The Awards recognise excellence and showcase leading practice across a range of planning disciplines and sectors.</i></p> <p><i>The state and territory awards have provided the winners for the National Awards for Planning Excellence and it is time to celebrate all finalists and acknowledge the best of planning and planners that Australia has to offer.</i></p>
<p>7.30pm – 9.30pm</p>	<p><b>Off Site Surprise Casual Dinner</b>  <b>Venue: Shhhhh.....it's a secret</b>  <b>Dress: Casual</b>  <i>Tickets must be purchased to attend this event</i></p> <p><i>After the National Awards for Planning Excellence we invite you to join us for, a short 'discovery' walk from the BCEC, for a surprise offsite dinner presented by Conference Experiential Partner, Place Design Group at one of Brisbane's recently launched hidden gems.</i></p> <p><i>Ticket price includes exclusive access to this unique event, with food and beverages from 7:30pm to 9:30pm. Guests are then invited to stay on and enjoy the delegate social hangout with a cash bar from 9:30pm till late.</i></p>
<p>9.30pm Onwards</p>	<p><b>Optional – Late Night Hangout</b>  <b>Venue: Shhhhh.....it's a secret</b>  <b>Dress: Casual</b></p> <p>Continue on at the Off Site Surprise venue after dinner to catch up with other PIA Congress 2016 delegates. :</p>

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**Friday 13 May 2016 – Congress & YPConnect Sessions**

<p><b>7.00am – 8.30am</b></p>	<p><b>Brisbane City Council Statutory Planners' Breakfast</b>  <i>Are You A Development Assessment Planner then Register for Brisbane City Council's networking breakfast to meet others in your field and enhance your Professional development.</i></p> <p>Driving New Investment in Metropolitan Adelaide – the DPTI Prelodgement Service  <i>Eleanor Freeman</i></p> <p>The Prelodgement Partnership: Working Together to get Results  <i>Paula Sundholm</i></p> <p>Innovation and Implementation - The Planning Panels Victoria Inspiration  <i>Brett Davis MPIA CPP</i></p> <p><i>Sponsored by:</i></p>  <p><i>Dedicated to a better Brisbane</i></p>
<p><b>8.00am – 5.00pm</b></p> <p><b>PLENARY SESSION</b>  <b>9.00am – 10.50am</b></p>	<p><b>Registration Desk Open</b>  <i>Brisbane Convention &amp; Exhibition Centre</i>            9.00am – 9.10am</p> <p><b>Opening Comments for Day 2</b>            Master of Ceremonies            9.10am – 9.20am</p> <p><b>CEO Address</b>            Kirsty Kelly, MPIA CPP, CEO PIA            9.20am – 9.40am</p> <p>Stuart Moseley FPIA CPP, Deputy Director General (DILGP)            9.40am – 10.00am</p> <p><b>Policy Congress - URBIS Leadership Series</b>            John Wynne MPIA Managing Director URBIS            10.00am – 10.50am</p> <p><b>Keynote Address</b>            Maha Sinnathambay, Chairman Springfield Land Corporation</p> <p><i>Sponsored by:</i></p> 
<p><b>10.50am – 11.20am</b></p>	<p><b>Coffee Break &amp; Trade Exhibition</b></p> <p><i>Sponsored By:</i></p> 

11.20am – 1.00pm		Breakout Sessions	
Concurrent Session 7	Concurrent Session 8	Concurrent Session 9	YPConnect Session 3 IMPLEMENT
Tools of the Trade - Innovation in Decision Making Room: P11	Lessons Abroad - International Snapshot Room: P8	Room: P7	Room: P10 <i>Sponsored By:</i> 
Business Intelligence in Urban Planning <i>Chad King</i> Designing Places that People Want, (Not Just what we Think they Want). Using Crowdsourced Data as a Planning Tool	Qatar – Upside Down Back to Front Planning <i>Stan Wypych MPIA</i> Achieving Job Self-Sufficiency in Greenfield Developments	 <b>Australian Government</b> Geoscience Australia  <b>Planning for Hazards 101</b>  <i>Planning for Disasters - The facts that you NEED to know and the tools to help you make sense of the information</i>  <i>Natural disasters will continue to have a significant impact on Australia's economy, the environment and society in the foreseeable future. Although we cannot prevent natural disasters, Australia can improve community resilience through effective mitigation, preparation, monitoring and response. This session is to provide you with an understanding on what is our exposure and how different types of information and tools can inform decisions when planning a resilient future.</i>	Cities Taskforce: WORKSHOP on Cities Report:  <b>Australian Young Planner Award Winner</b>  <b>Special Guests</b>
What Planners can Learn from Start-Up Tech: Designing a City's User Experience <i>Chris Isles MPIA</i>	Target Cities: North America's New Code for Urban Governance <i>Steve Thorne MPIA</i>		
Effecting Sustainable Real Estate Development and City Making Using Quadruple Net Value Assessment and Building Information Modelling <i>Katie Wallace</i>	The Challenges of Community Consultation: A Sri Lankan Case Study <i>Tharani Yogannathan Meagan Canaley</i>		
Geoffrey Booth MPIA	Christchurch Recovery: Planning, Lessons and Legacy (So Far.....) <i>Stephen Timms MPIA</i>		
1.00pm – 2.00pm	Lunch & Trade Exhibition <i>Sponsored By:</i> 	<b>Small Talk.....Big Ideas</b>  Greyfield Development with the Conversion of Aging Rail Assets <i>Brendon Baker MPIA</i>  Essence of a Creative City : Inspiration, Innovation and Implementation <i>Richard Brecknock MPIA</i>  Reclaiming Main Street <i>Oliver Penner</i>  Topical Urbanism: Cairns a City in a Rain Forrest <i>Debbie Wellington</i>	

<p>2.00pm – 3.20pm</p>	<p>Breakout Sessions</p>	<div data-bbox="207 1657 287 1971"> </div> <p><b>AECOM Australia's Journey to 50M Interactive Panel Session</b></p> <p><b>Disruptive technology, Disruptive ideas, Disruptive Thinking.</b> <i>In this interactive panel session, you will hear from five panellists who have been champions of disruptive change and have taken an idea from that first light bulb moment through to delivering a project which has caused a fundamental shift in thinking. We will hear their views and predictions on how new technology and emerging trends will cause those major social shifts which as planners we need to respond to.</i></p> <div data-bbox="295 1209 351 1433"> </div> <p><b>Planning for Disasters (Scenario-based workshop) - The Practical Application to Make a Real Difference</b></p> <div data-bbox="518 1131 574 1523"> <p><b>Limited Spaces Book Now!</b></p> </div> <p><i>This session is an interactive workshop designed to bring scenarios to life. As a planner, do you think about the impact of a natural hazard event on your development? What are the challenges you face in planning for future disasters? This workshop will be asking you to test and think through strategies to mitigate against natural hazards such as floods and severe wind.</i></p>	<p><b>Small Talk.....Big Ideas (continued)</b></p> <div data-bbox="207 134 343 436"> </div> <p><i>Sponsored by:</i></p> <p>John Byrne <i>LFPIA</i> David Kaesehage Jan McCredie Stephen Moore Nnenna Ike Rodney Adan Ellen Witt James Ryan</p> <p>Enough with the Innovation: Time to Really Design Cities for People ANEC: Australia's Northern Eco City – Inspiring a New North Inspiration and Innovation   Planning Versus the Big Moves... The Lovable City: Transforming Lives by Creating Great Places Growth in Australia's Higher Education Sector and the Need for Suitable Accommodation for Students Logan City Council's Environmental Offset Policy and Online Environmental Offset Estimator Australia's Rental Affordability Index: Understating the Rental Housing Crisis The Impact of Victoria's New Neighbourhood Residential Zone: A Case Study from Glenelg</p> <div data-bbox="861 134 973 414"> </div> <p><i>Sponsored by:</i></p> <div data-bbox="1077 156 1212 414"> </div> <p><i>Sponsored by:</i></p> <p>Tract Town Planners Landscape Architects Urban Designers</p>
<p>3.20pm – 3.50pm</p>	<p>Coffee Break &amp; Trade Exhibition</p>	<p><b>PLENARY SESSION</b></p>	<p><b>3.50pm – 4.45pm</b> <b>Keynote Presentation</b> Professor Wulf Daseking, Former Chief Planning Officer for the City of Freiburg Freiburg in Breisgau</p> <p><b>4.45pm – 5.00pm</b> <b>Conference Wrap Up &amp; Launch of 2017 Congress</b> Master of Ceremonies &amp; Kirsty Kelly MPIA CPP, CEO PIA</p>

Friday 13 May 2016 – Social Functions

7.00pm – 12.00am	<p><b>Gala Dinner</b>  <b>Venue: Brisbane Convention and Exhibition Centre</b>  <b>Dress: Dress to Impress</b></p>
10.00pm – 12.00am	<p><b>Gate Crashers</b>  <b>Venue: Brisbane Convention and Exhibition Centre</b>  <b>Dress: Dress to Impress</b></p> <p>The doors to the dinner open for those that want to party. With the meal and formalities over its now time to hit the dance floor, come crash the party.</p>
11.30pm - Onwards	<p><b>Late Night Hangout (Optional)</b>  <b>Venue: Cloudworld</b></p> <p>Head to the Late Night Hangout venue after dinner to continue the party. Buses will depart from 11.30pm</p> <p><i>Cloudland Dress Code</i>  <i>Dress to impress. Smart casual style applies at all times including enclosed dress shoes, collared/button up shirt, dress pants and jeans (acceptable provided there are no rips or tears). Face, neck and hand tattoos are not permitted. Other tattoos are to be covered where possible and may be subject to the door host's discretion.</i></p> <p><i>Party decorative attire, paraphernalia and games are not permitted. e.g. Tiaras, veils, hens straws, sashes and fancy dress. The door host's have the right to refuse entry should they deem an outfit inappropriate</i></p> <p><b>Sponsored by:</b>            PLANNING + DEVELOPMENT</p>

