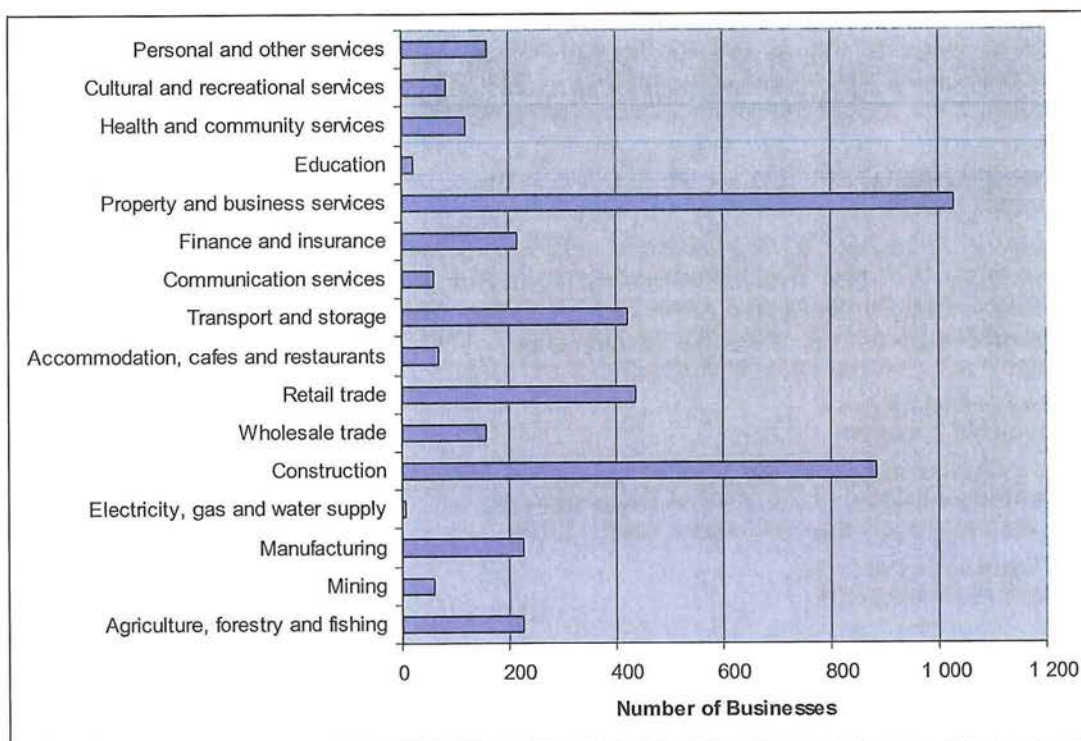


Figure 29: Number of Business Establishments by Industry, 2006



Since 2003, significant growth has occurred in Health and Community Services (30%) while the most significant decrease came from the Education sector (-22.2%). Table 1 shows the net change in the number of businesses from 2003 to 2006.

Table 6: Number of Businesses by Sector, Shire of Kalamunda, 2003 to 2006

Number of Businesses by Industry - at 30 June	2003	2006	Net Change 2003-2006
Agriculture, forestry and fishing	255	225	- 30
Mining	57	60	3
Manufacturing	264	225	- 39
Electricity, gas and water supply	6	6	0
Construction	810	882	72
Wholesale trade	156	156	0
Retail trade	471	435	- 36
Accommodation, cafes and restaurants	57	69	12
Transport and storage	426	420	- 6
Communication Services	75	60	- 15
Finance and insurance	222	216	- 6
Property and business services	933	1 026	93
Education	27	21	- 6
Health and community services	90	117	27
Cultural and recreational facilities	96	81	- 15
Personal and other services	144	159	15
Total businesses	4 089	4 158	69

Agriculture

In 2006 the ABS reported that the area of holding for Agricultural Commodities in the Shire of Kalamunda was 4,336 hectares. Of this area, 2,400 hectares of land was used to grow Cereals for grain, the other commonly grown agricultural commodities included orchard trees (587 hectares) and 'all fruits' (588 hectares).

Home Based Businesses (HBBs)

Home based businesses have become a very important vehicle of employment growth. They have become increasingly popular with new businesses looking to start-up. From 2001-2009 there have been 247 home businesses approvals by the Shire of Kalamunda. HBB's have been assisted by technological improvements such as that of internet infrastructure.

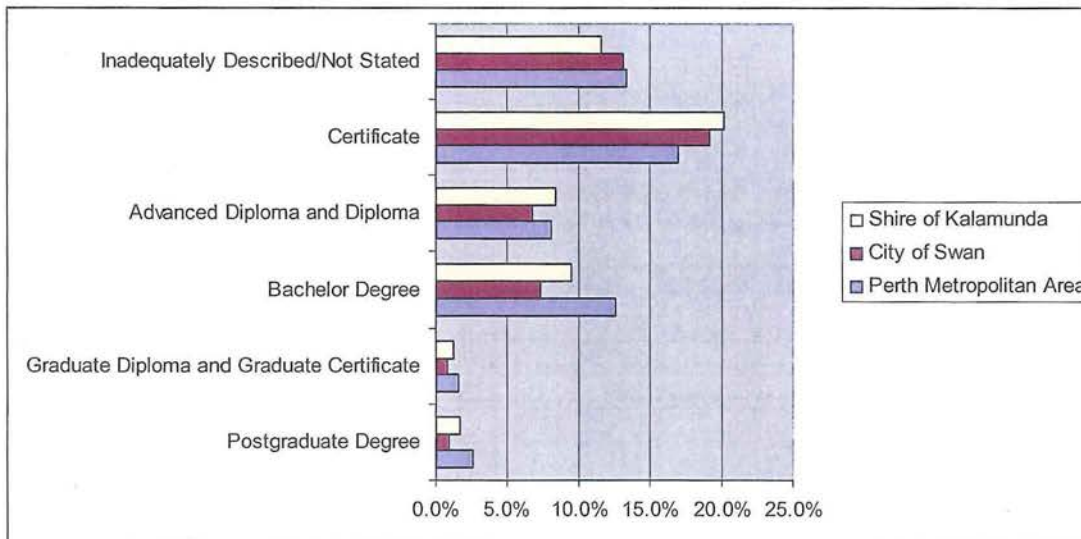
Average weekly household income

In 2005, the average individual income in the Shire of Kalamunda was \$40,762. This was lower than the Perth Metropolitan Area average individual income was \$43,013.

Population Educational Achievement

In 2006, 52% of our population had some form of post-school qualifications, 20% of these being certificates and 9.5% of these bachelor degrees.

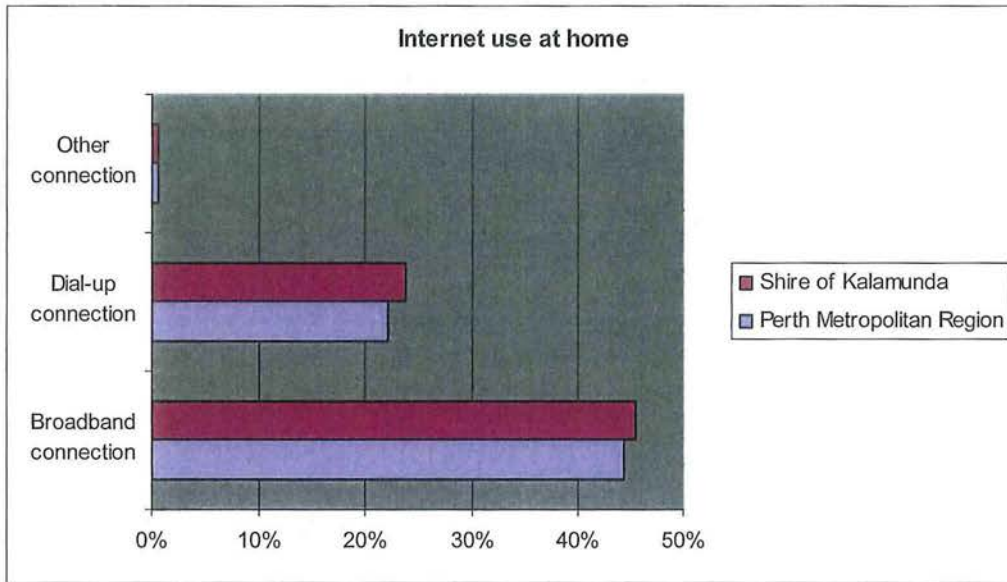
Figure 30: Post-school Qualifications by Residents



Internet Computer Use

In 2006 the proportion of people in the Shire of Kalamunda connected to the internet was 70% which is slightly higher than the Perth Metropolitan Area's percentage of 67%. The installation of internet infrastructure will give more people the opportunity to use the internet and become computer users. Figure 3 illustrates internet usage by residents in the Shire of Kalamunda compared to the Perth Metropolitan Area.

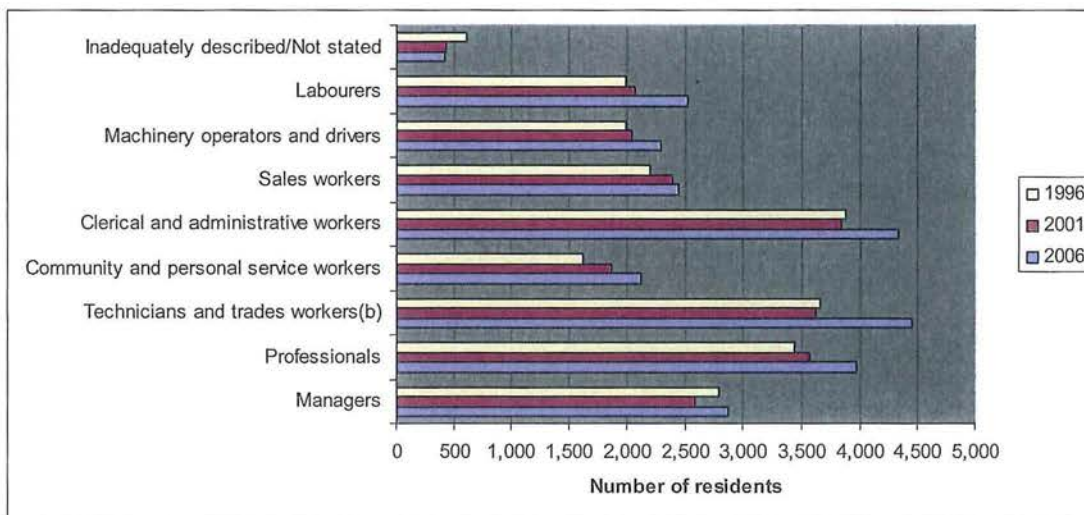
Figure 31: Home Internet Use, Kalamunda and Perth, 2006



Occupation of Kalamunda Residents

The number of employed residents in the Shire of Kalamunda has increased consistently from 1996-2006 by around 1.5 per annum. The occupations that achieved the greatest growth in terms of the residents they employed were Labourers (2,520), Clerical and administrative workers (4,325) and Technicians and trade workers (4,450). Figure 5 illustrates the occupations for Kalamunda residents and the change that has occurred in these areas over the years.

Figure 32: Residents Employed by Occupation, 1996-2006



Planning Implications

The planning implications of the economic assessment for the Shire are as follows:

1. The Shire is considered to have a diversified economic base, strong in 'construction' and 'property/business services' and has not changed much in recent years.
2. There has been a noted growth in the 'health/community services' sector.
3. There has been a marked increase in 'home based businesses' with 247 'home business' approvals. In addition 'home offices' are a permitted use and it is probable that these have increased as well.
4. The average weekly household income is \$40,762 which is lower than the Perth average of \$43,013. This is probably accounted for in terms of a high level of retirees.
5. The Kalamunda community has an education level based on 52% having post school qualifications with 9.5% having a first degree.
6. The Kalamunda community has a 70% internet use which is higher than the Perth average of 67%
7. Of the above facts 'home based business' is probably of the most interest from a planning implications point of view.
8. Most of the other facts are more of academic interest.

3.4.6 Retail and Commerce

State and Metropolitan Context

Draft 'Activity Centres for Perth and Peel'

State Planning Policy 4.2 is based on the concept of Activity Centres as against the narrower concept of Shopping Centres used in the past. Activity Centres are defined as;

"Community focal points for people, services, employment and leisure that are highly accessible. Key characteristics include their levels of diversity, accumulation of activities and access to public transport. Commercial, retail, higher-density living, entertainment, tourism, civic/community, higher education, and major or specialised medical services are just a few such activities".

The Activity Centres SPP sets out an updated hierarchy of activity centres:

- Perth Central Area, including North Perth, East Perth and West Perth;
- Primary Centres, Joondalup and Rockingham;
- Strategic Centres, including 8 city centres and 4 specialised centres;
- Regional Centres, including 19 town centres and 2 specialised centres;
- District Centres, including 62 town centres (Forrestfield and Kalamunda included) District Centres are generally considered to have in the order of 20,000sqm of retail floor space; and
- Neighbourhood Centres, comprise smaller local centres in the order of 50sqm to 5,000sqm, and the WAPC generally delegates the planning of these centres to local government.

Metropolitan Region Scheme (MRS)

The Metropolitan Region Scheme map indicates only the location of the Strategic Regional Centres. The WAPC under clause 32 of the MRS requires that all applications for shopping centre development is to be referred to the Commission when:

- The proposed extensions are greater than 50,000sqm NLA in Regional Centres;
- The proposal is greater than 20,000sqm NLA for District Centres;
- The proposal is greater than 5,000sqm NLA for Neighbourhood and Local Centres, or
- The proposal has regional implications.

Existing Commercial Floorspace (2010)

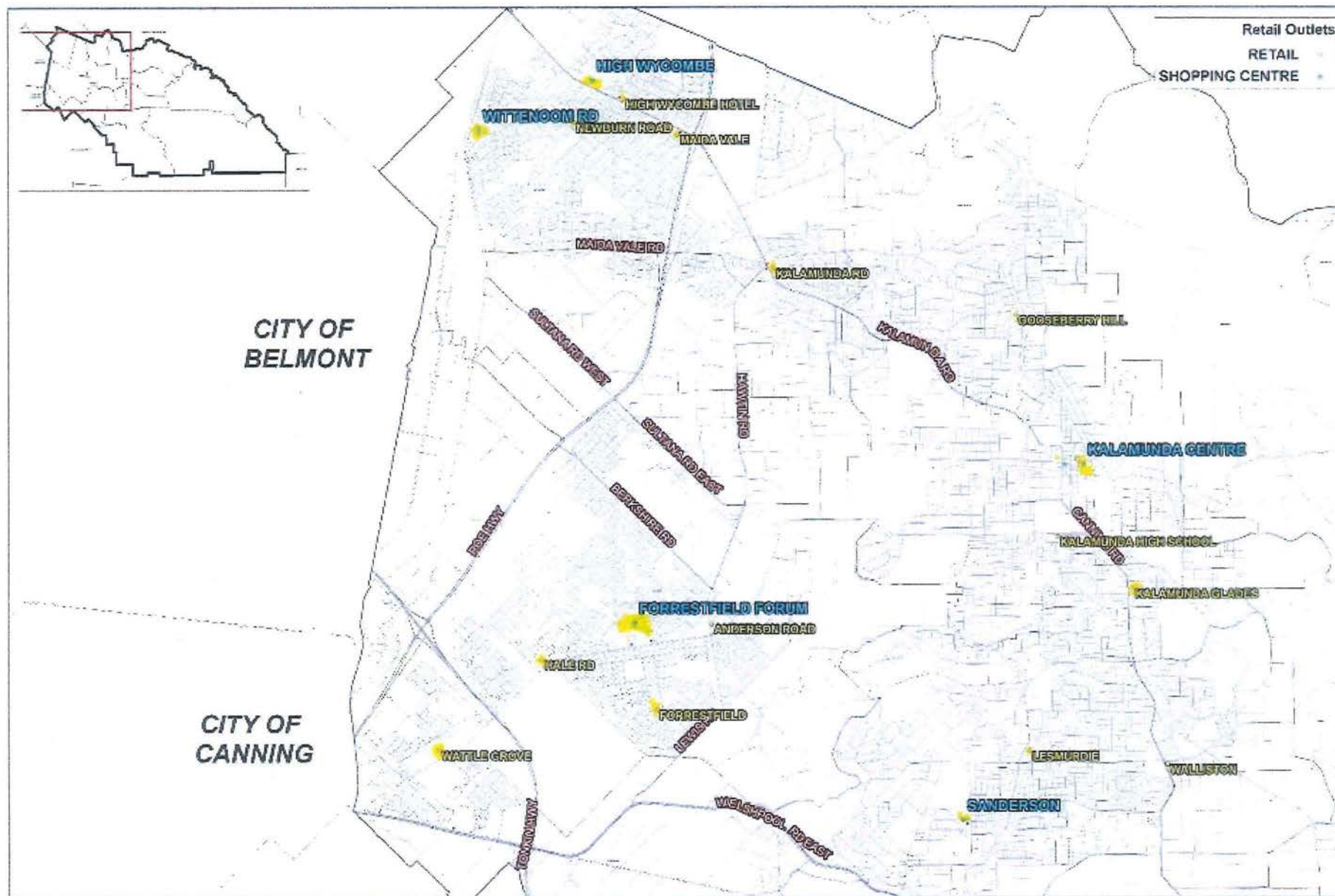
The Department of Planning has prepared the following commercial information as part of its update of its 'Commercial Land Use Survey' that was originally prepared in the year 2000. The commercial data is provided in the following table.

**Table 7: Commercial Land Use by Activity Centre by Type for Kalamunda, 2010
(Department of Planning, 2010)**

COMMERCIAL COMPLEX TYPE & NUMBER	COMPLEX NAME												TOTAL	
		Primary/Rural Manufacturing/Processin g/Fabrication	Storage/Distribution	Service Industry	Shop/Retail	Other Retail	Office/Business Health/Welfare/Commun ity Services	Entertainment/Recreatio n/Culture	Residential	Utilities/Communications	Vacant Floor Area			
100	ISOLATED SERVICE STATIONS	0	0	0	270	0	350	86	0	0	0	0	70	776
750	KALAMUNDA CENTRE	0	417	0	1,295	15,083	3,700	9,816	1,905	4,479	0	420	2,516	39,631
751	FORRESTFIELD FORUM	0	0	0	478	12,044	361	2,096	121	500	0	87	1,374	17,061
752	GOOSEBERRY HILL	0	0	0	0	835	0	212	60	0	0	0	0	1,107
753	FORRESTFIELD	0	0	65	130	2,058	0	96	220	340	0	0	134	3,043
754	KALAMUNDA GLADES	0	0	0	0	4,010	0	0	0	0	0	0	0	4,010
755	SANDERSON	0	0	0	120	1,262	140	280	140	0	0	0	450	2,392
756	NEWBURN ROAD	0	0	0	0	1,035	120	90	0	0	0	0	0	1,245
757	LESMURDIE	0	0	60	0	600	0	350	0	0	0	15	270	1,295
758	HIGH WYCOMBE	0	0	0	0	575	0	45	0	0	0	0	260	880
760	MAIDA VALE	0	0	0	0	720	200	350	0	0	0	0	70	1,340
761	HALE ROAD	0	0	0	100	200	420	440	0	300	200	0	0	1,660
762	ANDERSON ROAD	0	150	0	807	530	1,600	1,100	100	0	0	0	240	4,527
763	KALAMUNDA HIGH SCHOOL	0	0	0	0	102	0	0	0	0	0	0	0	102
764	BLAMIRE ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0
765	WALLISTON	0	0	0	0	160	0	0	150	0	0	0	0	310
768	HIGH WYCOMBE HOTEL	0	0	0	0	5,140	0	190	0	0	0	90	1,170	6,590
769	WATTLE GROVE	0	0	0	0	375	150	75	0	0	2,320	0	0	2,920
784	WANDILLA	0	0	0	0	1,200	600	0	750	0	200	0	0	2,750
785	HAWTIN RD	0	0	0	0	60	0	0	129	572	0	0	0	761
970	WITTENOOM RD	0	930	840	0	3,285	0	232	0	0	0	3,580	1,050	9,917
8,773	KALAMUNDA RD	0	0	0	110	580	390	60	660	870	0	0	490	3,160
8,786	KALAMUNDA ISOLATED USES	0	0	665	195	2,315	380	150	1,858	0	0	15	828	6,406
	TOTAL	0	1,497	1,630	3,505	52,169	8,411	15,668	6,093	7,061	2,720	4,207	8,922	111,883

It appears from a comparison of data from 1997 to 2010 that commercial floor space grew from 78,513sqm to 111,883sqm. This represents an overall increase of 33,370sqm over a 13 year period and equates to an increase of 2,567sqm per annum or 3.3% per annum.

On analysing the data in more detail it is evident that some centres have increased; i.e. Wittenoom Road (9,917sqm), Kalamunda Town Centre (9,240sqm), High Wycombe Town Centre changed from a hotel to a shopping centre (3,300sqm) and Kalamunda Road Maida Vale (3,160sqm). During the same time period many of the shopping centres declined in size or shut down completely.



Distribution of Retail Outlets in the Shire of Kalamunda

© 2011 Shire of Kalamunda. All rights reserved. This document is the property of the Shire of Kalamunda and is not to be distributed outside the Shire of Kalamunda.



FIGURE 33

Figure 33: Distribution of Retail Floorspace in Kalamunda

Overall Assessment of Retail Floorspace Provision

The Western Australian Planning Commission published its State Planning Policy 4.2 - Activity Centres for Perth and Peel in June 2009. On page 10 of the Draft policy it set out; 'Guidelines on shopping Floorspace per capita (sqm) nla', the table indicates that 0.6sqm is an average requirement for Neighbourhood and Local centres and 0.4sqm for district/town centres. The overall average requirement is therefore approximately 1sqm per head of population. From Table 27 above it is, therefore, evident that the existing provision of retail floor space, 52,169sqm, relates well to the population of Kalamunda, approximately 52,000 people.

Commercial Strategy

The Shire of Kalamunda does not contain within its boundaries any regional centres, but benefits from other centres including Midland, Cannington and Belmont. These centres contain 50,000sqm or more of retail floor space. At the other end of the spectrum, neighbourhood centres may vary between 50sqm and 5,000sqm. These centres are considered too small to impact on the major retail structure and are generally self regulated according to market forces. It remains necessary therefore to address the distribution of district and local services in the context of the Local Planning Strategy.

As commercial needs are established according to population numbers, this strategy draws on the population, having regard for anticipated future urban investigation areas. It should be acknowledged that the use of standards to measure the adequacy of floor space provision has limitations. State Government policy recognises that the relationship between consumer expenditure and floor space provides only a broad notion of balance in retail provision and does not consider variations in productivity, profitability, characteristics of population served by the centre, type and mix of stores, shop hours, and design factors. The use of standards over a period of time also imposes rigidity which may stifle innovation and changes in retailing.

Specifically, the following considerations have not been factored into the assessment.

- i. Leakage to and from frame areas, for local centre needs, has not been quantified. It is considered that this is insignificant given the location of local centres in the frame area. The relative geographic isolation of the Shire is comparable to rural centres where district centres assume the function of regional centres without reaching the metropolitan based floor space standards.
- ii. 2006 Census data suggests a high level of car usage for travel to work and possibly to locations outside the Shire. Journey to work assessments would clarify these patterns and the likely leakage of expenditure to centres beyond the frame areas.
- iii. Expenditure patterns of the diverse socio-economic population in the Shire have not been assessed in detail. This may modify the floor space requirements of the Shire.
- iv. The emerging supremacy of regional centres, particularly those hosting department stores and important chain stores, may be detracting from the catchment of lower order centres. The State Government guidelines may not fully address this trend. People in the Shire have good access to nearby regional centres.

Objectives

The following objectives guide the detailed components of the commercial strategy:

- To respond to the change and growth of population.
- To ensure an equitable spatial distribution of facilities so that communities are not geographically disadvantaged from activity centres.
- To respond to community desires in terms of retailing.
- To ensure maximum integration of community facilities and residential development in relation to activity centres.
- To improve the aesthetics of activity centre environments.
- To identify commercial activities to locate in commercial centres to assist the commercial viability of centres.

Commercial Hierarchy

District Centres

It is proposed that no new district centres be established and the existing two centres remain as district centres. It is acknowledged that the Kalamunda town centre fulfils some regional service functions and has a floor area almost twice the size of other District Centres. The Forrestfield centre has expansion potential owing to the ongoing residential development and population growth in Wattle Grove and Forrestfield.

Neighbourhood Centres

Existing neighbourhood centres in the Foothills are generally well distributed except for the Wittenoom Road centre owing to its location east of Abernethy Road and the fact that it only has exposure to half of its potential 'trade area'. Hills centres are less evenly spaced, owing to the topography, although lower densities and car-oriented lifestyles make this consideration less important. An assessment of floor space supply suggests that there are opportunities for expansion of existing centres in the Foothills with limited opportunities in Hills suburbs.

Proposals for corner stores and mixed uses in infill development areas should not be dismissed outright by Council and can contribute to fulfilling minor emerging retail demands. The market place should be relatively unconstrained at this level to seek equilibrium independent of regulatory intervention based on trade area assessment.

Localities

Activity centres are discussed on a locality basis and represent a broad summary of information contained within the retail and commerce section.

High Wycombe

The completion and opening of the High Wycombe Town Centre at the end of 2008 has improved the level of retail service for the people of High Wycombe. The residents are now able to shop locally without the need to travel to shopping centres outside the Shire. It is anticipated that the existing shopping outlets along Kalamunda Road in High Wycombe will strengthen as the residential development and population growth continues to reach its full potential.

The development of the High Wycombe Town Centre will have had some impact on the other activity centres in High Wycombe. The case of the Wittenoom Road Centre, however, is struggling largely due to a poor location with almost half of its trade area vacant airport land. An attempt will need to be made to broaden the range of potential uses at the centre to assist in its viability.

Maida Vale

The northern portion of Maida Vale comprises a geographically large area which has no activity centre. The Structure Plan for the Maida Vale urban area U6 identifies a local neighbourhood shopping centre comprising 2,000 NLA. To date, no shopping centre has been developed at this site. This area, however, comprises Special Rural and Residential Bushland development which is relatively low density and does not warrant an activity centre. The central part of Maida Vale has a neighbourhood activity centre at the intersection of Kalamunda Road and Gooseberry Hill / Hawtin Road. This centre has a limited range of services.

Forrestfield

Under the State Government's State Planning Policy 4.2 – Activity Centres for Perth and Peel (2010), the Forrestfield Centre is identified as a "District Centre" in the Activity Centres' Hierarchy. This classification highlights the important role the Forrestfield Centre currently performs in the day-to-day functioning of the Forrestfield area, and more importantly, reinforces the ongoing and expanding role the Centre is expected to play into the future.

The Forrestfield Centre currently contains approximately 17,060 sq.m of commercial floor space (DPI data). Of this, approximately 12,044 sq.m is classified as "shop-retail". Clause 6.4(2) of SPP 4.2 states that "Activity centre structure plans should be endorsed prior to a major development being approved to ensure a centre's development is integrated, cohesive and accessible."

In September 2010 the Shire of Kalamunda was approached by representatives of the two major retail outlets operating within the Centre (the "Forrestfield Forum" and "Forrestfield Marketplace") with an informal proposal to undertake major extensions to those two outlets, which currently make up approx. 75% of the total Forrestfield Centre commercial floor space. The proposed extensions would increase the floor space of the two major retail outlets by over 7,200 sq.m of shop-retail, and constitute a major development.

Clause 6.4.1 of SPP 4.2 states that the relevant local authority is the approval authority for District centres of less than 20,000 sq.m shop-retail NLA. The WAPC must endorse a District Centre structure plan if the floor space exceeds 20,000 sq.m shop-retail NLA. The current shop-retail floor space of the Centre is well below this figure, and therefore the Structure Plan does not have to be referred to the WAPC for approval.

The Shire of Kalamunda is also a major landowner within the Forrestfield District Centre, and is currently developing plans for a major new residential development and a possible extension of existing community facilities. The Shire of Kalamunda has therefore prepared a Structure Plan to guide the future development and renewal of all the area identified as the "Forrestfield District Centre". The Structure Plan has been prepared generally in accordance with the "Structure Plan Preparation Guidelines" contained in SPP 4.2.

A retail Sustainability/needs assessment must be prepared by the proponents of any major development of a commercial area. The study, together with its likely impacts measured against the objectives and principles of the proposed structure plan will be assessed by the Shire prior to any determination being made by Council, and if required forwarded to the Western Australian Planning Commission for approval.

The locality of Forrestfield is also fairly well served with neighbourhood centres, such as the Edinburgh Road activity centre. The proposed new urban area located between Berkshire Road and Sultana Road East is expected to house approximately 3,160 people, and could well accommodate an additional neighbourhood centre.

Wattle Grove

The Wattle Grove (Cell 9) Urban Development area is presently developing rapidly and a new neighbourhood centre has been planned for some time in the centre of the area to serve the needs of the community. The owners of the commercial land are currently seeking approval from the Shire for a new Local Neighbourhood Centre comprising 2600sqm NLA on Hale Road.

Gooseberry Hill

The existing centre on Railway Road has a limited range of facilities for the people of Gooseberry Hill. There is no room to expand this neighbourhood centre on the existing site. The locality is not very well served by the existing facility; however, owing to the topographical form of the hills residential areas the residents of Gooseberry Hill tend to gravitate towards the Kalamunda Town Centre.

Kalamunda

The Kalamunda Town Centre is bounded by Railway Road, Stirk Street, Canning Road and Mead Street. This centre serves most of the needs of the population in the Hills area. Whilst most properties are developed, there is a mixture of old and new development, and consequently it is possible that parts of the area will be the subject of redevelopment in the foreseeable future. Redevelopment could take the form of replacement floor space or minor increases in the amount of floor space. The 'Kalamunda Central' Shopping Centre is operating well and in light of the fragmentation of ownership and occupancies in the remainder of the activity centre, demand for substantial increased floor space is unlikely in the foreseeable future unless local population and disposable income increases.

Several businesses within Central Kalamunda are nearing the end of their economic lives with the constraints of current competition with other centres. Alternative uses such as offices or renovations to facilitate rejuvenated retail innovations will emerge. Design co-ordination with existing uses and available spaces will be important for the ongoing implementation of the Kalamunda Town Centre Improvement Plan. Based on the current population and existing retail floor area there is considered to be an over-supply of district centre floor space in the Kalamunda locality. It is therefore concluded that:

- i. There is considered to be an oversupply of commercial centre floor space in the Hills areas for the current population.
- ii. As the Kalamunda Town Centre floor space is in excess of the WAPC's standard size, the 'overflow' may be operating more as a neighbourhood centre. This is because the Kalamunda, Lesmurdie and Gooseberry Hill locality accommodates both the Kalamunda Town Centre and the Glades Activity Centre.
- iii. If the oversupply of retail floor space mentioned above is significant there is little need for any additional neighbourhood centres.

Lesmurdie

Lesmurdie contains two neighbourhood activity centres; Rooth Road Centre and Sanderson Road Centre. Trade area analysis indicates that, disregarding the potential local function of the Kalamunda Town Centre for all Hills localities, there is an undersupply of neighbourhood centre floor space within Lesmurdie.

Walliston

Walliston currently contains a small neighbourhood centre. Calculations suggest there is a deficiency of local retail floor space in Walliston. It is likely, however, that as with all Hills suburbs Walliston relies on the Kalamunda Town Centre to perform a district and neighbourhood function. Walliston

also contains a general industry zone which hosts approximately 1,000sqm of miscellaneous retail operating within the service industry category. It is considered this satisfies a current demand for operators requiring floor space unavailable or unsuitable in other centres.

Design Considerations

A Kalamunda Town Centre design study was undertaken by Hames Sharley consultants in 1988. This study was utilised over many years but has more recently been considered to be out of date.

The Shire commenced the preparation of Townscape Improvement Plans for most of the Activity Centres in the Shire. To date the centres of Kalamunda, Lesmurdie, Edinburgh Road Forrestfield and Berle Way High Wycombe have been adopted. This program should result in an improvement of a broad range of townscape/streetscape issues and should result in improved urban quality of the centres. In addition, the following aspects need to be considered when assessing proposals for existing and future commercial centres.

Centre Plans

The boundaries of the Kalamunda Town Centre being Stirk Street, Railway Road, Mead Street and Canning Road are confirmed as a framework for ongoing consideration of the range of uses and movement patterns within the centre. Those have been reflected in the townscape Improvement Plan for the centre. The Forrestfield District Centre also requires the preparation of a Structure Plan prior to consideration of expansion proposals.

Development of all new or expanded neighbourhood centres should be subject to the preparation of centre plans which outline the relationship of proposals to adjacent uses and address design and movement considerations. All centre plans should be prepared in the context of housing precincts. In particular, the Kalamunda Town Centre has an important relationship with adjacent residential uses in central Kalamunda.

Parking

The following additional matters should be clarified and subject to policies or provisions of the reviewed scheme and addressed on a case-by-case basis for development proposals:

- i. Multiple egress points should be rationalised to reduce traffic conflict.
- ii. Functional relationships between car parks under separate ownership in the same centre should be addressed including pedestrian access and landscaping.
- iii. Design considerations, including landscaping and relationships to buildings should facilitate development of aesthetic, intimate and safe public spaces.
- iv. Joint use of car parking when centres incorporate co-location of community, recreation and commercial facilities which operate or peak at different times.

Movement

Traffic, pedestrian and cyclist movements should be addressed when assessing development proposals. Additionally ongoing improvement by Council of facilities in road reserves adjacent to centres should be undertaken. The following principles apply:

- i. Road design should encourage slow traffic movement to reduce conflict with other traffic, pedestrians and cyclists.
- ii. Roads subject to heavy pedestrian traffic should be subject to special treatment to rationalise on-street parking, vehicular pedestrian and cyclist movement. Total pedestrianisation should be carefully considered to avoid sterilisation of shop front interfaces with passing traffic. Thresholds of pedestrian priority should be tested with interim measures such as temporary closure to vehicles during peak periods.
- iii. Street furniture, pedestrian refuges and footpaths should aim to invite and ease access.

Mixed Uses

Commercial centres which include mixed residential and commercial uses can create lively, interactive and safe, more crime free environments. These should be encouraged and facilitated by Local Planning Scheme provisions.

Public Art

Public art should be embraced as a means to create colourful, vibrant, evolving and socially constructive use of community space. Permanent art works, such as sculpture can be integrated into the design of new buildings and spaces. Temporary installations and performing arts could be encouraged by the Shire, and particularly by commercial operators, to improve the community and commercial atmosphere of centres. The new Kalamunda 'Zig Zag' Cultural and Community Centre, includes an area for the display of public art and allow for public art exhibitions.

Co-location

Location of community, recreation and commercial facilities in precincts creates efficiencies in infrastructure provision and potential to share car parking and access to public transport nodes. Furthermore integration of co-located facilities with surrounding residential areas can be improved by linear open spaces and improved pedestrian and cyclist routes in strategically important road reserves.

Planning Implications

The following are the main planning implications to emerge from the assessment of district and neighbourhood activity centres in the Shire:

1. Ongoing urban growth in the Foothills will require ongoing commercial/retail development in these areas as the population and disposable income increases.
2. The topography and road pattern of the Hills localities play an important role in the commercial and retail activities in these areas. The Kalamunda Town Centre has a distinct District scale as well as serving a Neighbourhood scale of service.
3. The aesthetics of most of the activity centres in the Shire has become neglected and run down. The Shire is presently involved in preparing Townscape Improvement Plans together with landowners and operators to improve the quality of the activity centre.
4. The people of the Shire value the 'village' scale of activities in Kalamunda and they wish such an atmosphere to continue.
5. Forrestfield Shopping Centre is recognised as a District Centre under the Activity Centres Hierarchy and therefore requires the preparation of a Structure Plan.

3.4.7 Tourism and Visitors

The Shire of Kalamunda is located relatively close to the Perth CBD and has a number of tourism opportunities related to the views from and to the Darling Scarp. Although the prime views are presently dominated by residential and rural uses there are also scenic valleys, hobby farms, vineyards, restaurants and orchards that have tourist values. Planning for sustainable tourist development is one of the key goals of the Shire of Kalamunda as it can make a significant contribution to the local economy of the Shire and the well being of the community. There are a number of potential business attractions, natural and historical sites within the Shire that need to be identified and promoted. It is the aim of the Local Planning Strategy to ensure the sustainable growth of the industry continues into the future without compromising such businesses and attractions.

Recent Visitor Numbers to the Shire of Kalamunda

The viability of tourism in Kalamunda relies on a constant and steady flow of visitors. A survey of national and international visitors was conducted in the Shire by Tourism Western Australia between September 2001 and September 2008. The survey indicates there was an annual average of 25,000 (90%) domestic visitors and 2,800 (10%) international visitors staying overnight in the Shire. Of the domestic visitors, the average length of stay was 4 days whereas the international visitors stayed much longer, with an average length of stay of 23 days.

Table 8: Overnight Visitors to the Shire of Kalamunda, Average 2001 to 2008

	Visitors	Visitor Nights	Average Length of Stay (days)
Overnight Visitors			
Domestic	25,000	111,375	4.5
International	2,800	63,500	22.7
Total	27,800	174,875	6.3

The number of day tripping visitors to Kalamunda is substantially greater, averaging at 153,600 people per year. The following table shows this data.

Table 9: Domestic Day Trippers to the Shire of Kalamunda, Average 2001 to 2008

	Visitors
Domestic Day Trips	153,600

Tourist Accommodation

Tourist accommodation in Kalamunda is comprised predominantly of 'bed and breakfast' and 'home stay' opportunities. There is no hotel accommodation at present. The suburbs that are located on the Darling Plateau portion of the Shire of Kalamunda, including; Kalamunda, Lesmurdie, Piesse Brook, Pauls Valley, Hacketts Gully, Bickley, Walliston, Gooseberry Hill, Carmel, Pickering Brook and Canning Mills contain accommodation that suitably fit to the rural hills character.

The Foothills localities, including; Forrestfield, High Wycombe, Maida Vale and Wattle Grove also provide 'bed and breakfast' and 'home stay' accommodation to provide visitors the opportunity to experience the semi- rural atmosphere.

Tourist Attractions

The following are the main tourist attractions in Kalamunda:

Kalamunda Town Centre

The Kalamunda Town Centre is the most prominent and recognised tourism precinct within the Shire. History Village provides tourists an understanding of the early development of the area and is a starting point for those wishing to learn what the Shire of Kalamunda has to offer. The Tourist Information Centre, based at the Kalamunda Library, on an interim basis, provides tourists with essential information for their enjoyment of the visitor experience. It is intended to establish a more permanent Kalamunda Tourist Centre within the recently opened 'Zig Zag' Cultural and Community Centre located between the library and History Village. Tourist opportunities within the Town Centre include; niche store and café based activities, as well as the extremely popular Kalamunda Village Markets that occur on the first Saturday of every month. More recently the Kalamunda farmers market has commenced in the Town Centre on Sunday mornings and is proving popular with local residents and visitors from elsewhere. The tourist sites and activities in the Kalamunda Town Centre also act as an important social and cultural focus for the community at large.

Figure 34: Kalamunda Town Centre



The Bibbulmun Track

The Bibbulmun Track is one of the State's major tourism and recreation drawcards with hikers as many as 137,500 people using the track annually. The well known track begins on the eastern edge of the Kalamunda Town Centre and finishes nearly 1,000km away in Albany on the south coast. A portion of the \$21million spent annually by hikers is spent in Kalamunda.

Bickley and Carmel Valley Wine Trail

The Perth Hills Wine Region is gradually becoming known as an alternative destination to sample fine wines a relatively short distance from the city. The Bickley and Carmel Valleys are home to a cluster of orchards and boutique wineries. The wine trail currently comprises seven award winning vineyards all located within a few kilometres of each other. The region offers tourists the opportunity to visit the mix of scenic orchards and vineyards infused within National Parks in the Shire. The Bickley and Carmel Valley Wine trail is an important asset for the Shire of Kalamunda in respect to tourism development. The values of the wine trail need to be safeguarded to ensure that future land uses, development and subdivision within the area does not harm the general amenity of the area. The Shire needs to preserve the unique and picturesque landscape ideal for tourism.

National Parks and Reserves

More than 70 percent of the Shire of Kalamunda is made up of state forest, national parks, open space and water catchment areas. This provides visitors with recreational opportunities such as bushwalking, cycling, scenic drives and picnic spots. National park attractions within the Shire include:

- Gooseberry Hill National Park
- Mundy Regional Park (formerly Kalamunda Regional Park)
- Beelu National Park (formerly Mundaring National Park)
- Helena National Park
- Korung national Park (formerly Pickering Brook National Park)
- Lesmurdie Falls National Park

In addition to the more recognized tourist attractions the Shire organises and supports a number of community events annually that also attract people from outside the Shire. These include:

- Monthly Kalamunda Markets
- Weekly farmers Markets
- Zig Zag Festival
- Walk the Zig Zag
- Corymbia Festival
- Harvest Festival
- Kalamunda Show
- Targa Rally
- Pickering Brook Show
- Haynes Street Karnivale
- Carols at Stirk Park
- Carols at Edney Park High Wycombe

Research undertaken in 2007 as part of the Perth Hills Strategic Marketing Groups identified infrastructure gaps, facility needs including signage, parking and quality of public facilities. As a follow-up of the research a Style Guide was developed to ensure tourist signage is consistent and compliant with main roads statutory requirements.

Planning Implications

The following implications for planning are evident in the tourism sector:

1. Encourage the development of tourist accommodation and additional short stay accommodation in Kalamunda to lengthen the tourist stay in the Shire.
2. Establish a larger improved Kalamunda Tourist Information Centre as part of the new Kalamunda Cultural and Community Centre between the Library and History Village.
3. Develop, implement, monitor and review the Kalamunda Bike Plan, Walktrails Masterplan and the Hartfield Park Management Plan.
4. Maintain, upgrade and improve existing facilities and construct new facilities when required.

3.4.8 Rural Land Use

The rural areas comprise the localities of Walliston, Bickley, Piesse Brook, Carmel, Pickering Brook, Pauls Valley, Hacketts Gully, Canning Mills commonly referred to as the 'Hills Orchard Areas'. In addition, there are Rural Residential areas; Wattle Grove, Forrestfield, Maida Vale and High Wycombe.

The Use of the Rural Areas

Historically, the rural areas of the Shire of Kalamunda were used as a source of timber. Commencing in 1864 the first settlers were granted licenses to cut timber in Carmel. Timber mills soon spread elsewhere as the demand for timber grew. Fruit growing in the rural areas commenced in 1891 as settlers found the fertile land in the valley areas successful for the growing of a variety of fruit. It was not, however, until the construction of roads and the provision of suitable transport to markets in Perth that the orchard industry began to thrive and dominate the local economy up until the 1950s when residential development in the foothills and beyond become the focus attracting people to live in an attractive semi-rural location within commuting distance of Perth. Today the rural and semi rural areas of the Shire are characterised by a range of land use activities such as; hobby farms, orchards, vineyards, intensive horticultural activities, tourism related activities, animal agistment and timber production. Much of the land surrounding these activities comprises State Forrest, National Parks, Regional Open Space and drinking water catchments. In recent years there has been a move towards urban/industrial uses moving into rural areas of the Shire in the form of trucking businesses, earth moving businesses and other quasi-urban uses.

Hills Orchard Study

The Shire of Kalamunda prepared a 'Hills Orchard Study' during the 1980s to develop a consistent long term approach to the ongoing planning of activities in the traditionally Orchard areas of Kalamunda. There was much discussion at that time about the diversification of rural uses and the ongoing encroachment of non-orchard uses. The final study was approved by Council and has since been incorporated into Local Planning Scheme No.3. The rural zones in Scheme No.3 were all originally part of the Orchard Study. The Scheme has also set minimum lot sizes for subdivision in the rural zones. Over many years landowners who want to subdivide their properties have approached the Shire. Their predominant reason is that as second or third generation members of orchard families they earn their living in other economic sectors and they do not have time to devote to the orchards. They have a strong identity with their locality and do not want to live elsewhere.

Discussions with staff at the Department of Agriculture in 2009 indicated that the Kalamunda orchard areas are regarded as a major resource for the Perth Metropolitan Region. The Department is concerned that if the orchard areas are subdivided valuable agricultural land will be lost. They also quote that the annual income from fruit production is worth in the order of \$9 million.

It is proposed that the Shire review the Hills Orchard Study undertaken in the 1980s. The minimum lot sizes determined at that time may need to be revised. The findings of the Hills Orchard Study were incorporated into Local Planning Scheme No.3. In addition, as not all the land in the orchard is high quality for fruit growing and some of the existing lots are already too small to be farmed economically there may be scope for some adjustments to the properties and long term use of the orchard areas. Possibly, some of the smaller lots could be rezoned for a broader range of uses.

The Economic Value of Rural Production

The decline of the timber industry in the early 1900s resulted in orchards and to a lesser extent wine production becoming the major economic activity of the rural areas. Horticultural activities comprising primarily orchards and viticulture are found mostly in the localities of Pickering Brook, Carmel and Bickley. The economic value of the horticultural activities to the rural areas of the Shire of Kalamunda reflects the inherent characteristics of the land and climate, water resources, proximity to markets, availability of labour and fostered by a greater focus on improved efficiency and management of land, reduced costs and minimised environmental impacts with the aim to produce high quality fruit with efficient use of resources. The economic value of rural areas should not be underestimated. On average 50% of fruit grown in the Perth Metropolitan Region is grown in the Hills orchard area (2001) yielding a gross value of \$8.6m in the 2005 growing season (Agric. Dept WA). In addition to the economic value of horticultural activities to the rural areas, tourism related activities in the form of tearooms, restaurants, cellar door sales and tasting associated with wineries and arts and craft activities are increasing in popularity as many horticultural activities seek to diversify to supplement their income.

The ability of many horticultural businesses to manage in the face of declining prices and markets and future market trends has placed additional pressure on existing landholdings for further subdivision. In addition, the social fabric of the hills orchard area is changing. The tradition of passing on the family business to children is declining as they move away from the family home to seek careers in other sectors. Consequently, families are finding it difficult to manage the day to day operations of the business on the larger properties. This issue represents a challenge for the Shire as more landowners look to reduce the size of their landholdings through the subdivision process, yet remain viable in the face of changing economic markets. Problems exist where such landholdings are unable to subdivide due to the landholding being insufficient in area to satisfy the minimum lot size requirements of Local Planning Scheme No.3. The situation has led to requests from some landowners for the Shire to review the minimum 6ha lot size and give consideration to a minimum 2 ha lot size under the Rural Agricultural zone. This is a complex matter which needs to be carefully considered. Fundamentally, the Shire is committed to maintaining a viable horticultural activity, whether there is scope to consider a reduction in the minimum lot size needs to be considered against the broader social, economic and environmental implications of such a move.

Over the past few years some landowners have undertaken research to assess whether subdivision is a feasible option. Consulting reports have been prepared that indicate that subdivision may be feasible. The Department of Agriculture, however, is not convinced that minimum lot sizes should be reduced. They are also mindful that the Shire's orchard areas supply Perth with fresh fruit and that they are regarded as a strategic resource.

Rural Landscape and Character

Local Planning Scheme No.3 controls and manages subdivision and development through the Rural zones including; Rural Agriculture, Rural Conservation, Rural Landscape Living, Residential Bushland, Rural Composite and Special Rural. Rural land may encompass land suitable for sustainable agricultural use and conservation of significant landscapes and rural-residential land uses. The use of rural or rural-residential land should accord with the following principles:

1. The use of appropriate rural land for sustainable agricultural practices is supported.
2. The use of appropriate rural land for tourism related activities is supported.
3. Rural-Residential lots will where possible be used to form a buffer between various urban areas in the Foothills and regional parks.

Rural Agriculture

This zone provides for the protection and maintenance of the Hills horticultural industry through the sustainable development of land for horticultural activities and conservation of soil and water resources and limitations on subdivision. The zone recognises the contribution of horticultural activities to local economies and its importance as a visual landscape element. The Scheme recommends a minimum lot size of 12 ha, however a minimum 6 hectare lot size will be supported subject certain criteria being addressed in particular a requirement for at least 4 ha of the subdivided land being suitable for horticultural and rural pursuits. To provide for more tourism related opportunities within the zone it is recommended that Table 1 of Local Planning Scheme No.3 be amended to allow for chalet and tearoom uses to be classified as 'A' uses and therefore not permitted unless approved by Council. These uses should be seen as complimenting rather than replacing the rural activity.

There are a number of lots located immediately to the east of the Kalamunda and Lesmurdie town sites currently zoned Rural Agriculture and Rural Landscape Living that are currently below the minimum 6ha lot size prescribed under the Scheme. Rather than consider these landholdings in isolation, it is recommended that a review of similar sites be investigated to determine an appropriate strategy and zoning moving forward that better represents the current lot sizes in these areas.

Rural Conservation

This zone seeks to ensure development is in harmony with the natural environment. Land uses, activities and land management practices are required to be consistent with natural resource conservation and compatible with the public water supply objectives. The Scheme recommends a minimum lot size of 12 ha; however, a minimum 6 ha lot size will be supported where the applicant can address certain criteria.

Rural Landscape Interest

This zone seeks to provide for a diverse range of rural land uses in a manner which will not adversely affect the landscape and environmental qualities of the land. Land uses, activities and land management practices are to be consistent with natural resource conservation and compatible with public water supply objectives. The Scheme recommends a minimum lot size of 12 ha; however, a minimum 6 ha lot size will be supported where the applicant can address certain criteria.

Special Rural

This zone provides for small rural lots to accommodate land use activities compatible with rural residential living. There are a number of special rural zoned lots located within the Hills orchard areas; however, the majority of the special rural zoned land is located in the Foothills providing a buffer between the urban areas of Wattle Grove, Forrestfield and Maida Vale and reserved land along the Darling Scarp. The Scheme recommends a minimum lot size of 1 ha where a reticulated water supply is available. Subdivision may be possible where the lots are larger than 2 ha but will require the Shire to prepare a subdivision guide plan and the sub divider to prepare a land capability analysis to ensure cohesive subdivision of larger undeveloped lots. Special rural areas are coming under increasing pressure from competing land use activities in the Foothills as the demand for additional urban land increases. Typically these areas are located in the Foothills localities of Maida Vale, Forrestfield and Wattle Grove with access to infrastructure and services in close proximity to Perth.

Rural Composite

This zone provides for a mix of semi rural and commercial land use activities, with the latter only considered for approval when it can be demonstrated that the use is appropriate to the area and that the commercial activity will not have a detrimental impact on the surrounding land uses. The Rural Composite zone is found only in a small area in Wattle Grove adjacent to Welshpool Road. Typically, the land use activities found in this area include garden centres and related horticultural suppliers. As with the Special Rural zone, the Scheme recommends a minimum lot size of 1 ha where a reticulated water supply is available. Any future subdivision will usually require that the Shire prepare a subdivision guide plan and the sub divider a land capability analysis to ensure sustainable subdivision of larger undeveloped lots. The ability of the Rural Composite zone to accommodate commercial uses in an essentially rural residential area provides many landowners with the opportunity to combine their business interests as part of their home environment. Consideration should be given to allowing landowners to park multiple commercial vehicles on land zoned Rural Composite to encourage the parking of these vehicles away from residential areas.

Key Issue: Future of Special Rural Areas

Owing to the ongoing intrusion of the Special Rural areas by 'urban' uses and the proximity of these areas to the existing urban front, the Shire needs to consider whether it is in the best interests of the Shire and community at large to continue in the same direction. It is considered that rezoning to Residential Bushland (2,000sqm, 4,000sqm lots) may be an appropriate direction to take in the future. This would ensure that good stands of endemic vegetation will be retained and that the areas zoned as such will still create a 'bushland buffer' between existing Residential areas.

Key Issue: Middle Helena Land Uses

The Middle Helena catchment area is an important drinking water collection area for the future needs of the growing population in the Perth metropolitan region. It is therefore important that land uses that are currently polluting the catchment be managed to eliminate pollutants. It is therefore proposed that the Shire embark on a detailed water quality assessment to identify point sources of pollution and to remedy them. Despite such measures it should still be possible to expand some tourist uses on condition that they manage their nutrient outputs within the Health Department requirements. This may need proponents to consider removal of sewerage to the nearest sewerage treatment plant. In addition, land uses proposed in the Middle Helena Catchment Area are constrained by the land use controls identified in the Middle Helena Land Use and Water Management Strategy (2010) and the Department of Water Quality Projection Note – Land use compatibility in public drinking water source areas.

Key Issue: Future of Orchard Areas

As discussed above the orchard industry is important as a strategic food production area for the Perth Metropolitan Region and is the largest earning rural land use in the Shire. The Shire has through the Hills Orchard Study (1987) examined the orchard industry and land uses for many years. Much research and consideration has led to the existing planning Scheme provisions. It is proposed, however, that the Shire re-examines the orchard areas through a review of the 1987 Study and identifies under-utilised land for possible subdivision. In addition, it is proposed that a strategy be prepared to look into development opportunities such as for example restaurants and tourist accommodation in the Hills orchard areas.

Key Issue: Future of Pickering Brook

Pickering Brook is relatively isolated from Kalamunda and most of the Town Centre uses. In addition, there has been a demand expressed that a greater variety of housing is needed in the Pickering Brook locality to cater for the existing demographic profile. As a result it is proposed that land should be identified in the centre of the Pickering Brook settlement for closer subdivision to 4,000sqm lots to provide housing for the ageing local community. In addition, a focal area for a small neighbourhood activity centre should be identified to serve the local community.

Figure 35: Proposed Consolidation of Pickering Brook Townsite.



Planning Implications

The following are the main implications for planning the rural areas:

1. There is a general intrusion of rural zones in the Shire by 'urban' uses such as trucking, earth moving equipment and other quasi industrial uses.
2. The Hills Orchard Study be reviewed and consideration given to the potential for further subdivision and development.
3. The Residential Bushland zone with a minimum of 2,000sqm to 4,000sqm is an excellent zone for protecting good stands of natural vegetation and should be considered for use in Special Rural areas more widely than at present.
4. Special Rural zones, minimum 1 ha, are under increasing pressure and scrutiny for urban land uses given their proximity to the existing urban front, employment areas and infrastructure.
5. The increase of areas of Rural Composite zone is a recognition that space extensive 'urban' uses are spreading through the rural areas of the Shire.
6. The settlement of Pickering Brook is scattered haphazardly and it is believed that on overall plan to give it a focus would be an economic and a social advantage for the community.
7. Preparation of a strategy which considers the development opportunities for tourism in the orchard areas which conforms to water catchment requirements.

3.4.9 Industrial Uses

Industrial development in Kalamunda is generally limited to light and general industrial uses and is relatively constrained owing to the proximity of residential development, the location of water catchments and regional parks. The provision of land for industrial uses can provide; employment for the community and a significant economic return to the Shire. The majority of the potential and proposed industrial land in the Shire, apart from Walliston, is located in the Foothills and to the west of Roe Highway.

Economic and Employment Lands Strategy – Non Heavy Industry (2012)

As discussed above in Section 3.2.7 the State Government has recently published a ~~draft~~ Strategy dealing with the supply of future industrial land in Perth and Peel. The Shire of Kalamunda is working together with the State departments to ensure that land identified in the Kewdale-Hazelmere integrated masterplan (Forrestfield and High Wycombe areas) is included in the Strategy and is prepared for development as soon as possible.

Kewdale-Hazelmere Integrated Masterplan

As discussed in detail above in Section 3.2.4 and below, the State Government has made a major commitment to the ongoing consolidation of freight oriented industry in the Kewdale-Hazelmere area. They have also given strong backing to moves by local governments to implement the recommendations of their masterplan. In addition, they have also made funds available for local government to undertake necessary environmental studies to facilitate scheme amendments.

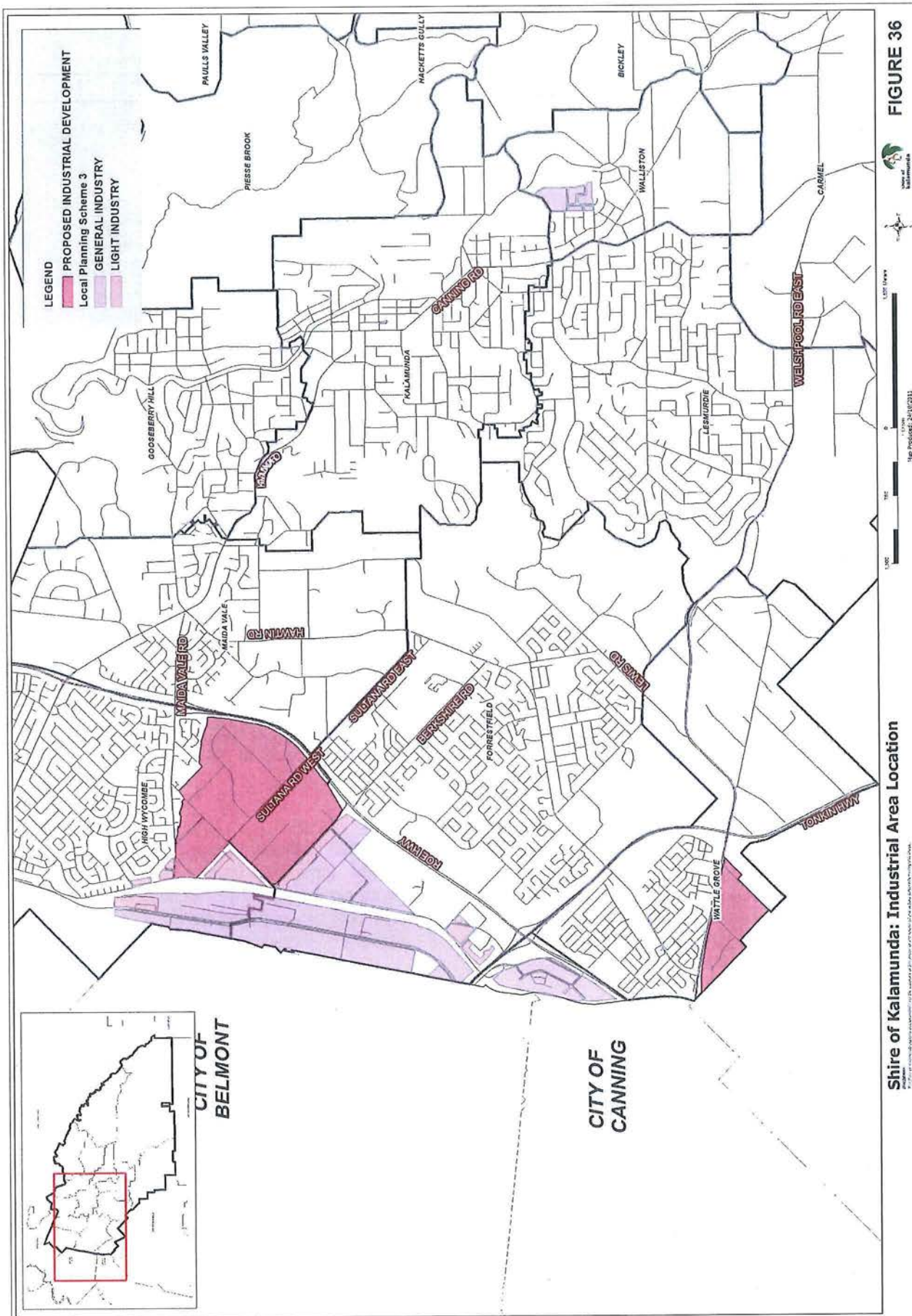
Existing Industrial Areas

The Department of Planning has recently updated their 'Industrial Land Use Survey' that was first conducted in the 1990s. They have supplied the data in the following table for the Kalamunda Local Planning Strategy:

Table 10: Industrial Land Use by Area, 2010

INDUSTRIAL COMPLEX TYPE & NUMBER		COMPLEX NAME		Primary/Rural		Manufacturing/Processing/Fabrication		Storage/Distribution		Service Industry		Shop/Retail		Other Retail		Office/Business		Health/Welfare/Community Services		Entertainment/Recreation/Culture		Residential		Utilities/Communications		Vacant Floor Area		TOTAL	
37	WELSHPOOL-E	0	36,840	9,752	8,495	160	1,165	9,722	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69,891
39	FORESTFIELD	3,800	59,497	67,137	42,994	0	1,565	28,882	0	3,000	145	21,843	19,370	248,233															248,233
40	KALAMUNDA	0	5,038	1,518	6,177	740	230	2,475	1,150	1,040	0	2,830	2,943	24,141															24,141
	TOTAL	3,800	68,215	78,407	57,666	900	2,960	41,079	1,150	4,040	145	25,300	25,443	342,265															342,265

Figure 36: Industrial Areas Location



The following sections examine the existing industrial areas in detail:

Access Industrial Park

Access Industrial Park is the largest industrial area in the Shire. It provides for a range of major industrial uses including warehousing, office, freight storage, distribution, and manufacturing. Future expansion of the area is limited to the west by Perth Airport and to the east by the residential area of High Wycombe. In the Perth metropolitan context, Access Park has significant strengths, given that the site is well located in relation to road and rail networks both Inter-state and State wide.

Forrestfield Industrial Area

Forrestfield Industrial Area is bounded by Berkshire Road to the north, Roe Highway to the east and south and Dundas Road to the west. The site comprises a mixture of light and general industrial lots fronting Berkshire Road and general industrial lots over the remainder of the site. A Structure Plan was prepared for this site in 2001 and to date with exception of one modification, industrial development of the site has proceeded in accordance with the plan. A small industrial Park (Flame Tree Estate) has been created on the subject land providing for a range of warehouse and office related activities ranging in size from 1,300sqm to 2,000sqm. All other lots in the area remain as minimum one hectare lots and are leased for general industrial development which typically involves metal manufacturing and fabrication, warehousing and freight storage and distribution. Recent data from the WA Planning Commission who are updating the Perth Metropolitan Industrial Land Use Survey indicates that the Forrestfield industrial area has a total area of 248,233sqm of industrial floor space. This is, therefore, the largest industrial area in Kalamunda.

Walliston Industrial Area

This area is currently used for a range of service industries such as automotive repairs and servicing, furniture making, transport, mechanical repairs, and has the Council Depot. It consists largely of 'ad hoc' development as is found in most industrial areas in Western Australia. Inconsistent application of development conditions has resulted in a lack of uniformity in building and landscape design, compared to other industrial areas within the Shire. The area immediately adjoins residential land meaning that future expansion of the area will need to be monitored to ensure that conflict with the surrounding residential area does not arise. Some commercial uses have also filtered into the industrial area but further expansion of such uses is not recommended, as that would further constrict the already limited availability of land suitable for industrial purposes in the Hills area. The latest WA Planning Commission data gives a total area of industrial floorspace in Walliston as 24,141sqm.

Chisholm Crescent General Industrial Area

Industrial development in Chisholm Crescent, to the east of the Roe / Tonkin Highway intersection, is of a consistent nature and good quality. This area comprises light industrial uses such as warehousing, factories and salvage yards. Such uses are compatible with similar industries located in Kewdale in the Shire of Belmont and proposed future uses for the Forrestfield Marshalling Yards. The latest data from the WA Planning Commission gives a figure of 69,891sqm of industrial floorspace in the Welshpool part of Kalamunda.

Dundas Road Light Industrial Area

This industrial site is bounded by Dundas Road to the west, Maida Vale Road to the south and residential development zoning to the east, the two small light industrial pockets are separated by a local reserve. This light industrial area is characterised by low impact uses such as garden and landscape suppliers. It is considered to be compatible with surrounding residential land uses due to the low key nature of the industrial activities which are undertaken.

Dundas Road / Milner Road and Dundas Road / Bedford Crescent Light Industrial Areas

Dundas Road / Milner Road Light Industrial Area is presently vacant and a structure plan is required over the entire site prior to subdivision of the land. This needs to include an agreement of an overall road layout and consideration of water supply, drainage and reticulated sewerage. The site abuts land zoned Special Use (Home Businesses) fronting West Sultana Road and also land zoned Mixed Use fronting Milner Road. Vehicle access to the site is via Dundas Road providing a buffer between

the light industrial lots and the surrounding rural and residential land uses. Dundas Road / Bedford Crescent Light Industrial area is bounded by Dundas Road to the west, Bedford Crescent to the north and land reserved for parks and recreation to the east. The current industrial activity is characterised by small factory and warehouse developments accommodating a variety of industrial uses.

High Wycombe Business Park

The High Wycombe Business Park (zoned Special Use) to the north of the Dundas Road commercial area, combines service / light industrial uses with leisure related activities. The zone allows for but is not limited to functions including; offices, showrooms, warehouses, service industry, car parking, consulting rooms, light industry, public utilities, reception centre, restaurants, recreation and trade displays. The business park has approval for a number of activities and development of the site is required to be in accordance with the approved subdivision plan for the site. Owing to the proximity of residential and commercial development, any future industrial development is required to be compatible with nearby and adjoining residential zones.

Kewdale-Hazelmere Integrated Masterplan

The Shire of Kalamunda needs to plan for urban and associated growth to ensure the adequate provision and consideration is given to employment and industrial development. In anticipation of future industrial development in the Shire and surrounding areas, the Kewdale-Hazelmere integrated masterplan (2006) was prepared by the WAPC. The masterplan facilitates land use and infrastructure planning for the area as a major road and rail freight logistics precinct. It guides State and local government decision making for the provision of road and rail transport infrastructure and identifies potential strategic areas considered suitable for industrial and more intensive residential development.

Central to this plan for the Shire of Kalamunda is the Forrestfield/High Wycombe precinct, one of four key land use components of the masterplan. The Forrestfield precinct is a significant freight related industrial precinct adjacent to the main interstate freight rail line, Perth Airport, and the residential suburb of High Wycombe. This area encompasses Access Industrial Park and contains the Forrestfield intermodal facility. The precinct is zoned predominantly 'industrial' under the MRS and the Shire's Local Planning Scheme.

Perth Airport, which borders the Shire in the west, is located on Commonwealth Government land and is leased and operated by the Westralia Airports Corporation (WAC) for airport aviation as well as a large area of non-aviation uses, presenting a variety of challenges for integration with the state and local planning systems. Perth Airport has also been recently recognized as a 'Strategic Specialised Centre' and owing to the high levels of accessibility required to serve it will require support from the State Government for regional road improvements.

All the airport land is reserved for 'public purposes' under the Metropolitan Region Scheme (MRS). The site covers approximately 2,100ha, of which approximately half is required for aviation purposes. Of the remainder, 320 ha cannot be developed owing to environmental constraints leaving approximately 700ha available for non-aviation uses. Excess land within the boundary of the airport not required for aviation uses will generally be developed for commercial and industrial purposes, presenting an opportunity for future industrial development in the Shire. In addition the Airport is creating a large number of jobs, in the order of 8,000 to 10,000, and this is encouraging local residential development on what is some of the more affordable land in the Perth Metropolitan region.

One of the key industrial infrastructure issues concerning the Shire is the ingress / egress between Abernethy Road and adjacent industrial lots that need to be accessed by heavy freight vehicles for warehouse and distribution purposes. The portion of Abernethy Road in the Forrestfield precinct has recently been constructed to a dual carriageway due to the increased traffic usage and is a district distributor road that provides access within and through the Forrestfield precinct.

It is expected that as traffic volumes in the area increase, the efficiency and safety of access to the adjacent industrial lots will become compromised and cause long delays in the traffic network. The proposed extension to Lloyd Street from Midland to the Great Eastern Highway Bypass has been considered for some time. If constructed, the Lloyd Street extension will become part of the regional road network and provide a north-south link between Midland and strategic urban and industrial

areas to the south as well as providing a connection between Lloyd Street and Abernethy Road, potentially providing a means to help alleviate delays in the traffic network.

Key Issue: Industrial Growth

The rezoning of the rural zoned land between Berkshire Road West and Sultana Road West to Urban under the MRS and Industrial under the Local Planning Scheme is in process. Consultation was undertaken with the landowners originally and received almost unanimous support. The land to the north of Sultana Road West and south of Poison Gully Creek is the remaining land recommended as future industrial under the Kewdale-Hazelmere Integrated Masterplan. The proposed rezoning will require detailed planning investigation. It may well not be as well received as the land to the south owing to a better level of residential accommodation. However, the land is recognised at both the State and local government level as being of strategic importance for future industrial land use associated with the freight industry.

The development of industrial land associated with the Maddington Kenwick Strategic Employment Area in the City of Gosnells will be a key issue for the Shire of Kalamunda in determining suitable land use zone for land located to the south of Welshpool Road East. Given the potential impacts, it is proposed to identify the area as future industrial and work with the City of Gosnell to prepare an appropriate structure plan covering both areas.

Planning Implications

The following are the planning implications related to industrial uses:

1. Overall the industrial zoned land in the Shire is well planned and has been well developed.
2. There is an ongoing demand for industrial land in the foothills as a result of the development of the container off-loading facility to the east of Abernethy Road.
3. The location is of strategic importance to transport oriented industry as it is well located relative to major road and rail systems to and from the Eastern States and intra-state.
4. The 'Kewdale-Hazelmere Integrated Masterplan' recommended that existing Rural and Special Rural to the west of Roe Highway should be rezoned for industrial use. Part of this land, between Berkshire Road and Sultana Road West, is presently being rezoned to Urban under the MRS to allow for light industrial uses. It is further proposed that the land north of Sultana Road West, north to Poison Gully Creek also be rezoned for industry subject to environmental values being conserved.
5. The identification of the Forrestfield/High Wycombe Industrial Area in the Economic and Employment Lands Strategy will further cement this area as a key strategic industrial area for freight and logistics related industries.
6. Existing land bound by Maida Vale Road, Raven Street, Milner Road and Dundas Road currently zoned Urban Development be rezoned to Light Industry to complement existing and proposed industrial areas in Forrestfield and High Wycombe.
7. It is intended that the expanded industrial areas will absorb some of the truck parking activity that has spread throughout the Shire as truck owners look to locate close to the industrial and rail terminals.
8. The identifications of land located to the south of Welshpool Road East abutting the City of Gosnells border as future industrial development due to the development of the Maddington Kenwick Strategic Employment Area will have implications for rural zoned land.

3.4.10 Community Facilities

Community facilities and services provide both social and economic values to the community. The ability of outer-metropolitan areas such as the Shire of Kalamunda to provide, accessible, well designed community facilities can be a challenge. Ensuring the adequate provision of such facilities and services is, however, of vital importance as they are a means by which to enhance the amenity of the community, promote sustainable development and support community cohesion and interaction.

A range of government and non-government service providers, are involved in the provision of community facilities and services, often through partnership arrangements with each other. Generally, local government provides local and district community centres including community halls and recreation centres, libraries, and day care centres. It assists in the administration of community, health, youth and aged support services, sometimes in cooperation with State and Federal Government funding bodies. State Government directly provides schools, medical, dental, hospital and ambulance services, police and justice services and fire and emergency services. The Federal government is responsible for tertiary education facilities and services, and funding for employment, social security and other welfare services.

Government Initiatives Providing for Local Community Facilities and Services

The Commonwealth Government has recently made money available to the Shire of Kalamunda, under the 'stimulus package' program. The arrangement is that the State and the Shire also need to contribute to the initiative. The Shire's Community Development Directorate was engaged in the development of a Kalamunda Cultural and Community Centre at the time the money was made available and the project has proceeded to commencement. The 'centre' is to be located between the Kalamunda library and 'history village'. It will incorporate a Tourist information office, a café, rooms that can be used for; conferences, seminars, offices, meeting rooms, civic functions such as art exhibitions and a new entrance to History Village.

Existing Community Facilities in the Shire of Kalamunda

The Shire of Kalamunda has a range of well equipped local and also regional community facilities which are available to the community for a range of different purposes. These include community halls and recreation centres, libraries, day care centres and other buildings which assist in the administration of community, health, youth and aged support services throughout the Shire (Appendix 4).

In addition to the above, the Shire is currently involved with the development of the new Kalamunda Cultural and Community Centre. The structure will be developed between the existing library and the History Village and is intended to provide facilities for; a new Tourist Information Centre, a Drop-in Coffee Shop, a function space for art exhibitions and a new entrance to History Village.

Existing Educational Facilities in the Shire of Kalamunda

The Shire of Kalamunda has numerous private and public educational facilities which range from early learning to tertiary education centres (Appendix 5). The following educational facilities are in Kalamunda:

- A community based Kindergarten.
- 12 Government and 3 Private Pre-Primary Schools.
- 13 Government and 7 Private Primary Schools.
- 3 Government and 3 Private High Schools.
- 4 Education Support and 3 Technical Support Centres and
- An Adult Learning Centre.

Future Requirements for Community Facilities in the Shire of Kalamunda

The Shire has a variety of well equipped local, regional and educational facilities which are currently well utilised by the community. Considering the projected population growth in Kalamunda, however, an assessment of the Shire's current community and recreation and educational facilities is required. Such would determine the extent to which the current needs of the community are being met and whether current facilities and services are sufficient to provide for the growing population. It is now timely to conduct a review to ensure the ongoing adequacy and accessibility of the Shire's facilities, to reflect contemporary community needs respond to the Shire's future growth and expansion. The Shire will be preparing a Community Facilities Plan in 2010.

Community Facilities Plan

The Shire's Community Facilities Plan has been prepared with the aim of obtaining a detailed understanding of the current and future community facility needs of the Shire of Kalamunda over the next 20 years. As a long term strategic document, the plan dovetails with the Local Planning Strategy in developing a clear vision to accommodate expected urban residential changes and the requirements of SPP3.6 – Development Contributions for Infrastructure. Both the Community Facilities Plan and the Local planning Strategy will provide the necessary inputs for the Shire to be able to prepare a 'development contributions plan' in order to facilitate future developers making reasonable contributions to community infrastructure.

Planning Implications

The following are the planning implications from a community facility point of view:

1. The new Kalamunda 'Zig Zag' Cultural and Community Centre will provide a facility for the whole Shire in terms of Tourist Information and function space.
2. Proposed improvements to playgrounds and open spaces are also being implemented on an ongoing basis.
3. Identification and development of new areas of public open space associated with infill areas and new urban areas.
4. The new residential areas such as Wattle Grove (Cell 9), Forrestfield and High Wycombe will need to be monitored on an ongoing basis to keep up with the growing population. Facilities will need to be planned and budgeted well in advance.

3.4.11 Recreation and Open Space

The provision of Public Open Space (POS) in Kalamunda provides social, economic and environmental value to the community. Accessible, well designed POS provides opportunities for both active and passive recreation. In planning for POS consideration also needs to be given to biodiversity, intrinsic natural beauty, cultural heritage values, its role in the wellbeing of the local community and its tourism potential. The need to balance these issues can be a challenge, particularly in a Shire such as Kalamunda which includes large areas of natural bush and water catchments.

Local open space is generally planned at the subdivision stage to ensure that 10 percent of the land area is set aside for the needs of the local community. It is believed that the people of Kalamunda are generally well supplied with public open space. In new and developing areas the improvement of such land areas needs to be planned in advance so that the new communities have good facilities as soon as possible.

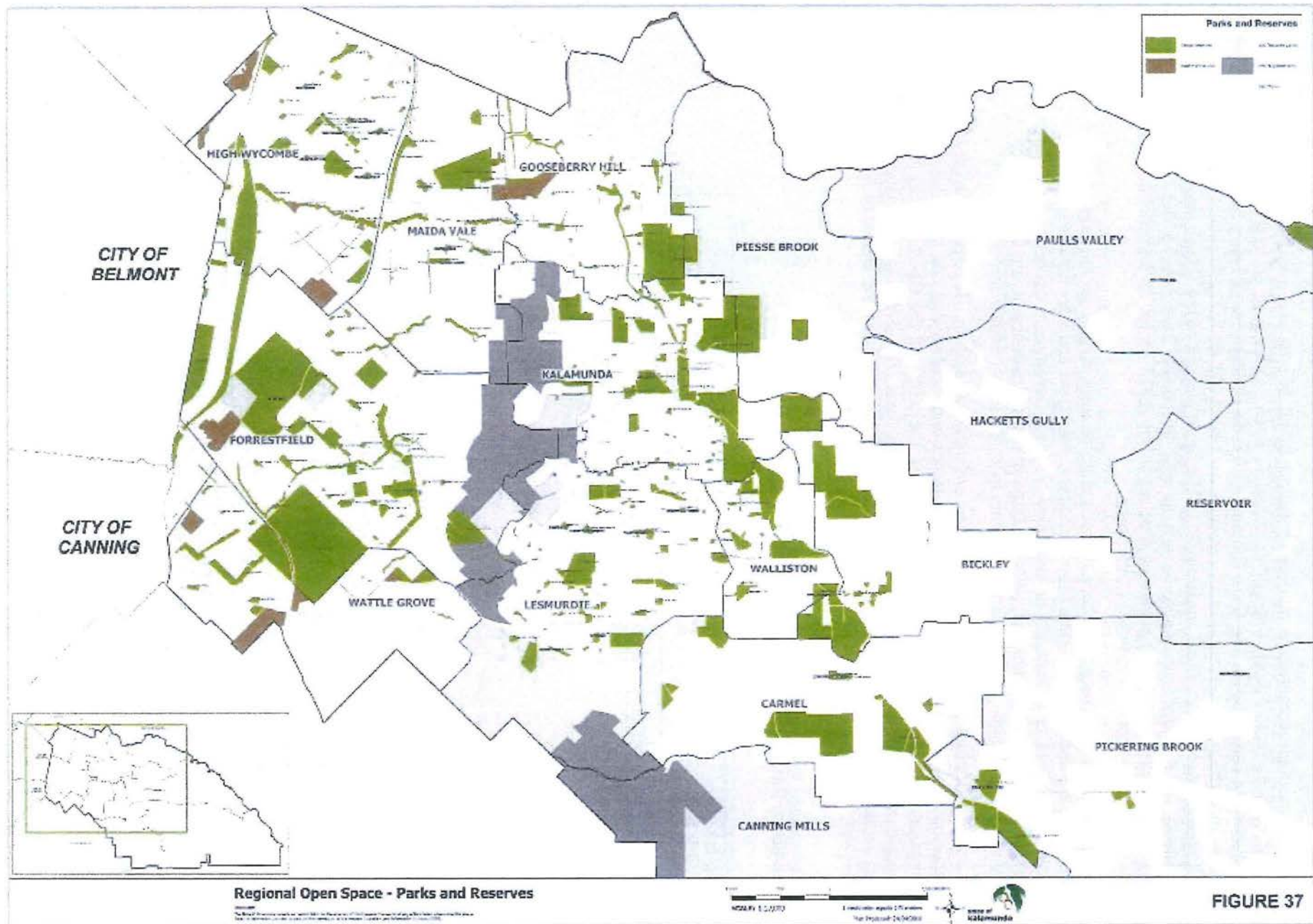


Figure 37: Regional Open Spaces

Areas of Regional, District and Local Open Space

The open space in the Shire comprises a number of distinct scales of type and magnitude ranging from the largest such as State Forest, through intermediate open spaces such as regional sports facilities, to the smallest corner parks. The Shire contains 11,011 ha of State Forest being 34 percent of the total area. In addition, conservation areas comprise another 9,091 ha being 28 percent of the Shire area. Altogether conservation areas make up 24,081ha or 74 percent of the Shire's area. Such areas are available for the local community to use as well as people from beyond the Shire's boundaries. Within the 'Urban' area of Kalamunda that comprises 8,273 ha (or 26 percent) at least an additional 10 percent is allocated to Public Open Space.

The 950 kilometre Bibbulmum Track, the State's most extensive walk, begins on the edge of the Kalamunda Town Centre and attracts people from intra-state, inter-state and inter-nationally. Crown reserves vested in the Shire of Kalamunda or controlled by State Government agencies, including the Western Australian Planning Commission (WAPC), Department of Environment and Conservation (DEC) and the Water Corporation, are important elements in Kalamunda's wildlife corridor system.

Stirk Park is a central feature in the Shire's local parks and reserves system. It offers a range of recreation opportunities including play equipment, picnic tables and facilities that can be utilised for public performances. Disabled access is available throughout the park and the Liberty Swing (that caters for people in wheelchairs) is available for community use. The Shire is committed to facilitating the inclusion of people with disabilities via the implementation of the Disability Access Inclusion Plan (2007 – 2012).

Table 11: Regional Recreation Reserves in Kalamunda

Pioneer Park Reserve	Dawson Avenue, Forrestfield
Hartfield Park Reserve	Hale Road, Forrestfield
Kostera Oval	Recreation Road, Kalamunda
Maida Vale Reserve	Ridgehill Road, Maida Vale
Scott Reserve	Norling Road, High Wycombe
Ray Owen Reserve	Grove Road, Lesmurdie

These are large reserves with built facilities, and are primarily used for formal multiple sports activities by local and regional clubs, schools and other community groups.

In accordance with the recommendations of the Sporting Reserve Development Plan (2006), the Shire has commenced the development of a Masterplan for Hartfield Park Reserve and the Kostera Oval Development Feasibility Study. This reserve is approximately 158 hectares in area. The Masterplan will guide the development of contemporary sport and recreation facilities at Hartfield Park that meet current and future user's needs, and will ensure that future development is well planned, integrated, efficient in the provision of facilities and avoids duplication of existing facilities and resources.

There are more than 30 District Reserves throughout the Shire which are primarily used for more informal social and recreational purposes. They are grassed area parks and typically have a range of facilities available for local community use such as playground equipment and picnic tables. There are also numerous other small parks and public open spaces throughout the Shire for the use of local residents. These parks are smaller than the Regional Parks in size and have limited facilities. Much of the rural and semi-rural areas of the Shire are subject to environmental constraints such as water catchments but they are available for passive recreation.

Balance of Open Space between Active and Passive Recreational Use

There is a need to achieve a balance between active and passive open spaces to ensure inclusiveness and to accommodate a broad range of community interests so that all members of the community are able to experience the unique lifestyle that Kalamunda can offer. "Active" spaces are those used for formal, usually sporting activities. "Passive" spaces are those areas that are more flexible and are used for informal or less structured activities. Passive and active spaces can often co-exist, with a number of existing open spaces within the Shire having both passive and active components. Consideration of the balance between active and passive POS will be important in the development of the proposed new Local POS Strategy.

Open Space Linkages, Corridors and Connections to Adjacent Local Government Areas

Owing to unique natural features, and the location of areas of public open space that are of local, regional and state importance, the Shire has obligations in relation to the design and management of POS that are more complex than in more traditionally urbanised areas. There is therefore a need to liaise with the Department of Environment and Conservation (DEC) and adjacent local governments.

The Shire of Kalamunda is currently engaged in a joint initiative with the Shire of Mundaring and the DEC in the development of a Local Trails Masterplan. The Kalamunda and Mundaring areas include numerous trails, which provide a significant recreation resource for local residents and visitors. Many of the trails have a dual role as recreational trails and management (particularly fire) access tracks. Existing and potential trail users include walkers, horse-riders, mountain bikers, and people with disabilities, individually and in groups. Many existing trails are or have been promoted via brochures and the media.

The Masterplan will cover all trails located within the boundaries of the Shire of Kalamunda and Shire of Mundaring. The DEC manages large portions of land within both Shire's boundaries and many of the trails cross from DEC to Shire managed areas. The Masterplan will enable all organisations involved to contribute to planning and maintenance of trails at different levels, with different standards being required for all trails. The development of a Trails Masterplan will allow each organisation to effectively, cooperatively and appropriately plan for the future.

Adequacy and Accessibility of Recreation and Open Space Facilities

Liveable Neighbourhoods Element One R 26, suggests that the layout and design of neighbourhoods should provide well distributed park land that contributes to the legibility and character of the development, provides for a range of uses and activities, is cost effective to maintain and assists with urban water management.

The most recent Local Public Open Space Strategy for the Shire of Kalamunda was completed in 1996 and has been important in guiding the Shire's open space planning and management. Considering the expected population growth of Kalamunda, however, an a review of the Shire's POS and Recreation facilities is required to determine if the current needs of the community are being met and whether they are sufficient to provide for the growing population. It is now timely to review and update the strategy so that there is an assessment of the adequacy and accessibility of the Shire's POS and Recreation, which reflects contemporary community needs and adequately guides future initiatives.

Planning Implications

The following are the implications of the Public Open Space and Recreation assessment:

1. The Shire of Kalamunda generally has an adequate supply of public open space and recreation facilities.
2. Some of the recreation buildings and facilities are in a poor condition and are in need of refurbishment.
3. Some open spaces in developing areas such as Wattle Grove (Cell 9) need to be developed. Shire staff is currently working with the community to provide formal and informal areas particularly for children to play.

3.4.12 Heritage and Urban Design

The Shire has an unofficial motto of "a home in the forest" and promotes tourist and rural events that bring outside people into Kalamunda. Feedback from community Vision workshops is that the community regard Kalamunda as a 'village' and want it to remain as such. There is, however, still a need for an attractive urban design and an individual theme for the area. The Foothills in particular suffers from a bland 'suburban' image and a lack of focal areas. The Shire needs to assist in encouraging improvements.

Heritage

The Shire of Kalamunda has 12 properties listed on the State Register of Heritage Places; 10 permanent entries and 2 interim entries. The shire also has a Municipal Inventory of heritage places which was compiled in 1995. It lists 259 properties. The Shire's Local Planning Scheme No.3 (Part 7) makes provisions for the conservation of places on the Heritage List and Heritage Areas. This includes the power to request a heritage assessment prior to development and power to vary the Scheme provisions in the case of applications relating to a heritage place or a heritage area.

The Shire of Kalamunda does not have a statutory Heritage List or Heritage Areas list and the Scheme presently has no power to require owners to undertake works relating to places on the Municipal Inventory list. Consequently, properties identified as having 'heritage significance' at local government level have no protection under the Scheme unless they are listed with the Heritage Council.

The purpose of Municipal Inventories is to identify places and areas that contain significant physical fabric from the past.

Planning Implications for Heritage

1. The Shire's Municipal Inventory of Heritage Places needs to be reviewed.
2. Consider a number of Municipal Inventory listed properties to be included in a Local Planning Scheme Heritage List, possibly all the "A" category properties,
3. Re-examine the potential Heritage Areas such as; Railway Precinct and Grove Road,
4. Draft a policy that would specify guidelines and incentives for development of places of heritage significance.

Urban Design

The purpose of urban design is the creation of; useful, attractive, safe, environmentally sustainable, economically successful and socially equitable places. The Strategic Plan for Shire of Kalamunda creates an expectation that future urban design will meet community aspirations of history, heritage and lifestyle values.

Urban design planning and development should enhance and protect the historic character of the Shire, taking into consideration indigenous heritage, lifestyle factors and effective built design principles.

A Kalamunda Town Centre study was prepared by Hames Sharley consultants in the late 1980s. That study examined a number of aspects related to the long term viability of the shopping activities and prepared urban design guidelines. These guidelines have been used for many years to manage the aesthetics of the town centre on an ongoing basis.

In 2009 the Shire commissioned Chris Antill to prepare a townscape and streetscape improvement plan to further enhance the aesthetics of the Town Centre. The plan is nearing completion and will be implemented on an ongoing basis. The consultant has also prepared a townscape improvement plan for the Sanderson Road shopping centre in Lesmurdie and it is intended that similar townscape improvement programs will be prepared for Forrestfield, Edinburgh Road and the activity Centres in High Wycombe.

Key issue: Commercial Area Improvements

The Shire is currently preparing townscape improvement plans for the commercial areas of the Shire. The Kalamunda Town Centre and the Sanderson Road shopping centre in Lesmurdie have already examined. It is intended to commence work on Forrestfield District activity centre, the Edinburgh Road shopping centre and all the shopping centres in High Wycombe to raise the standard of aesthetic appeal to be more attractive for the local communities and visitors alike.

Planning Implications for Urban Design

The planning implications from an examination of urban design are as follows:

1. Creating an image and identity for the district or precinct within the district,
2. Creating streetscapes which bring about a sense of community within a district,
3. Providing for public safety and security through urban design, and
4. Good urban design pursues local identity and sense of place, cultural responsiveness and purposeful environmental innovation.

3.4.13 Traffic and Transport

Regional Integrated Transport Strategy (2008)

Perth's Eastern Region is a major transport hub servicing the demands of the State. To address escalating traffic congestion and safety concerns the EMRC developed a Regional Integrated Transport Strategy for Perth's Eastern Region in 2008.

The key focus areas include, amongst others, integrated transport and land use planning, public transport service provision, connectivity and accessibility for walking and cycling, road and freight infrastructure, and community engagement, education and behavior change.

Eastern Metropolitan Regional Bicycle Masterplan (2011)

The Eastern Metropolitan Regional Council has prepared a Bicycle Masterplan in 2011 which will be used as a framework for more detailed planning and infrastructure delivery.

The Masterplan is one of five priority regional projects identified in the report of investigations into cycling tourism that's offers greatest benefit to Perth's Eastern Region and progresses the regional priority to improve the planning and development of cycling infrastructure in Perth's Eastern Region.

Perth and Peel Regions Freight and Intermodal Plan

The Department of Transport has prepared a Perth and Peel Regions Freight and Intermodal Plan to provide guidance and direction to proponents and decision makers on system needs.

The plan:

- Assesses the existing freight network and the main transport requirements across the Perth and Peel regions;
- Shows how freight moves across the network currently, and how freight is likely to move in the future;
- Provides an indication of major new transport links, and possible staging of developments to guide investment priorities;
- Plans and protects strategic road and rail links, particularly between major industrial estates, intermodal facilities and ports;
- Promotes integrated planning outcomes that provide an accessible, safe and efficient freight transport system; and
- Promotes land use and transport systems that facilitate economic development.

The freight plan covers up to 2031.

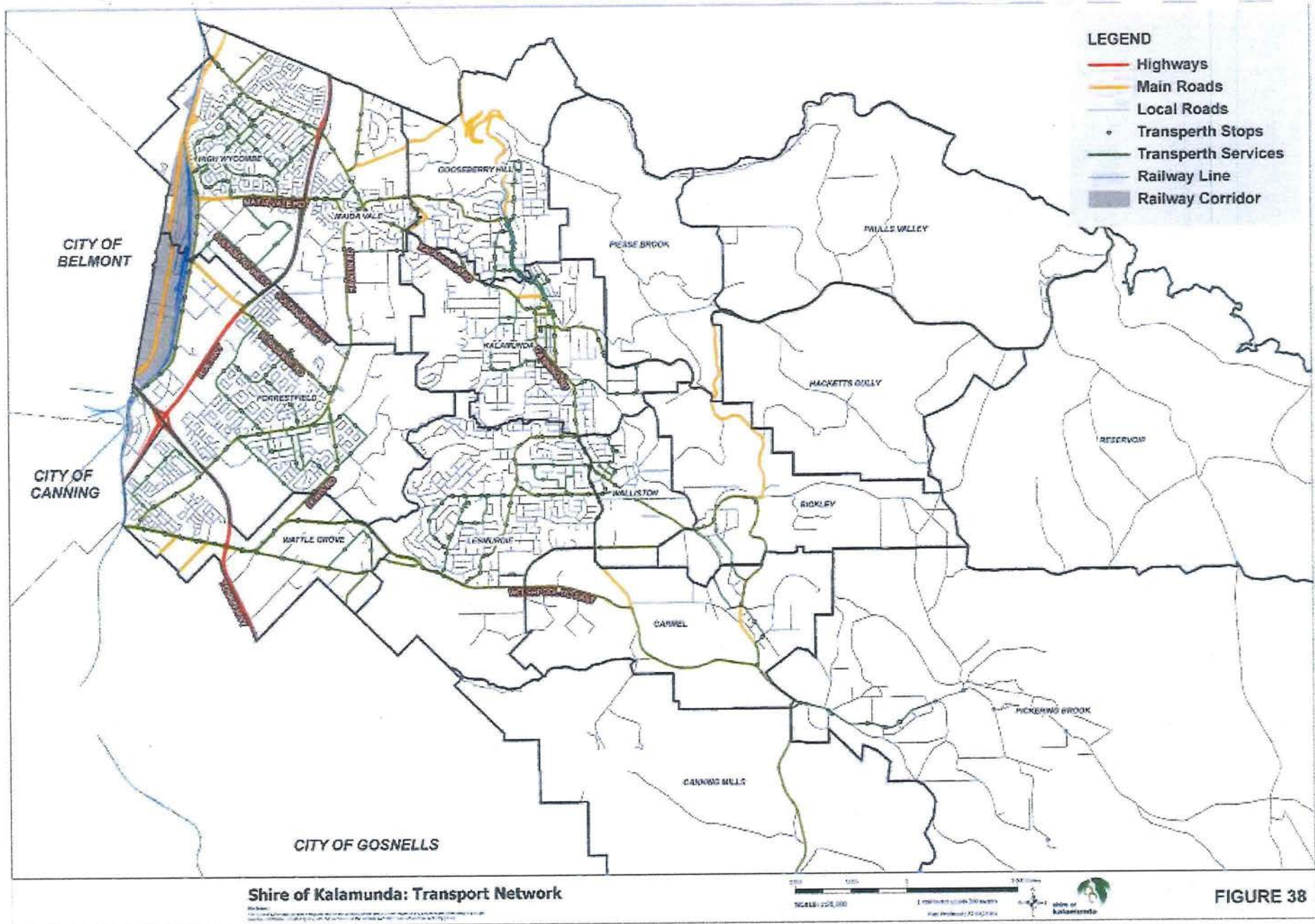


Figure 38: Transport Network

Major Transport Corridors and Road Network

The major transport corridors in the Shire of Kalamunda are the Tonkin and Roe Highways which are reserved 'Primary Regional Road' under the Metropolitan Region Scheme (MRS). These Primary Distributors form the top level network for the urban region of Kalamunda, provide an important link to the residential suburbs of Wattle Grove, Forrestfield, Maida Vale and High Wycombe and the industrial areas of Forrestfield. Ultimately, however, these roads connect with the State and National road network. Responsibility for the construction and maintenance of these roads rests with Main Roads WA.

Abernethy Road, Welshpool Road, Kalamunda Road and Canning Road are reserved 'Other Regional Road' under the Metropolitan Region Scheme and comprise the next highest category in the road classification system being District Distributors. Kalamunda Road, Canning Road and Welshpool Road provide a link to the Hills localities of Kalamunda, Gooseberry Hill and Lesmurdie and the Hills orchard areas beyond.

Other roads which could also be included in this classification include Berkshire Road, Hawtin Road, Hale Road and Maida Vale Road. These roads provide the necessary linkage between Primary and District Distributors to residential, commercial and industrial areas. These roads carry high levels of vehicle movements, typically Kalamunda Road 13,000 vehicles per day (VPD) and Abernethy 15,000 VPD. Abernethy Road and Berkshire Road are critical to current and future strategic planning associated with the Kewdale-Hazelemere integrated masterplan (KHIMP). The KHIMP has identified the Kewdale-Hazelemere area which includes Perth International Airport, Forrestfield Marshalling Yards and surrounding industrial areas as having strategic importance to Perth and Western Australia as a freight transport hub. A key issue for the future planning of this area is to create greater east-west linkages and therefore access between Perth Airport and planned industrial areas between Berkshire Road and Maida Vale Road. Investigations should be undertaken into future additional vehicle access for freight purposes from the Perth Airport through to the Forrestfield and High Wycombe area.

The existing intersection of Berkshire Road with Roe Highway is inadequate for the large industrial scale vehicles and this situation has led to many accidents. An obvious solution would be to construct Berkshire Road as a flyover and create a diamond intersection. This proposal is presently being designed and budgeted by Main Roads WA.

Public Transport Network

The only public transport system presently available in the Shire of Kalamunda is the bus. Anecdotal evidence suggests that there is concern within the community about the adequacy of the public transport system serving the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs of Gooseberry Hill, Kalamunda and Lesmurdie into Perth appears to be an on-going issue for Hills residents.

A potential rail connection from High Wycombe to Perth has been considered for some time. The Public Transport Authority (PTA) has engaged a multidisciplinary consultancy team to define a preferred final alignment for the Perth Airport Rail Link incorporating the railway reservation just east of Bayswater Station to the residential area east of the Perth international Airport. What is now sought is a preferred, final alignment from the Bayswater Station along Tonkin Highway, to the general area of the current domestic terminal, then under the main runway to an integrated underground station with the proposed new combined domestic and international terminal to a standard of a world class facility. The line would then continue to the eastern boundary of the airport to a station that would serve the residential catchment east and south east of the airport including the Perth Foothills.

Perth Airport Rail Alignment Plan Concept.

Of significance to the Shire, is the proposal to include a station in High Wycombe area to serve not only residents High Wycombe, Maida Vale, Forrestfield and Wattle Grove, but those residents in the Hills area and beyond. The PTA recognises the importance of securing a station east of Abernethy Road to ensure the economic viability of the rail link to Perth Airport which will need to have direct access to a potential population catchment in excess of 80,000 people in the Shire of Kalamunda by 2031.

Major Transport Infrastructure: Perth Airport

Perth Airport is located on the western boundary of the Shire of Kalamunda. All the airport land is reserved 'Public Purpose', 'Commonwealth Government Land' and is therefore exempt from requiring formal planning consent from the Shire of Kalamunda. The airport is recognized as an important an integral component of the KHIMP. From the Shires perspective the airport has a significant interface to existing and planned industrial areas in Forrestfield.

Recent expansion of Perth Airport industrial uses has identified the need for a few relatively major improvements to the road system between the airport and Kalamunda. The Grogan Road connection to Abernethy Road has proved a good relief for traffic buildup in Horrie Millar Drive. The thought now is to extend Grogan Road across the rail yards to linkup with Maida Vale Road and on to Roe Highway for light vehicles and link Grogan Road to Berkshire Road and on to Roe Highway for heavy vehicles.

Key Issue: Airport Growth and Impacts

The ongoing growth and development of Perth Airport will inevitably place more pressure on the Kalamunda community by way of aircraft noise and increased road traffic. This situation will need to be monitored on an ongoing basis and adjustments will need to be made to ensure the pressures on the community are alleviated.

Key Issue: Public Transport Connections to Perth

The current work being undertaken by the Public Transport Authority to consider the feasibility of connecting Perth CBD with Perth Airport with a potential connection to High Wycombe should be supported strongly. There may well be some environmental considerations, such as intervening wetlands, that work against the Perth Airport to High Wycombe connection. If this occurs a couple of other options should be re-examined:

- Using Tonkin and Roe Highway Road Reserves thereby creating Transit Oriented Development opportunities at Forrestfield, Maida Vale and High Wycombe.
- Constructing a 'light rail' connection through the Foothills, and
- Examining a rail connection from Midland to Kenwick along Roe Highway thereby linking up all the Foothills communities in City of Swan, Shire of Kalamunda and the City of Gosnells.

Key issue: Truck Parking

The development of the container off-loading facility east of Abernethy Road as well as the excellent access onto Roe and Tonkin Highways has made the Shire of Kalamunda an ideal location for trucking companies and truck drivers to locate. This has caused considerable planning problems for the Shire. There are known to be approximately 140 illegal trucks parking in Forrestfield and High Wycombe at present. Trucks have also invaded Rural and Special Rural zones and continually cause problems with neighbours in terms of noise and aesthetics. The peace and tranquillity of Rural and Special Rural areas has been altered by the ongoing and growing truck problem and some areas have virtually become industrial yards. It is intended to attract many of these trucks the west of Roe Highway once additional industrial land has been set aside. Shire staff is also working on an integrated strategy to manage the truck situation.

Freight Transport

Significant volumes of freight transport move through the Shire. Designated freight routes within the Shire are Canning Road, Welshpool Road East, Abernethy Road, Dundas Road, Roe Highway and Tonkin Highway.

These routes provide access to Perth Airport, and industrial areas at Kewdale, Forrestfield, Welshpool and in future High Wycombe.

The Department of Transport has prepared the Perth and Peel Regions Freight and Intermodal Network Plan, the purpose of which is to provide guidance and direction to proponents and decision makers on system needs.

The plan:

- Assesses the existing freight network and the main transport requirements across the Perth and Peel Regions.
- Shows how freight moves across the network now, and how freight is likely to move in future.
- Provides indication of major new transport routes.
- Plans and protects strategic road and rail links, particularly between major industrial estates.
- Promotes integrated planning outcomes that provide an accessible, safe and efficient freight transport system.
- Promotes land use and transport systems that facilitate economic development.

The plan covers a 20 year planning horizon to 2031.

Planning Implications

Planning implications for the Traffic and Transport component are as follows:

1. The Primary Regional Road network in the vicinity of Kalamunda is well established with Roe and Tonkin Highways being the main connections into the State and National road system.
2. Other Regional Roads are also well established including; Abernethy Road, Welshpool Road, Kalamunda Road and Canning Road. These roads create the linkages between the local roads and the regional scale roads.
3. Public transport in Kalamunda is relatively poor, owing to being a low density suburban area and having high car ownership.
4. The State Public Transport Authority has been considering a rail connection to the Perth International Terminal which will eventually become the combined international and Domestic Terminal. It is also considering a rail connection into Kalamunda and the authority is examining four options at present.
5. If the Airport rail link proceeds thought may need to be given to rerouting the bus network to link with the new rail terminal.
6. The upgrading of cycling and pedestrian facilities in the Shire is presently being assessed.

3.4.14 Utility Services

Sewerage

The urban areas of Wattle Grove, Forrestfield, Maida Vale and High Wycombe are either sewered or have access to a reticulated sewer system. No sewer system is available to the Rural or semi-rural areas of the Shire of Kalamunda. The urban area of Kalamunda has access to reticulated sewer primarily around the Town Centre. Central Kalamunda has a Special Developer Contribution area managed by the Water Corporation referred to as the Dwelling Unit Reticulation Equivalent (DURE) scheme. Home owners in the remainder of Kalamunda and the localities of Lesmurdie, Walliston and Gooseberry Hill operate on-site effluent disposal systems.

Owing to the low level of contributions received from development in the sewerage area the Water Corporation has notified the Shire that the scheme is in debt in the order of \$500,000. Their solution is to close the scheme down if the level of development does not increase to a level at which the scheme becomes economically viable. Council has recently endorsed a proposal to commence community consultation in relation to raising the Residential density to encourage subdivision and development in certain parts of central Kalamunda.

The Water Corporation also would like to remove some potential areas from the sewerage scheme including a relatively large area to the east of the Glades shopping centre and a sub-catchment in the vicinity of Stirk Park. The issue with the Stirk Park catchment is that it will require a pumping station and the Water Corporation do not want to pre-fund it. As this sewerage area is important for the future development of the northern end of the Kalamunda Town Centre the Shire may need to pre-fund the pump station and recoup the cost from future development.

Dwelling Unit Reticulation Equivalent

The DURE or Dwelling Unit Reticulation Equivalent was established in 1988 representing an agreement between the Shire of Kalamunda and the Water Corporation which requires a contribution from all developments requiring sewerage within the Kalamunda Sewer District. Within this area, the high cost of wastewater reticulation is shared by requiring a contribution called the DURE. For subdivision or development the charge is one DURE for each residential lot or building requiring connect to sewer. The DURE charge for commercial developments is one DURE for every three major fixtures. The current charge per dwelling unit is \$12,685.00. (It is thought that a realistic cost may be higher than this amount).

Wastewater Reticulation (Sewerage) - Town Centre

Populations Projections based on 2.5 persons per dwelling

LEGEND

- Stirk Park W.W.P.S. Catchment Area
- Existing D.U.R.E.S. Wastewater Reticulation Contribution
- Possible Future D.U.R.E.S. Wastewater Reticulation Contribution
- Places of Interest
- Parks & Reserves
- POTENTIAL Future Sewerage

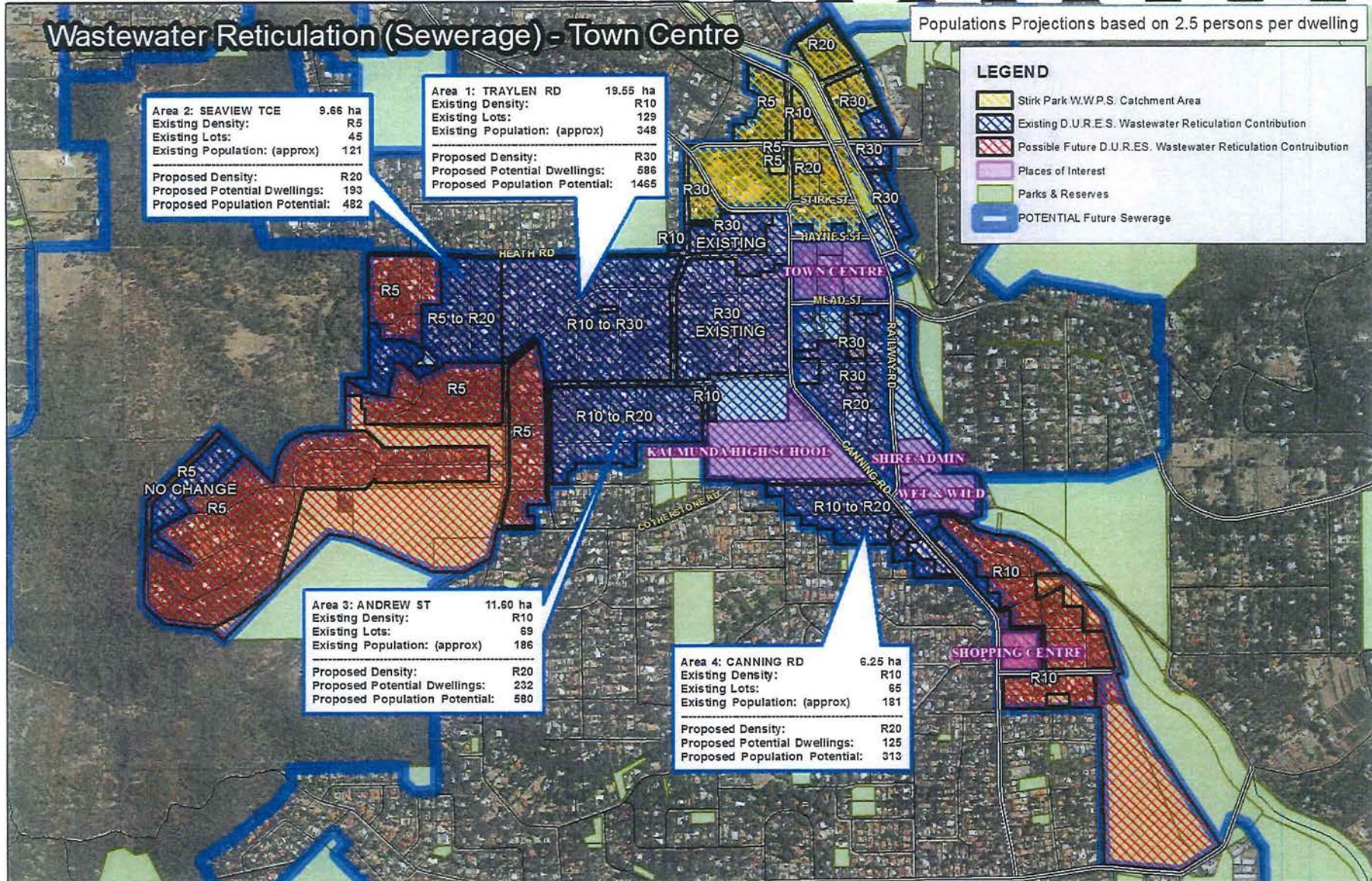
Area 2: SEAVIEW TCE	9.66 ha
Existing Density:	R5
Existing Lots:	45
Existing Population: (approx)	121
Proposed Density:	R20
Proposed Potential Dwellings:	193
Proposed Population Potential:	482

Area 1: TRAYLEN RD	19.55 ha
Existing Density:	R10
Existing Lots:	129
Existing Population: (approx)	348
Proposed Density:	R30
Proposed Potential Dwellings:	586
Proposed Population Potential:	1465

Area 3: ANDREW ST	11.60 ha
Existing Density:	R10
Existing Lots:	69
Existing Population: (approx)	186
Proposed Density:	R20
Proposed Potential Dwellings:	232
Proposed Population Potential:	580

Area 4: CANNING RD	6.25 ha
Existing Density:	R10
Existing Lots:	65
Existing Population: (approx)	181
Proposed Density:	R20
Proposed Potential Dwellings:	125
Proposed Population Potential:	313

R5
NO CHANGE
R5



Central Kalamunda Sewerage Scheme, Infill Proposal

SCALE: 1:6,207.59
1 centimetre equals 62.08 metres
1997 Projection: 24120/0000



FIGURE 39

Figure 39: Kalamunda Sewerage Scheme, Infill Proposals

*Please refer to Water Corporation Development Services Information Sheet No. 44

Water Supply

A reticulated water supply is available to all urban areas of the Shire and some semi-rural areas. All rural areas are serviced by rain water tanks or groundwater bores or a combination of the two. A reticulated water supply is required for all new residential lots and special rural zoned lots of one hectare in size. Extensions to the mains water supply present no constraint to future residential development within the Shire. The localities of Bickley, Hacketts Gully, Piesse Brook, Paulls Valley, Kalamunda, Pickering Brook and Carmel are located in the Middle Helena Catchment Area. The Water Corporation monitors development within these areas to ensure water quality for the public drinking water source area is not compromised. From recent feedback it is evident that the catchment is polluted and that the water captured in the Middle Helena dam is not fit for human consumption. This is an aspect that the Shire environmental staff will need to address in the near future.

Electricity

Existing urban areas are serviced by either overhead or underground power. All new subdivisions for either residential or industrial require the provision of underground power. The Shire has a number of high voltage power lines. There are currently multiple high voltage (>132 kilovolt) transmission lines that travel through the Shire of Kalamunda. Two 132 kilovolt transmission lines supply a 132 kilovolt zone substation (Kalamunda Zone Substation) at the corner of Wilkins Rd and Lewis Rd which provides the majority of the electricity requirements in the Shire. The Kalamunda Substation has recently had a third power transformer installed and current forecasts show that there is sufficient transformer capacity for the area beyond a 20 year time frame assuming current growth rates.

A 132 kilovolt transmission line and an additional double circuit 330 kilovolt transmission line travel in the vicinity of Bickley and Hacketts Gully but do not directly supply the Shire of Kalamunda. These lines support the wider bulk transmission network.

Western Power has deferred the development of Eastern Terminal in the Hacketts Gully region indefinitely due to alternative generation development. It is noted that there was significant community interest in the project, and Western Power will continue to inform and engage the local community as planning in the region progresses.

The development of Eastern Terminal and the corresponding line works was driven by a need to increase power transfer capability from generation sources located in the south west of Western Australia to the metropolitan area. The project was not originally driven by a growing need for electricity in the eastern sector of the Perth Metropolitan Region, nor was it a direct result of electricity demand requirements in the Shire of Kalamunda. Subsequently, any further development in the Shire of Kalamunda is not expected to be constrained by a lack of electricity supply in the region and will not be hampered by the deferral of the Eastern Terminal.

Gas

Existing gas mains in the Shire are provided to new urban areas. There are currently no constraints to the provision of gas to these areas. Two high pressure gas pipe lines run through the Shire.

Telecommunications

The Shire presently has a total of sixteen mobile telephone towers. In addition there are a number of television and radio towers which operate in the Shire. All infrastructure is assessed having regard to the requirements of the Telecommunications Act 1997. All facilities are assessed having regard to Council's Scheme and Policy requirements. A number of the current facilities include antenna designated 'Low Impact' facilities which are not subject to formal Council approval.

Key Issue: Kalamunda Sewerage (DURE) Viability and Lack of Sewerage in Hills

The central Kalamunda sewerage scheme is not economically viable in its present form. The Water Corporation have considered closing the scheme down because it is losing them money, \$500,000 is a recent estimate. The Shire has responded by preparing a proposal to increase residential density in parts of central Kalamunda to increase the level of dwelling unit contributions that would make the scheme viable. Council has endorsed a program of consulting the residents in the affected areas in the near future. In addition, the Shire may need to consider the pre-funding of the Stirk Park pumping station to make the Stirk Park catchment viable for development. This includes the northern part of the Kalamunda Town Centre.

Key Issue: Powerlines and Future Power Supply

Western Power has indicated that they need to implement improvements to their electricity supply to keep up with growing electricity demand for the present as well as the future. Their plans to upgrade the powerlines through the State forest were opposed by residents in the affected areas and this has caused their program to stall. As the Shire is projecting an additional 20,000 residents and approximately 8,000 new dwellings over the next 21 years a solution to the impasse will need to be found otherwise the supply of electricity will be hampered at a later stage.

Planning Implications

The following are the main implications of the Utility Services section:

1. Sewerage is relatively easy and cost effective in the Foothills but is constrained in the Hills owing to hard granite being close to the surface and being costly to dig through.
2. The central Kalamunda sewerage scheme is not developing as considered viable and it is intended to undertake community consultation to promote higher residential densities to increase the number of dwellings in the scheme area.
3. Service provision is generally adequate in the Shire to meet current needs; however, the Shire will need to work closely with western power to resolve supply issues for the future population.
4. Residential infill and the development of new urban areas will require more detailed investigations to determine the capacity of existing Service Infrastructure and potential upgrades required to accommodate the proposed development.

3.5 Opportunities and Constraints

3.5.1 Opportunities

The following is a list of the main opportunities:

- Liaise with the WAPC to improve the representation of the Shire in Directions 2031 in terms of; Kewdale-Hazelmere, future rail terminal, potential Airport growth and development, employment growth in the Airport and affordable residential land.
- Liaise with the Department of Planning on the Economic and Employment Lands Strategy in terms of the Kewdale-Hazelmere integrated masterplan (2006) recommendations.
- Preservation of remnant endemic vegetation via Bush Forever.
- Improve 'bushfire planning' especially in new developing areas.
- Work closely with the managers of Perth Airport to ensure coordination of road access for freight, employees and aviation traffic.
- Liaise with the cities of Gosnells and Swan in relation to proposed land use developments in their municipal areas.
- Improve the mix of housing in Kalamunda to better cater for the changing demographic structure; namely, a growing population of ageing people.
- Give more consideration to the opportunity to expand the use of 'granny flat' on the large lots in the Shire.
- Conserve biodiversity by implementing the Shire's Biodiversity Strategy.
- Amend the Shire's Local Planning Scheme No.3 in terms of the findings of the Local Planning Strategy.
- Weed eradication to be a high priority in terms of biodiversity preservation.
- Protect drinking water catchment areas; especially in the Middle Helena catchment.
- Plan for aged accommodation including high care facilities by identifying and rezoning properties.
- Plan for an increase of approximately 20,000 people over the next 21 years.
- Use all land available for aged accommodation.
- Focus initial development in existing Urban Development zones.
- Improve the aesthetics (urban design) of all activity centres by developing Townscape Improvement plans.
- Plan for more intensive residential development in close proximity to activity centres.
- Expand the permitted land uses as the Dundas Road activity centre to ensure its viability.
- Make better use of tourist potential, being close to Perth, by expanding accommodation possibilities, range of events and improvements to facilities.
- Advertise local events more widely.

- Promote hotel development in the Shire.
- Encourage the expanded tourist information facilities in the Shire.
- Develop, implement and monitor the Kalamunda bike plan, walk trails and Hartfield Park management plans.
- Review the viability of the orchard properties in the rural areas.
- Retain the large viable orchards as a strategic source of food for the Perth Metropolitan Region.
- Make more use of the Residential Bushland zone (minimum 4,000sqm) as they provide sufficient space to preserve large trees and fulfil the vision of the community to live in 'green' surroundings.
- Plan for the consolidation of the Pickering Brook settlement to provide better accommodation choice and give the settlement a better focus.
- Implement the recommendations of the Kewdale-Hazelmere integrated masterplan in terms of expanding industrial zoning west of Roe Highway.
- Provide industrial land for the rapidly growing freight industry.
- Optimise the use of the Kalamunda Community Centre currently under construction in central Kalamunda.
- Improve the facilities for recreation in the rapidly expanding residential areas such as wattle Grove (Cell 9).
- Manage the large areas of public open space for the residents and visitors to the Shire.
- Review the Shire's Municipal Heritage Inventory as it is 'out of date'.
- Consider the addition of a Heritage List to the Local Planning Scheme.
- Review and possibly increase the number of Heritage Precincts in the Shire.
- Improve the Urban Design, Townscapes and Streetscapes of Kalamunda to make the Shire more aesthetically pleasing for residents and visitors to enjoy.
- Provide facilities and design to promote safety and security.
- Promote the 'Village' scale of urban design to fulfil the wishes of the community.
- Provide a rail connection to central Perth via the planned international/domestic airport.
- Increase the number of dwelling units in central Kalamunda to make the sewerage scheme economically viable and to provide more disposable income for the town centre businesses.
- Resolve the power line/electricity supply issues for the growing community of the future.

3.5.2 Constraints

The following is a list of the main constraints:

- Drinking water catchments, especially the Middle Helena catchment need to control the amount of nutrients released into the environment.
- Increasing aircraft movements at Perth Airport has negative effects on residents and there is a need to control residential development in areas contained by ANEF contours.
- Poultry farms create bad odours and 'buffers' around poultry farms need to be shown on planning documents and need to control residential development.
- Omissions in 'Directions 2031' may act as a constraint to future planning and development such as; not mentioning 'Kewdale-Hazelmere integrated masterplan', airport expansion and employment creation and relatively low levels of population growth.
- Remnant endemic vegetation constrains development via Bush Forever.
- Development expansion beyond the Shire's limits constrains development in peripheral areas.
- The WAPC has not updated their population projections in 5 years.
- The ageing population will be a constraint on the Shire in terms of declining incomes, declining rates.
- The existing housing stock does not match the existing and future population demographic.
- There is a lack of sewerage in the Hills owing to the presence of hard rock and the high cost of supplying infrastructure.
- Low density residential growth adds to 'Urban Sprawl'.
- Lack of 'high care' options for the ageing population.
- Poor aesthetic condition of activity centres in the Shire inhibits investment.
- The 'Hill' is a physical/perceptual barrier to some tourists.
- Potential land with 'views' over Perth is mainly taken up by residential uses thereby keeping out potential tourist uses.
- There is a general intrusion of urban uses into rural areas of the Shire such as trucks and large machines.
- There are controls over subdivision lot sizes in the orchard areas of the Shire thereby keeping out 'boutique' orchards.
- There is an invasion of truck parking into both urban and rural areas of the Shire.
- There is a need to upgrade public facilities in the Shire particularly toilets.
- There is a lack of major public transport from the Shire to central Perth.

Appendices

Appendix 1: Results of Planning Vision Workshops

The following are the results of the workshops:

Workshop 1: Kalamunda Town Centre; Vision Workshop Summary (28 November 2007)

N.B. – The numbers in brackets indicate how many times an issue was mentioned. When an issue was mentioned numerous times in similar manners the numbers are accumulated.

1. Values

Social

1. Community spirit – community activities, sense of connection, creativity (25)
2. Atmosphere – village, relaxed, friendly (19)
3. Image – uniqueness (15)
4. Coffee strip – liveliness (hotel/restaurants), dogs welcome (15)
5. Tourism – friendliness, community tourist events, cycling events (9)
6. Kalamunda Library – stained glass window (7)
7. Facilities – mix (commercial/services), TAFE/High school (6)
8. Sporting facilities – tennis, cricket, Kostera Oval (6)
9. KADS theatre (4)
10. History – preservation, church (Mead St) (3)
11. Support to fire brigade and other emergency services (3)
12. Music in Stirk Park – jazz (2)
13. Cyclist access – easy, safe (2)
14. Christmas lights (1)
15. Playgroups (1)
16. Mixed use – residential/commercial (1)
17. Low/mixed density of population (1)
18. Residential accommodation for over 55's (1)

Economic

1. Locally run shops – small business, good mix of sizes, unique shops, vibrant (11)
2. Market (9)
3. Open air shopping precinct – Single storey (7)

4. Limited fast food outlets (4)
5. Access to Shire Staff – supportive (3)
6. Quality eating outlets (1)
7. Craft wagon (1)
8. 5 Banks (1)

Environmental

1. Heritage – buildings, history village, heritage walks (rail trail/Bibbulmun track) (22)
2. Aesthetics – preservation of mature trees, 'A Home in the Forest/Hills', street trees, floral colour, gumnut fountain, architecture of shops attractive (except Coles), quality detail of urban fabric (paving, kerbing, street furniture), not too many signs. (22)
3. Mobility – easy free parking, pedestrian friendly, calming devices, roundabouts, no traffic lights, compact shops (walkable), easy access by foot or car (21)
4. Open Space – Stirk Park, town square, rail trail (14)
5. Safety – minimal crime (6)
6. Quiet (4)
7. Lack of pollution (3)
8. KPAC and Ag Hall (2)
9. Close to forest and wineries – flora and fauna (2)
10. Canning Road – rural feel with trees (2)

2. Concerns

Social

1. Youth activities – lack of things to do (would like development of youth centres, wet & wild, skate park), lack of affordable housing and employment to keep youth in the town, lack of input from youth (7)
2. Lack of demographic range – age group ghettos (4)
3. Graffiti and vandalism – legality of accessing private property to clean it (4)
4. Canning Rd – commercial development versus school, safety of children, noise, design of fencing (attracts graffiti, unsightly) (4)
5. Lack of Police presence on the weekend (3)
6. Lack of exposure for local talents – very little public art (3)
7. Demographics – too much "over 55's" housing (3)
8. Council does not seem to have the power to regulate what the developers can do (3)

9. No community centre (2)
10. Lack of evidence of power of Shire to embrace concerns on previous issues (2)
11. Increasing number of trail bikes with no control (1)
12. No repetition of the planning process that resulted in the Coles centre (1)
13. The 'no residential dwelling' segment of current TPS (1)

Economic

1. Developments – lack of style (Chicken treat, Coles etc.), ad hoc town planning (dead spaces behind shopping centres), aesthetics lacking (15)
2. High rise building – not wanted (6)
3. Shell petrol site on Mead St – eye sore(5)
4. Access for people with disabilities – (steps from Haynes St to Paris Brest and down to Barberry Square) dangerously shallow and steep, poor quality of tracks for gofers and cycles. (4)
5. No visitor centre (3)
6. High density housing, unit developments failing to take advantage of site possibilities (3)
7. No buses or transport at night- bus service not comprehensive or regular (3)
8. Poor mobile phone reception (2)
9. Lack of good quality restaurants (1)
10. No more car yards in Kalamunda (1)

Environmental

1. Aesthetics of townsite - Kerbing, street furniture, signage, pavements, lack of standards, lack of seating in shade, visibility of overhead powerlines, streetscape, billboards, flashing lights or traffic lights, car parks and verges to be improved, insufficient setbacks, Bunning's in main street (22)
2. Poor maintenance of plants- trees not replaced, dilution of 'Home in the Forest", inappropriate tree pruning (Western Power), roses in middle of road instead of native plants (13)
3. Reserves – railway reserves, creeks – degradation by weeds, dumping and human activities, loss of native vegetation, excessive land clearing, removal of trees (8)
4. Traffic flow and lack of use of roundabouts – too much traffic in Haynes St, speeding in 50km/hr zones (6)
5. Car parks – unsightly (5)
6. Inadequate public toilets (4)
7. Powerlines – need underground powerlines – fire risk prevention (2)
8. Long grass on verges (2)

9. Appearance of 3m high fence around Kalamunda Senior High school (2)
10. Difference between the top of the hill and the flats (2)
11. Inadequate street lighting (2)
12. Development of more sewer lines needed (1)
13. Kostera oval not big enough (open space behind it) (1).
14. Impact of proposed rail service on reserve and environment (1)
15. Library area use – could be enhanced (1)
16. Lack of footpath along railway reserve (1)
17. Lack of signage and facilities for Bibbulmun track (1)
18. Impact of climate change – loss of flora and fauna (1)
19. Not enough adequate dog exercise areas (1)

3. Visions

Social

1. Create a more vibrant town centre – organisation of varied activities for all ages (especially youth) and by changing zoning for mixed use (commercial/residential) (8)
2. Activities for youth/children – skate parks (expand), parkland area for young people (like Belmont) (8)
3. Cinema – open air or not (6)
4. Art Gallery in Kalamunda – to support local artists (overlooking Stirk park), art collection in the Shire reactivated, student artwork to be showcased (5)
5. Bibbulmun Track – should create icon at start (visitor centre, water tank) (4)
6. Regional hospital (4)
7. Fully serviced and managed fulltime visitor centre with interactive displays of the natural and cultural environment of Kalamunda (3)
8. Involve the community in planning – maintaining involvement (3)
9. Stirk Park – more music in the sound shell, serviced by cafes/food outlets, improve toilet facilities, bocce pit near chess board (3)
10. More cultural facilities and pursuits – more music (multi-cultural) around town, more emphasis on multicultural heritage (3)
11. Promotion of Kalamunda – Bibbulmun track, wineries and art studio(3)
12. Enhance the information centre in the library (2)
13. Monitor/restrict motor cycles on trails (2)

14. Bands and entertainment in Central Hall Park/Town Centre Park – central focus (2)
15. Have a better mix of age groups (2)
16. Better resourced and enlarged library (2)
17. Have a Shire that is aware of our visions and in itself is creative, entrepreneurial, innovative and dedicated. Council having a commitment to planned sustainable environmentally sensitive tourism (2)
18. Interactive website – sections for 'lost and found' and 'for sale' (2)
19. Creation of a community precinct- village/library/craft centre/community building with paid employees (2)
20. Acknowledge and support community volunteers in town centre (1)
21. True 'holiday' atmosphere at Christmas – lighting, decorations, activities (1)
22. More interaction between community groups to create a more holistic community (1)
23. Nightlife – music, theatres, coffee (1)
24. Commemorative trees on railway reserve (1)
25. Community values acknowledged and retained by the Shire (1)
26. Visit high schools to get ideas from students about what they would like to see in Kalamunda to keep them in the area (1)
27. Timetable for implementation (1)

Economic

1. Underground power or aerial bundled – Aesthetics, to reduce need to drastically cut back trees near power lines, and reduce fire risk (8)
2. Better public transport – minibuses on market day, more buses at night between Kalamunda and Perth and connecting to railway, better bus service between Kalamunda and Lesmurdie (5)
3. Solar powered street lights and tree lights (5)
4. One way system developed for traffic flow along Haynes, Railway and Canning Roads (3)
5. Shell Petrol station site – mixed use (commercial/residential) 2-3 storeys (Subiaco/East Perth) London Court style (3)
6. Alfresco dining (2)
7. Decent façade to Bunnings – redevelop shop fronts rather than blankness (2)
8. Qualified arboriculturalist employed by Shire to maintain trees (2)
9. Cameras (anti vandals) in public areas (1)
10. Encourage Taxi service (1)

11. Development of tourist facilities that maintain the heritage feel and aesthetics of our forest environment (1)
12. Produce markets for local growers/organic – once a fortnight or week (1)
13. Raise the customer service standards through training (1)
14. Alfresco/teahouse at the old cottage on Stirk Park (1)
15. No more than three storey constructions (1)
16. Upgrade appearance of Kalamunda High School (1)
17. Improved infrastructure – power, water, sewer, telephone (all in one trench) (1)
18. Shire to buy land (scheme cost) to achieve unique qualities of the locality (1)
19. Francis Road – big blocks, multi-use structures (1)
20. Rework Kalamunda Central – ugly complex (1)
21. Fulltime paid professional curator for History Village (1)
22. Consider relocating banks – replace with shops and cafes etc (1)
23. Upgrade community centre halls (1)

Environmental

1. Architectural design guidelines (colours, building materials etc.) to preserve atmosphere/complement historic and rustic village feel – individual housing and commercial, complying with climate sensible designs (more solar power) ('Environment' Cultural Plan 2006), support heritage buildings (13)
2. Close off Haynes St – pedestrian mall, separate traffic from pedestrians, move pavement activities, tables, shade, seating (9)
3. Replace removed trees with suitable alternative – build on 'Home in the Forest' branding with appropriate streetscape, have tree protection policy, enforce policy to maintain trees, encourage tree planting, licence required to remove a mature tree, significant/heritage tree register (8)
4. Landscape and redesign car parks, easy parking (5)
5. Better recycling options in town centre, recycling grey water (5)
6. Replanting and maintenance of verges, beautify street scaping, more seating need for landscape specialist employed by the Shire (5)
7. Kalamunda to become an environmentally sustainable town – promoting an encouraging viable sustainability, all new buildings to comply with a set of regulations for energy and water efficiency, Storm water harvesting, implement a Shire gardens policy regarding low water usage and use of native species (4)
8. Link town centre to library and History Village- the heritage precinct to include Bibbulmun terminus (4)
9. Retain and improve Stirk Park, Town Centre Park and Railway Reserve (all recreation and nature reserves) (4)

10. Restore Stirk Park stream- change covered drain into a natural feature (3)
11. More discrete signage and better signage to Bibbulmun track entrance and Stirk Park (3)
12. Wildlife sanctuary – rescue facility (2)
13. Urban village - areas of higher density, going 2 storey allows more vegetation between buildings (2)
14. Back of shops redesigned (1)
15. Better bike paths to promote cycling (1)
16. Creative solutions for parking on market days (1)
17. Verandas over footpaths in the main street (1)
18. Stained glass window in the library should be a model for new buildings (1)
19. Beautify heritage trail (Railway Rd) with sculptures, trees, bronze statues, war veteran recognition and high school achievers recognition (1)
20. Replace conifers with native trees (1)
21. Increase public open space – shade trees and green space (1)
22. Opening a left hand turn from the roundabout at the top of Kalamunda Rd into Headingly (1)
23. Gofer/cyclist paths (1)
24. McRae Road Park to have boating pond, skate park, gofer trail (1)
25. Cotherstone Rd/Canning Rd – opportunity for village-style higher density (also at the top of Mundaring Weir Road) (1)
26. Long, leafy avenues with ample street lighting (1)
27. Village style consistent building style – focus on history, tourism and arts/crafts (1)
28. A Dandenong-like feature of deciduous trees on public and private land (1)
29. More old style lamps and street furniture (1)
30. More traffic calming (1)
31. Relocate Shire admin – to enhance civic attributes (community hub) (1)

Workshop 2; East Ward, Vision Workshop Summary (12 December 2007)

N.B. – The numbers in brackets indicate how many times an issue was mentioned. When an issue was mentioned numerous times in similar manners the numbers are accumulated. Issues raised by a table are multiplied by the number of people on that table in order to reduce bias.

1. Values

Social

1. Rural background, lifestyle and atmosphere (83)

2. Community spirit particularly that the community can come together in times of need (bushfire) (57)
3. Low crime rate, making it a safe and friendly place for young children (52)
5. Small and friendly community where you can know your neighbours (49)
6. Low population density (27)
7. Strong family history, family orientated community, three generations of hardworking Australian families (26)
8. The sporting/social club is unique and valued – Pickering Brook (especially the show) (20)
9. Healthy and active lifestyle (10)
10. Country/agricultural values (10)
11. The Shire's art's focus (6)
12. Diversity of lifestyle, architecture and recreational pursuits (6)
13. History (5)
14. Freedom (4)

Economic

1. Orchard industry and rural pursuits, such as vineyards and orchards (29)
2. Diversity of land use (18)
3. Local shopping in Pickering Brook (Store and Post Office) (16)
4. High standard of education in the hills (Pickering Brook PS) (16)
5. Access to Kalamunda – which is a liveable sized town with a country town feel, good range of shopping (incl. garden nurseries) (12)
6. No shopping centres or traffic lights (11)
7. Viable agribusiness which is sympathetic to the area (also low impact tourism) (8)
8. Responsible focussed approach to development which sustains the lifestyle (6)
9. Balance of residential and business (5)
10. Lack of heavy commercial/industrial activity (4)
11. Small school (4)

Environmental

1. "Home in the Forest", state forest, bush reserves, bush walking and walk trails (65)
2. Proximity to the city, rural yet close to CBD (63)

3. Clean living environment, air quality, unpolluted (55)
4. No noise, peace, quiet, tranquillity (39)
5. Trees (35)
6. Large block sizes (27)
7. Open space (25)
8. Low traffic, no hassles on the roads (23)
9. Not suburban, no suburban sprawl, not looking out onto a sea of other peoples' roofs (21)
10. Wildlife (19)
11. Scenic, picturesque, visual amenity, unspoilt (18)
12. Low visual, electromagnetic/electrical pollution (11)
13. High quality soil and water (10)
14. Country side (6)
15. Relative Isolation from the rest of the metropolitan area (coming up the hill you get a different perspective) (6)
16. Ability to have pets of choice (4)
17. Ability to have wood fire heating (4)
18. Altitude (4)

2. Concerns

Social

1. Increasing crime rate (19)
2. Population increase and associated traffic increase and failure of infrastructure and facilities to cope (17)
3. Lack of services in the area due to a stagnant population (13)
4. No aged care facilities for older people wishing to stay in the area (13)
5. No Police in the area (12)
6. Lack of public transport (11)
7. Subdivision could/will affect the quality of life in Pickering Brook and the rural aspect (11)
8. Not enough recreational facilities for younger children (10)
9. Number of East Ward councillors (not sufficient) (10)
10. Not able to retire on a smaller block (10)

11. As Pickering Brook is unique and small; its voice may not be heard or considered (10)
12. Inability to subdivide (10)
13. Lack of facilities (5)
14. Lack of a clear policy on the future of Pickering Brook (4)
15. Speeding hoons (4)
16. Increases in population will impact working orchards (4)
17. Loss of community spirit (4)
18. Allowing small blocks will impact on orchards trying to work their properties (not being able to spray, shoot, use machinery) (4)
19. Loss of rural atmosphere (4)

Economic

1. Western Power – power station/substation and related electricity towers (66)
2. Failure of Shire to support Pickering Brook Sports Club – not progressing well (36)
3. Orchard industry becoming unviable – due to aging orchards, lack of young people on the industry, cheap imported competition, growing costs (fuel, electricity), pests, short staffed (19)
4. Difficulty in selling orchard as a going concern – unable to subdivide large acres into smaller lots (e.g. 5 acres) (13)
5. Without subdivision Pickering Brook will die (11)
6. Subdivision and the possibility of block sizes smaller than 15 acres (10)
7. The orchards right to farm could not be maintained unless there is careful consideration with town planning (10)
8. The landscape could be changed significantly if there is too much development (10)
9. Subdivision policy in the rural zone is too rigid (8)
10. Erosion of viable agribusiness by anti-development bureaucracy (8)
11. Haphazard/inappropriate development that doesn't consider the environment (6)
12. Charging for water (6)
13. Potential failure/lack of viability for local shops (6)
14. Illegal tenants (4)
15. Lack of space for school to increase in size (4)
16. Developers moving into the area and building a lot of small/similar houses (4)

Environmental

1. Illegal use of off road vehicles (trail bikes) in the forest (38)
2. Too many horses/paddocks – concerns about land degradation (27)
3. Bush not being burnt back regularly (CALM) (26)
4. Motorbikes (particularly on Mundaring Weir Rd) (23)
5. Weekend traffic – cyclists/motorbike riders (21)
6. Lack of rubbish collection – kerbside collection (17)
7. Destruction of state forest and environmental damage to existing areas (14)
8. Overuse and decline of groundwater reserves, damage to water table, pollution of streams and underground aquifers (14)
9. Subdivision/development of bush on Cunnold St (11)
10. No subdivision between Cunnold St and East Rd (11)
11. Upkeep of roads (10)
12. Litter in the bush (10)
13. Non subdivision off blocks off main roads (10)
14. Visual/noise impact on the environment (10)
15. Feral cats, foxes and rabbits (8)
16. Lack of appropriate speed signage on Mundaring Weir Rd (8)
17. Inadequate maintenance and design of stormwater drains and verges (8)
18. Dip in Canning Rd near Melville's Nursery – needs more lighting (7)
19. Neglected properties (6)
20. Poor signage (6)
21. Trimming of verges by Western Power – need for underground power (6)
22. Orchards that are being removed are not reforested (5)
23. Poor architecture – not environmentally friendly (5)
24. Possibility of ending up suburban (like Mandurah or Forrestfield) (4)
25. Litter along roads (4)
26. Through traffic (4)
27. Agricultural spraying (4)

28. Inability to keep animals of choice (4)

29. Loss of wildlife (4)

3. Visions

Social

1. A retirement village/aged facility (perhaps in the bush behind the sports club) (32)
2. Flexible subdivision – 15 acre lots are hard to maintain, smaller lots will allow financial independence for younger people; thereby preserving the culture of family values/respect for older generations (26)
3. Population increase to provide staff for orchards/farms, club members, shop customers, community (23)
4. Better Shire representation (17)
5. Use club facilities as a meeting place for the community to get together, provide activities for newcomers and present residents (14)
6. Being able to continue living in the area after retirement (13)
7. Subdivision to allow more young families into the area (13)
8. Low crime (12)
9. Re-invent community spirit – revive the club, action, community groups and festivals (12)
10. Community to rally together to reject the Western Power substation proposal (11)
11. Subdivision (ability to subdivide) to give to children (11)
12. Viable sporting facilities (10)
13. Ability to retire on a smaller rural block (10)
14. A mix of leisure facilities that reflect the area, such as camping and bushwalking (6)
15. Privacy maintained (6)
16. Barton's Mill developed into community facility (5)
17. Service centre to provide for community needs (5)
18. Future plans in keeping with rural villages (5)
19. More youth enjoying the country atmosphere (5)
20. Retain the valued loved in the area such as lifestyle, lack of noise and the environment (4)
21. Make Pickering Brook a gated community with restricted access to unauthorised persons (with the community to approve all developments) (4)
22. Community consultation and involvement in the process of change within the district (4)

23. Work with groups (i.e. cyclists) so there is better community relations between residents and clubs, to avoid conflict (4)
24. Opportunity for children to live on separate title(s) on the parents property (subject to relevant conditions such as sewerage) (4)

Economic

1. A stronger focus on tourism (hobby wineries, rose farms, chocolate factories, microbreweries, "Spring in the Valley", "Harvest Festival" (20)
2. Railway connection to Midland train station (11)
3. Direct bus/train to Kenwick train station (11)
4. A mix of agriculture, residential, tourism and hobby farm land uses (10)
5. Better public transport – an extra bus at each end of the day (9)
6. Value adding to agribusiness (e.g. tourism) (8)
7. Viable vineyards and orchards (6)
8. 2 Hectare subdivisions (nothing smaller than 15 acres) (6)
9. Eco-friendly and sustainable development (6)
10. Swimming facilities – local pool (6)
11. Community accommodation for farm workers, tourists, farm stays, backpackers (5)
12. No high density housing (5)
13. Some subdivisions (5)
14. Blocks subdivided to 10 acres (5)
15. Limited subdivisions with strict conditions attached (4)

Environmental

1. Revegetate cleared areas (17)
2. Biomax sewerage systems/biocyclus – to overcome environmental problems of closer housing (14)
3. Maintain and improve both the visual and environmental condition (unpolluted) (14)
4. Clean and tidy road verges, general clean up of the area (14)
5. No traffic lights (12)
6. Retain the integrity of the bush in the town site area (Cunnold St) (11)
7. Minimum block size of 15 acres (11)
8. Subdivision of blocks along main roads (10)

9. State forest left intact (8)
10. Slower speed limit from Croxton Rd to Bahen Rd on Mundaring Weir Rd, improve the safety of this road (bigger signs, more policing) (8)
11. Increased wildlife (7)
12. Stop people coming into the area bringing their rubbish (7)
13. No more through traffic at the end of Pickering Brook Rd (7)
14. Better sewerage, to protect Perth's water quality (5)
15. Close Pickering Brook Rd at the last property in a cul de sac (4)
16. Provide access to Ashenden Rd via Illawarra/Dale Roads (4)
17. Clamp down on illegal traffic (motorbikes) (4)
18. Beautification of roadside properties – removal of unsightly rubbish and/or by planting screening plants (4)
19. Free access to local bulk rubbish collection (4)

Workshop 3: South Ward, Vision Workshop Summary (27 February 2008)

N.B. – The numbers in brackets indicate how many times an issue was mentioned. When an issue was mentioned numerous times in similar manners the numbers are accumulated. Issues raised by a table are multiplied by the number of people on that table in order to reduce bias.

1. Values

Social

1. Low levels of anti-social behaviour, crime rates – safe (43)
2. Family focused lifestyle choice, good place to raise children, healthy lifestyle for children (39)
3. Sense of community, village (37)
4. Country feels whilst near city, fringe, not a suburb but a close-to-city country town (35)
5. Rural feel and lifestyle (33)
6. Sporting facilities, Ray Owen (30)
7. Eclectic population, mixed demographic, diverse culture, lifestyles (24)
8. Welcoming and supportive community, know your neighbours (13)
9. Youth - cycle paths and footpaths (13)
10. Family values continue through generations (12)
11. Relaxed lifestyle (10)
12. Uniqueness of area (7)

13. Arts (6)
14. Church representation, school chaplaincy services (6)
15. Dog friendly (6)
16. Good community interests, music, jazz (6)
17. Sharing of values with Shire taking the lead (6)
18. Volunteers, fire brigade (6)
19. Conservation minded people live in the area, appreciation of the natural area (5)
20. Cultural heritage and history remains (5)
21. Isolation (5)
22. Kalamunda Community Radio (5)
23. Remote from main arterial roads (5)
24. Safe, healthy community (5)
25. The average time that residents have chosen the lifestyle (lived in Wattle Grove longer as opposed to the average stay in metro areas (5)
26. The skills and abilities people bring to the Shire (5)
27. Walk ability, to shops and schools (5)

Economic

1. Quality education, private and public, infrastructure for education and training (26)
2. Able to have horses, sheep, chickens, vegetables, rural pursuits (24)
3. Aged care facilities, elderly support (12)
4. Restrictions on building heights, low building profile (12)
5. Variety of community services, schools, hospitals, shops, childcare, shopping choices (12)
6. Corner stores, smaller shopping centres nearby, no large shopping centres (10)
7. Employment possibilities (6)
8. Hospital (6)
9. Low traffic, congestion (6)
10. Loyalty to local business. Local shopping centres (6)
11. Affordability (5)
12. Availability of home-grown produce (5)

13. Ease of access to all freeway systems (5)
14. Good libraries (5)
15. Hiring halls is easy to do (5)
16. Low density housing (5)
17. Orchards and wineries to the East (5)
18. Tourist attractions, Lions lookout, Lesmurdie falls, Scarp, Falls Farm (5)
19. When Council responds immediately (5)

Environmental

1. Trees, 'a home in the forest' (47)
2. Quiet environment (45)
3. Flora and fauna, wildlife, white-tailed black cockatoos (43)
4. Natural bush, environment, streams (38)
5. Fresh, clean air (36)
6. Large blocks 1800-2000sqm (33)
7. Rural outlook, no sea of tiled roofs (29)
8. Close to nature, connection to natural environment (26)
9. Open space, green belt between Forrestfield and Lesmurdie (22)
10. Good balance of densities of development (14)
11. Good playgrounds for young children (12)
12. Hills, gravel, rock, natural terrain (12)
13. Attractive, accessible, vibrant landscape, buildings and public places, beautiful, gorgeous (11)
14. No traffic lights (11)
15. 1/2 acre blocks (7)
16. Buffer zones, wildlife corridors (7)
17. Darling Scarp National Park (7)
18. Fruit trees (7)
19. No deep sewerage, recycle water (7)
20. Space, blocks no smaller than 1000sqm (7)

21. Wood fire (7)
22. Bush walking (6)
23. Lemon scented gums at the bottom of Welshpool Rd (6)
24. Natural landmarks, Lesmurdie falls, Bibbulmun (6)
25. Parks and gardens (6)
26. No uniformity of roads, variety of road planning with trees considered (5)
27. The weather (5)
28. Victoria Dam close by (5)

2. Concerns

Social

1. Lack of Police presence (13)
2. Density leading to more crime (7)
3. Lack of indoor pool (7)
4. Loss of our values (7)
5. Loss of sense of community (7)
6. Lack of facilities, forums for youth (6)
7. 600sqm over 55 retirement villas, too many, poor quality, aesthetics, loss of community (6)
8. Closure of Pedestrian Access Ways, reducing walk ability (5)
9. Lack of attraction for new families and youth (5)
10. Lack of Lesmurdie identity (5)
11. R20 developments with no local identity (5)

Economic

1. Shortage of public transport, especially evenings (30)
2. Lack of housing options for all ages, elderly, young families, affordability (18)
3. No town centre of Lesmurdie, shops near schools (17)
4. Lack of footpaths, bike paths (16)
5. Cost of use/lack of waste transfer station (14)
6. Lack of traffic speed control on Crystal Brook Rd (14)
7. Lack of a strategic planning framework, aged policy, commercial strategy, housing (13)

8. Increase in traffic and parking (12)
9. Lost orchards (12)
10. Shopping centre, facilities looks terrible, needs improvement (10)
11. Falling value of rural land (7)
12. How to stay at the same area after retirement while keeping excellent lifestyle (7)
13. Increase in industrial sites (7)
14. Increase in price of land (7)
15. Lack of planning on Welshpool Rd (7)
16. Lack of value for rates paid (7)
17. Traffic congestion going to be very expensive to maintain (7)
18. Lack of infrastructure for the arts (6)
19. Need swimming pool upgrade (6)
20. Upkeep of sporting centres (6)
21. Ad-hoc approach by Shire (5)
22. Commerce and money making ventures take over community concerns, e.g. natural environment (5)
23. Condition of BMX area (5)
24. Condition of public toilets (5)
25. Housing stock is coming to the end of its life, need encouragement to re-develop (5)
26. Lack of Fire & Emergency management (5)
27. Lack of good facilities, shops, in the hills (5)
28. Lack of investment and maintenance, housing and commercial (5)
29. Lack of maintenance on existing infrastructure (5)
30. Lack of prompt repair and maintenance (5)
31. Lack of regular rubbish pick up service, green waste build up is a fire hazard (5)
32. Lack of retirement provision for those who want to stay in the area (5)
33. Lesmurdie looks like the Shire doesn't care, lack of investment (5)
34. No decent public playground (5)
35. Planning department may be corrupt, easily swayed (5)

36. Poor planning in relation to aged care services (5)
37. Poor quality bus shelters (5)
38. Poor response from Shire when concerns raised (5)
39. Tourism getting too big and loud (5)

Environmental

1. Wattle Grove will lose its semi-rural appeal because of high density development, loss of rural foothills, unique, irreplaceable (62)
2. Loss of vegetation, flora and fauna, homeowners removing trees, clearing too fast, no community consultation (56)
3. Maintenance of street verges, tree trimming, street scaping (29)
4. Loss of large blocks, open space, below 1/4 or 1/2 acre blocks, increase in densities (24)
5. Graffiti (17)
6. Subdivision and land development is destroying environment, without proper controls (14)
7. Infestation of weeds (12)
8. Lack of concern for native reserves, bushland, weed and rubbish control (12)
9. Low standard of public open space, lack of facilities in these areas (12)
10. Prevalence of colorbond fencing, especially Canning Rd (12)
11. Developers, Shire, neighbours stealing/rerouting underground water (7)
12. Feral cats (7)
13. Fire security, accidental fires (7)
14. Fruit fly spraying, lack of enforcement (7)
15. Loss of special rural blocks, 1 hectare (7)
16. Loss of visual amenity (7)
17. More telecommunication towers may be permitted in Lesmurdie (7)
18. Pollution, more cars (7)
19. Take over by developers (7)
20. Lack of creative landscaping (6)
21. Lack of parks (6)
22. Land use not adhering to zoning (6)
23. Wetlands, lack of and care of (6)

24. "Moonscaping" Hale Rd, Wattle Grove area (6)
25. Burning off and wood heaters (5)
26. Council regards natural habitat as having lower value than anything else (5)
27. Developments are unsustainable (5)
28. Dieback, more action required (5)
29. Enforcement of development/subdivision conditions, relating to street scaping, removal of trees (5)
30. Height of sheds, imposing on view (5)
31. Lack of care of bushland areas, weed and rubbish control (5)
32. Radiation emitting from the TV towers/masts (5)
33. Stormwater drainage/kerbing needs to be improved (5)
34. The amount of heavy traffic (long trucks) using Welshpool Rd (5)
35. Too many signs, visual pollution (5)

3. Visions

Social

1. Retention of rural lifestyle (25)
2. Art festival, to bring artists together, better facilities and services for artists (13)
3. Youth forum, youth facilities (13)
4. Lesmurdie identity, not another 'gum nut' fountain (11)
5. A community that takes responsibility for its neighbourhood, safety for children, cleanliness of common land, neighbourhood watch (7)
6. Keep the elderly in their own homes; promote day care (7)
7. Overall artistic atmosphere for Kalamunda (7)
8. Remain a 'home in the forest' sense of community (7)
9. Retain character (7)
10. To be the best place in the world to live (7)
11. Better communication about our community values to State authorities (6)
12. A vibrant community interacting together in community spaces, a family feel (5)
13. Develop a cohesive community where people feel attachment and belonging, connecting people's resources and skills (5)

14. That Council properly consults and serve the majority of the community views (5)
15. Tree policy to retain mature trees, levy per subdivided block to be paid to the Shire for revegetation, penalty for removing trees (5)
16. We would like to be left in peace (5)

Economic

1. Provision of a reliable public transport service (41)
2. Shire to provide trucks to pick up and mulch green waste and leave mulch on the verge for residents, or green waste recycling unit (24)
3. Aged facilities and services, high quality and well located (19)
4. A cinema in Kalamunda (13)
5. Underground power and mains gas (13)
6. Promotion of tourist attractions, arts and crafts, bbq areas (12)
7. Shopping centre improvements, improve access, should blend in with the environment e.g. Mundaring (12)
8. State of the art infrastructure, internet, to allow working from home (12)
9. Adventure playground at Ray Owen (7)
10. Bring back railway line (7)
11. Community centre, with coffee shops, park, focus area in Wattle Grove (7)
12. DEC and Kanyana to merge (7)
13. Family facilities and services, high quality and well located (7)
14. High density developments to be eased off (7)
15. Lighting along the pathway at Ray Owen, Grove Road, through to Lesmurdie shopping centre
16. Walking at night safer (7)
17. Mix of facilities for old and young (7)
18. More artistic aged care developments, apartment blocks in gardens (7)
19. Open and accountable Shire (7)
20. Play areas for children (7)
21. Prioritise improvement of infrastructure to support higher density living (7)
22. Shire Council still representing the people and control development for the future (7)
23. Underground power from street to house (7)

24. Compulsory visit by a building inspector before the slab is poured for all building extensions and new houses (6)
25. Hospital with maternity (6)
26. Increase commercial type infrastructure as to accommodate training and employment possibilities (6)
27. Promote rural aspect to all composite rural businesses (6)
28. A community focused centre, with quality restaurants, coffee shops, small tavern, and licensed café/bistro (5)
29. A quality restaurant at Lions lookout e.g. "Roleys on the Ridge" in Roleystone (5)
30. Alternative to overhead powerlines, if not underground then solar distribution (by 2030) (5)
31. Don't increase car use (5)
32. Education facility for gifted and talented school of excellence, possibly to the West of Lesmurdie Road East (5)
33. Enhanced and well maintained infrastructure (5)
34. Have referenda on important issues (5)
35. Kalamunda Shire CAT (central area transit) service (5)
36. Lesmurdie town centre development where possible/ appropriate, whilst minimising footprint (2-3 storey rather than R20 single storey) (5)
37. Provision of local business facilities, shops, medical (5)
38. Pub or tavern in Lesmurdie (5)
39. Two verge pickups (5)
40. Walkway across Welshpool Road into bush (5)

Environmental

1. Shire to remain treed with less clearing, protect and retain natural vegetation/environment, history, a "Home in the Forest" (58)
2. New houses should be environmentally friendly, commercial developments should be model developments, tight restrictions energy/water/resources (36)
3. Solar power, hot water, street lighting (32)
4. Encourage green belt tree planting, maintain open space near the city, Wattle Grove (31)
5. A good and consistent network for walking and cycling, recreational hiking, more bikes and walking sporting facilities, support good health (30)
6. Rainwater tanks compulsory, government \$ assistance (30)

7. Clean up streets, all roads to have massive tree planting, tidy scrub and rubbish, improve appearance (25)
8. Entry statement, perhaps at St Brigid's roundabout, Lesmurdie Rd (17)
9. Ban wood heaters and burning off, like Gosnells did 35 years ago, particularly with easterly winds (14)
10. Avoid metal fencing, use green/ hedge fencing as in Europe (13)
11. Encourage planting of verges to sustain wildlife, promote native gardens (13)
12. Encourage clean septic, biocycle and ATU; abolish leach drains (12)
13. Public open space to be some community gardens, producing local produce, maintained by community (10)
14. An entry statement at the entry to Wattle Grove, possibly Crystal Brook Rd (7)
15. Blend of medium and low density housing (7)
16. Blocks 1000sqm so ageing residents can downsize without having to leave the area (7)
17. Bush forever wanted along Welshpool Road near Brook Road (7)
18. Develop what is already developed by subdividing large blocks and not by clearing more bush (7)
19. Diminish air pollution from airport, redesign planes (7)
20. Housing developments with buffer zones (7)
21. Improve street lighting (7)
22. Less cats to preserve wildlife (7)
23. Maintain some open area and parkland within easy walking distance of homes (7)
24. More hillside atmosphere, rural (7)
25. More trees in high density areas, conceal high density housing, apartment blocks with trees, gardens (7)
26. No dense housing which takes up more bush (7)
27. No 'Tuscan' style housing (7)
28. Preserve city air cleanliness, lungs of city (7)
29. Subdivision reduced to 1/2 hectare minimum from current 1 hectare in Wattle Grove (7)
30. Sustainable urban growth in South Ward (7)
31. View of scarp as it is now to be preserved (7)
32. Wildlife corridors (7)

33. Cemetery (6)
34. Enhance Lesmurdie Falls, walk trails (6)
35. Promote low-noise environment (6)
36. Promote well maintained and kept environment (6)
37. Rural composite zoning extended to selected areas as previously petitioned to the Shire (Wattle Grove) (6)
38. Turn Percy Seaton Park into Lesmurdie's 'Stirk Park' (6)
39. A variety of block sizes with larger blocks adjacent to main arterial roads (5)
40. Any subdivision not to be based on minimum sized lots but to have a variety of sizes (5)
41. Design growth to suit elderly and children not cars (5)
42. For the children of the future and their friends to be able to benefit from a rural/semi-rural environment, once lost will be gone forever (5)
43. High quality semi rural sustainable development guided by firm policies, development guidelines in the Shire especially foothills/Wattle Grove (5)
44. Increase density within 5 km of shopping precinct to create a town centre (5)
45. Increase of required public open space provision, greater than 10% (5)
46. Limits set on clearing of residential blocks (5)
47. Maintain current block sizes (5)
48. More attention devoted to graffiti prevention and removal (5)
49. More proactive and frequent cleanups and maintenance of verges (5)
50. New subdivisions block sizes no smaller than approx 1800sqm (5)
51. No further development on the scarp (5)
52. No growth for Kalamunda, Lesmurdie and Wattle Grove (5)
53. No population growth (5)
54. Planning to promote passive and active recreation (5)
55. Prioritise the introduction of footpaths, school areas and bus stops to get priority (5)
56. Public art, landscaping in artwork (5)
57. Uniform and legible street signs with a common Shire theme, minimise signage e.g. Tindale Rd (5)

Workshop 4: South West Ward, Vision Workshop Summary (26 March 2008)

N.B. – The numbers in brackets indicate how many times an issue was mentioned. When an issue was mentioned numerous times in similar manners the numbers are accumulated. Issues raised by a table are multiplied by the number of people on that table in order to reduce bias.

1. Values

Social

1. Community spirit (13)
2. Close to medical facilities (11)
3. Sporting facilities and community (8)
4. Lower density areas (8)
5. Being able to ride horses in foothills (8)
6. Children can see rural activities close to home (8)
7. Old persons facilities for social/entertainment (6)
8. Knowing your neighbours (5)

Economic

1. Choice of block sizes, large blocks (15)
2. Close to shops (11)
3. Public open space money spent on the area it was taken from (8)
4. Close to the airport (5)
5. Close to all areas (5)

Environmental

1. Green, rural environment, open space (21)
2. Ambiance (14)
3. Easy access to other areas of Perth (13)
4. Country living near city (8)
5. Public Open Space - Parklands - Trees – Wildlife (7)
6. Gum Nut water features (7)
7. Library (7)

8. Footpaths (7)
9. Green belt area (7)
10. Peace and quiet (6)

2. Concerns

Social

1. People parking on footpaths - pedestrian having to walk on the road (Arthur Rd, Regency Ramble) , using footpath for overnight parking while driveways are vacant (12)
2. How to protect our values - lack of faith in Council doing anything to protect them (8)
3. What will happen to Wattle Grove School when it is closed (8)
4. Not enough playing fields in growing areas (8)
5. School facilities over-crowded (8)
6. Council workers tree loppers parking on lawn where sprinklers are to cut neighbours' tree (7)
7. Swimming pool (7)
8. No police presence (7)
9. Insufficient retirement home/nursing facilities (6)
10. Lack of arts/crafts for youth and older (6)
11. Wish to remain in area when in old age (6)
12. Lack of fire fighting facilities (6)
13. Speeding through residential areas - especially Bruce and Arthur - Need '50' reminder signs. (5)

Economic

1. Rapid urbanisation, limit to sewer and water reticulation, loss of larger blocks and lifestyle of bush, rural areas, expanding facilities to accommodate population (15)
2. Too much low quality development - small houses with no variation, high density housing (15)
3. Large trucks in residential streets, unable to turn around (Forrestfield area) (13)
4. Lack of footpaths - duty of care to elderly, young & health of the community (i.e. Fitness) especially in new areas (13)
5. Looming industrial areas - Gosnells Council impacting Kalamunda residents (8)

6. Impact of developments on rates (8)
7. Vacancy of shops in shopping centre (8)
8. No room to park cars with small blocks and narrow roads (8)
9. Loss of Holmes Road to urban development - too close to scarp (8)
10. Access to south from Forrestfield/Wattle Grove (to Carousel) is difficult now - may get worse (8)
11. Double storey parking for shopping centres (7)
12. No large businesses in housing areas, keep business separate.(7)
13. Lack of traffic lights - Road Planning, roundabouts etc (6)
14. Retaining special rural buffer zones (6)
15. Poor condition of roads, drainage and kerbs in the Forrestfield/Wattle Grove areas (5)
16. Bus stops need shelters and paving (5)
17. Lack of facilities in Wattle Grove (5)

Environmental

1. Removal of trees for 'developments', blocks too small to plant trees (14)
2. Lack of streetscapes - lack of appropriate tree planting and maintenance (14)
3. Increasing traffic - can't cope with increase in population (8)
4. What will happen to Shire land in Cell 9 - will it be used for community - as originally intended. Public open space in Cell 9 - degraded, full of weeds and rubbish and no paths through (8)
5. Graffiti - no policy, no cleaning up (8)
6. High fences along roads - unsightly, prone to graffiti (8)
7. EPA controls imposed on some blocks - restricting activities and reducing values (8)
8. Foothills being sacrificed to high density to protect 'up the hill' (8)
9. Neighbours creepers coming over the fence (7)
10. Dumping rubbish and old furniture on vacant blocks (7)
11. Gum nuts - dangerous on footpaths (6)
12. Lack in parkland maintenance (6)

13. Noisy machinery in residential areas (5)
14. Smaller blocks - limit trees, birds, nature (5)

3. Vision

Social

1. Vibrant communities, safe and happy for families (8)
2. Peaceful lifestyle (8)
3. A consistency in look and amenity and feel for foothills and 'up the hill' (8)
4. Children having access to rural animals - and horse riding in foothills, (8)
5. More police presence (7)
6. Larger schools. Both primary and high so that children who live in the area can attend school in the area if they wish to (7)
7. Performing arts/swimming pool centres (6)
8. Larger library (6)
9. Swimming facilities at Hartfield Park (not having to travel across to Thornlie) (5)
10. Childcare facilities in Wattle Grove or time span for primary school in St Johns Road(5)

Economic

1. Green buffer zone to retain special rural areas - not extensive residential sprawl - retain village concept, no concrete jungle. No urban development in Holmes Road. Keep green belt (15)
2. Better public transport (13)
3. Buffer of rural/bush between residential and scarp (8)
4. Provision of mixed use zones for all trucks (composite) no more in residential (8)
5. Well designed multi story residential development only with lots of landscaped garden areas around. No less than medium quality (8)
6. More dual purpose pathways (8)
7. Less high density housing (7)
8. Blocks from 1000sqm so that 'home in the forest' still true (7)

9. Cost of land/ houses should be affordable for young generation (6)
10. Footpaths - especially in new areas, finis paths down Arthur and Hale Roads (5)
11. Local shops/deli - accessible on South side of Tonkin Hwy (not across in Forrestfield side) (5)
12. Bus shelters (5)

Environmental

1. Wildlife corridors, developers to retain parklands (13)
2. Trees and greenery surrounding residents, tree lined streets (not native scrub) (8)
3. Power lines underground (8)
4. Entity on its own (6)
5. Cat control / vermin control (6)
6. Open space area - Yule Brook - BBQ, picnic tables, gazebo or shade, watered lawn to promote outdoor play/fitness, paving and basketball hoop (5)
7. Bike path/footpath through Yule Brook open reserve (5)
8. Gum Nuts at roundabout in Arthur and Lancelot Green (5)

Workshop 5: North West Ward, Vision Workshop Summary (28 May 2008)

N.B. – The numbers in brackets indicate how many times an issue was mentioned. When an issue was mentioned numerous times in similar manners the numbers are accumulated. Issues raised by a table are multiplied by the number of people on that table in order to reduce bias.

1. Values

Social

1. Community, village atmosphere (26)
2. Peace and quiet (18)
3. Community groups (13)
4. Lifestyle for children (11)
5. Community participation in Council decision making process (7)

6. Rural atmosphere (7)
7. History Village (7)
8. To preserve the good things for future generations in Kalamunda (6)

Economic

1. Kerbside collection of waste (7)
2. Community hospital and range of medical services (7)
3. Proximity to Perth (6)
4. No parking meters or traffic lights (6)
5. Drawcards, French Patisserie (6)
6. Close to airport (5)
7. Town Centre ambience (5)
8. Facilities nearby (5)

Environmental

1. Wildlife, birds (24)
2. Trees, wildflowers (20)
3. Space, between neighbours, open space (18)
4. Clean air (13)
5. Proximity to forest (12)
6. Larger blocks (7)
7. Big backyards for kids to play in, also as buffer between city and forest (7)
8. National parks and reserves (7)
9. Uncluttered (7)
10. Bush trails and walks (7)
11. Tree preservation list (7)
12. Green corridors (6)

2. Concerns

Social

1. Graffiti on buildings, including Shire buildings, vandalism (13)
2. Increased pressure on rural lifestyle (7)
3. Switchyard/substation in the Shire without proper explanation or reasoning why it has to go in the Perth Hills. Why and where is the power going to service? (7)
4. Lack of communication and consultation from Shire in regard to Kostera Oval development, How will this development affect nearby properties? (6)
5. Lack of recreational facilities (6)
6. Where residents of Springvale Caravan Park will go (6)
7. Zero population growth, impact of ageing population (5)
8. Ageing population, blocks too large, where to move to? (5)
9. Website "save the Swan Hills" is run by a politician North of the river (2)

Economic

1. Future of Kalamunda Swimming Pool - Wet & Wild, we need indoor/outdoor swimming pool, can we support it? Could money be better spent elsewhere? (13)
2. Creeping development applications for high rise buildings in or near the town centre, high rise is not in keeping with streetscape and ambiance of town centre (7)
3. High density without the necessary infrastructure (7)
4. Youth facilities (6)
5. Sustainability of local business (6)
6. Lack of aged care (6)
7. Truck parking, policy needs to be enforced (5)
8. Poor public transport (5)
9. Lack of diversity, options in housing (5)
10. Unsightly facilities such as power stations (5)
11. Parking concerns in new developments (4)

Environmental

1. Clearing native bushland on large developments and single residential blocks without any restraints, protection by local Council (9)
2. Pressure on native flora, fauna, water and air quality (7)
3. Large powerlines through the Shire (Western Power) Clearing, visual pollution, health concerns, spread of weeds (7)

4. No forestry plans for forest in the Shire, environmental impact, poor road access, rural residences affected, dieback, salinity (7)
5. Sites (half acre) with lots of old car bodies and piled rubbish (7)
6. Drainage issues for storm water (7)
7. Studies have been done to bring up the level of Kostera Oval - subjecting residents to yet more constant chainsaws, rock breakers, trucks, noise. Drainage problems on lower level can be solved without this extreme expense and detriment to locals (6)
8. Noise along the highway (5)
9. Bush fires, Zig Zag (5)
10. Increase in housing developments leading to big problems with litter, speed, traffic, vandalism, graffiti, bin fires (2)
11. Size of blocks, Home in the Forest on 400sqm (2)
12. Footpaths in residential areas (2)

3. Visions

Social

1. Make and keep a safe, pleasant, liveable environment for children and grandchildren (6)
2. Theme for town centre, people friendly (5)
3. Cater for all ages (5)

Economic

1. Introduce more tourism (18)
2. Zoning for aged persons accommodation next to Kalamunda Hospital (Byron Road Corner) (7)
3. Underground power, aerial bundled cabling (7)
4. Pharmaceutical service is needed in Gooseberry Hill to service the elderly in area (7)
5. No brothel category in our Town Planning Scheme (7)
6. Careful consideration of applications for home based business in residential areas, impact of neighbours, trucks (7)
7. Rail, continuation of rail from airport into Maida Vale (6)
8. Accommodation for tourism, hotels (6)
9. Incorporate new tourism centre with Bibbulmun Track (6)
10. Introduce cottage industries, particularly out towards Pickering Brook (6)
11. More craft shops around History Village (6)
12. Shire purchases land and develops it to make money for Shire after research (6)

13. Working with state and federal authorities to improve access and public transport to Kalamunda - especially the section of Kalamunda Rd between Great Eastern Highway Bypass and Roe Highway. Possible railway line between High Wycombe and Forrestfield (6)
14. Upgrade lighting for Stirk Park (5)
15. Sufficient parking available in new developed areas (2)

Environmental

1. To do all we can to fight against global warming and greenhouse gases; development with water wise conditions, grey water recycling, incentives from Council (13)
2. Better maintenance of verges (7)
3. Improved drainage and water management, conscious planning to minimise water erosion, water retention policies (7)
4. Recognition that Kalamunda Shire and North Ward in particular is a very special place, lungs of the city, this must be recognised and remembered in all planning aspects (7)
5. Park and Ride facilities on Kalamunda Road (7)
6. Save the Observatory, careful planning for street lighting in town (7)
7. Cat policy needed (7)
8. Controls and strategies needed for control of feral animals (cats, foxes, parrots) Council and state government (7)
9. No development on Reserves, better maintenance of Reserves (7)
10. Enforce design guidelines for Kalamunda town centre to keep ambiance of "village" (7)
11. Support crime prevention through environmental design in public places (7)
12. Keep, update and publicise the Tree Preservation list (7)
13. Re-examination of planning codes in Gooseberry Hill, consistency (6)
14. Shire buys Shell site and makes it the village green (6)
15. Protection of native flora and fauna, green corridors (6)
16. Develop land but keep established trees alive (6)
17. Some restrictions by the Council to prevent non obtrusive native trees and vegetation from being bulldozed (6)
18. Recommend that developers compensate for environmental destruction, habitat - instead of the cost of nest boxes, replanting etc. falling on neighbouring residents (6)
19. Green bins for residents to alleviate burning of waste and regular bulk collection (6)

20. Traffic calming devices on the straight roads and give-ways on dangerous corners, Recreation Road, Boonaloo and McRae Roads. (6)
21. The Shire to ensure that any development in the hills area is carried out to conform to the local lifestyle, maintaining the 'Home in the Forest' before it is too late (6)
22. Rural agricultural blocks down to 1 acre, to allow diversity options (5)
23. Remove speed humps (5)
24. Growth: bigger blocks 1000 sqm, Sultana Road East (2)
25. Only allow burning for a short period of time each year (2)
26. Rubbish bins available in the car parking area of Kostera Oval (2)

Workshop 6: North Ward, (28 May 2008)

N.B. – The numbers in brackets indicate how many times an issue was mentioned. When an issue was mentioned numerous times in similar manners the numbers are accumulated. Issues raised by a table are multiplied by the number of people on that table in order to reduce bias.

1. Values

Social

1. Community, village atmosphere (26)
2. Peace and quiet (18)
3. Community groups (13)
4. Lifestyle for children (11)
5. Community participation in Council decision making process (7)
6. Rural atmosphere (7)
7. History Village (7)
8. To preserve the good things for future generations in Kalamunda (6)

Economic

1. Kerbside collection of waste (7)
2. Community hospital and range of medical services (7)
3. Proximity to Perth (6)
4. No parking meters or traffic lights (6)
5. Drawcards, French Patisserie (6)

6. Close to airport (5)
7. Town Centre ambience (5)
8. Facilities nearby (5)

Environmental

1. Wildlife, birds (24)
2. Trees, wildflowers (20)
3. Space, between neighbours, open space (18)
4. Clean air (13)
5. Proximity to forest (12)
6. Larger blocks (7)
7. Big backyards for kids to play in, also as buffer between city and forest (7)
8. National parks and reserves (7)
9. Uncluttered (7)
10. Bush trails and walks (7)
11. Tree preservation list (7)
12. Green corridors (6)

2. Concerns

Social

1. Graffiti on buildings, including Shire buildings, vandalism (13)
2. Increased pressure on rural lifestyle (7)
3. Switchyard/substation in the Shire without proper explanation or reasoning why it has to go in the Perth Hills. Why and where is the power going to service? (7)
4. Lack of communication and consultation from Shire in regard to Kostera Oval development, How will this development affect nearby properties? (6)
5. Lack of recreational facilities (6)
6. Where residents of Springvale Caravan Park will go (6)

7. Zero population growth, impact of ageing population (5)
8. Ageing population, blocks too large, where to move to? (5)
9. Website "save the Swan Hills" is run by a politician North of the river (2)

Economic

1. Future of Kalamunda Swimming Pool - Wet & Wild, we need indoor/outdoor swimming pool, can we support it? Could money be better spent elsewhere? (13)
2. Creeping development applications for high rise buildings in or near the town centre, high rise is not in keeping with streetscape and ambiance of town centre (7)
3. High density without the necessary infrastructure (7)
4. Youth facilities (6)
5. Sustainability of local business (6)
6. Lack of aged care (6)
7. Truck parking, policy needs to be enforced (5)
8. Poor public transport (5)
9. Lack of diversity, options in housing (5)
10. Unsightly facilities such as power stations (5)
11. Parking concerns in new developments (4)

Environmental

1. Clearing native bushland on large developments and single residential blocks without any restraints, protection by local Council (9)
2. Pressure on native flora, fauna, water and air quality (7)
3. Large powerlines through the Shire (Western Power) Clearing, visual pollution, health concerns, spread of weeds (7)
4. No forestry plans for forest in the Shire, environmental impact, poor road access, rural residences affected, dieback, salinity (7)
5. Sites (half acre) with lots of old car bodies and piled rubbish (7)

6. Drainage issues for storm water (7)
7. Studies have been done to bring up the level of Kostera Oval - subjecting residents to yet more constant chainsaws, rock breakers, trucks, noise. Drainage problems on lower level can be solved without this extreme expense and detriment to locals (6)
8. Noise along the highway (5)
9. Bush fires, Zig Zag (5)
10. Increase in housing developments leading to big problems with litter, speed, traffic, vandalism, graffiti, bin fires (2)
11. Size of blocks, Home in the Forest on 400sqm (2)
12. Footpaths in residential areas (2)

3. Visions

Social

1. Make and keep a safe, pleasant, liveable environment for children and grandchildren (6)
2. Theme for town centre, people friendly (5)
3. Cater for all ages (5)

Economic

1. Introduce more tourism (18)
2. Zoning for aged persons accommodation next to Kalamunda Hospital (Byron Road Corner) (7)
3. Underground power, aerial bundled cabling (7)
4. Pharmaceutical service is needed in Gooseberry Hill to service the elderly in area (7)
5. No brothel category in our Town Planning Scheme (7)
6. Careful consideration of applications for home based business in residential areas, impact of neighbours, trucks (7)
7. Rail, continuation of rail from airport into Maida Vale (6)
8. Accommodation for tourism, hotels (6)
9. Incorporate new tourism centre with Bibbulmun Track (6)
10. Introduce cottage industries, particularly out towards Pickering Brook (6)

11. More craft shops around History Village (6)
12. Shire purchases land and develops it to make money for Shire after research (6)
13. Working with state and federal authorities to improve access and public transport to Kalamunda - especially the section of Kalamunda Rd between Great Eastern Highway Bypass and Roe Highway. Possible railway line between High Wycombe and Forrestfield (6)
14. Upgrade lighting for Stirk Park (5)
15. Sufficient parking available in new developed areas (2)

Environmental

1. To do all we can to fight against global warming and greenhouse gases; development with water wise conditions, grey water recycling, incentives from Council (13)
2. Better maintenance of verges (7)
3. Improved drainage and water management, conscious planning to minimise water erosion, water retention policies (7)
4. Recognition that Kalamunda Shire and North Ward in particular is a very special place, lungs of the city, this must be recognised and remembered in all planning aspects (7)
5. Park and Ride facilities on Kalamunda Road (7)
6. Save the Observatory, careful planning for street lighting in town (7)
7. Cat policy needed (7)
8. Controls and strategies needed for control of feral animals (cats, foxes, parrots) Council and state government (7)
9. No development on Reserves, better maintenance of Reserves (7)
10. Enforce design guidelines for Kalamunda town centre to keep ambiance of "village" (7)
11. Support crime prevention through environmental design in public places (7)
12. Keep, update and publicise the Tree Preservation list (7)
13. Re-examination of planning codes in Gooseberry Hill, consistency (6)
14. Shire buys Shell site and makes it the village green (6)
15. Protection of native flora and fauna, green corridors (6)
16. Develop land but keep established trees alive (6)

17. Some restrictions by the Council to prevent non obtrusive native trees and vegetation from being bulldozed (6)
18. Recommend that developers compensate for environmental destruction, habitat - instead of the cost of nest boxes, replanting etc. falling on neighbouring residents (6)
19. Green bins for residents to alleviate burning of waste and regular bulk collection (6)
20. Traffic calming devices on the straight roads and give-ways on dangerous corners, Recreation Road, Boonaloo and McRae Roads. (6)
21. The Shire to ensure that any development in the hills area is carried out to conform to the local lifestyle, maintaining the 'Home in the Forest' before it is too late (6)
22. Rural agricultural blocks down to 1 acre, to allow diversity options (5)
23. Remove speed humps (5)
24. Growth: bigger blocks 1000 sqm, Sultana Road East (2)
25. Only allow burning for a short period of time each year (2)
26. Rubbish bins available in the car parking area of Kostera Oval (2)

Appendix 2: Results of Public Questionnaire Survey

Kalamunda Town Centre Land Planning Vision Questionnaire

	TALLY
Q1. What do you value (like) about Kalamunda Town Centre?	
Village atmosphere	////////
Everything in walking distance	////
Small size	////
Ease of parking (no meters)	////
Trees	///
Relaxed easy-going atmosphere	//
Country atmosphere	//
Readily accessible	//
Rose gardens	/
Water feature/ gum nut fountain	/
No traffic lights	/
Variety of shops and amenities	/
Small speciality shops	/
The main street- Haynes Street	
Coffee shops	
Christmas lights	
Town square (near community hall)	
Stirk Park	
No Fast Food	
Can get there on the bus	
Friendly shop owners	
Quaint atmosphere	
Local feel	
Character	
Low density	
Close to the city	
Centro Shops	
Attractive buildings (Last Drop, History Village)	
Not completely 'modernised' unlike most WA town centres	
Services available	
Kalamunda Markets	
Q2. What are your concerns (dislikes) about Kalamunda Town Centre?	
Losing 'village' character (high rise buildings/unit developments)	////
Graffiti	///
Traffic calming on Railway Rd and Haynes St	///
Parking (lack of undercover parking)	//
Canning/Mead site empty/messy	/
Power lines in streets - exposed	/
Ugly supermarket (Centro) Characterless	/
Traffic congestion (Haynes St/Canning Rd)	
Lack of vision exiting car parks at shopping centre	
Lack of shelter/sheltered seating (particularly Brumby's side of Haynes St)	
Tree roots uplifting the pathways on Haynes St/car parks - hazard for elderly	

Raised crosswalks/speed humps - encouraging pedestrians and gophers to move into the traffic flow
 Large shopping centre
 Multi housing developments
 The push for higher density
 Lack of office space
 Lack of specialty shops
 Chicken Treat - unattractive
 Segregation between the Centro mall and the shops of Haynes St
 Risk of being a township for the retired
 Extensive areas of bitumen
 Too many islands - the hump on Haynes St
 Exit from Haynes St onto Canning is too narrow/causes congestion/poor viability
 Priority given to motorists instead of pedestrians - does not encourage walking
 Landscaping surrounding Kalamunda Post Office (condition of brickwork etc)
 Congestion of traffic on Railway Rd between Mead and Haynes
 Disappearance of trees, green areas, shade
 Area behind the Last Drop - rubbish, landscaping
 Not enough security/police presence
 Ugly advertising at the entrance
 Bunning's street front
 New units do not include room for space and trees
 Poor streetscapes

Q3. What are your Visions (things you would like) for Kalamunda Town centre?

More gardens/greenery/trees	///
Haynes Street as a mall (Pedestrian only)	///
Youth activities - skate park, water park, cycle club, walking club, free training seminars	//
No high rise buildings	//
Maintain village feel	//
Swimming pool (heated)	/
Movie complex, open air theatre	/
Landscaped gardens with seating	/
More trees, native flora and fauna	/
Demolish supermarket (Centro)	/
More units for general population (not just over 55's)	/
Trees in centre of Haynes St (more street trees)	/
Attractive streetscapes (themed), classy	/
A better standard for the shop car parks in the town centre	/
More parking	/
Use of observation cameras to catch crime (robbery, graffiti)	/
Post Box in supermarket complex	
Fresh fish shop	
Car Wash	
Roundabout at Canning and Mead Street intersection	
Make Stirk Park a feature	
More walkways	
More playgrounds	
No Graffiti	
Gallery for local artists	

Retirement facilities
 Market (fresh food)
 Awnings and shelters on shopfronts
 A theme café, like a milk bar to attract tourism and younger people
 "Sizzlers"
 "Miss Maud"
 Office's and underground car park Cnr Mead St/Canning Rd
 Doctor's practice (expand, up to date, modern)
 Post office - bigger space
 Redevelopment of Barberry Square- replace with 3 storey dev with office space and retail
 Office/retail near Canning Rd - architecturally designed
 Wine-bar
 Alfresco dining
 Use exotic tree species for shade
 Stirk Street car parks developed into tiered car-park
 Chicken treat store moved
 Shade sails over Centro car park
 Halt to villas for elderly in town centre
 More benches
 Tidy up Barberry Square - make into car park
 Make the markets and community events smoke free
 Christmas lights in trees (like Albany centre) in Stirk Park
 No further reduction in parking (library)
 Reopen Kalamunda Hospital
 Train station (link to Kenwick, Midland)
 Food hall at Shell site
 More seats and shelters at bus stops (better maintained)
 Better security
 More activity for tourists at weekends (Sunday markets, art galleries and craft centres)
 Less signs (or place signs together)
 More trees near units
 Buried powerlines
 Upgrade parking areas (Barberry Sq, Bunning's, Mitre 10)
 Summer square dancing - Chess board Stirk Park
 Australia Day - international event (promoting multiculturalism)
 Kalamunda to be a sister city with an overseas city
 A music store
 Develop memorial walk (international tours, plinth at start of walk)
 Improve late night public transport services
 KADS to show productions for younger age groups
 Apartments with view, balcony, multiuse (shops below)
 Large blank walls (Kalamunda central) not attractive
 Small train track around Stirk Park for children to ride on
 More gazebos in Stirk Park
 No parking in Haynes St
 Refurbishment of shop façade with awnings
 Mural/artwork on Centro (east and south facades)
 More community art and culture

Q4. Other comments/suggestions

Change market to Sunday (locals to do shopping on Saturdays) /

The streets need to be cleared of leaves and rubbish (behind banks) (behind Haynes St North) /
 Shade sails over parks for children
 Keep Kalamunda as a village - it is unique
 Kalamunda is ideally situated
 Shopping in area is good
 Move the Saturday markets to Stirk Park on a Sunday
 Maintain/improve medical/dental facilities
 Maintain village architecture and parks
 Encourage small retailers
 Congratulations for what has been done to make Kalamunda a lovely place to live in and visit
 A small circular "cat bus" service like in Perth
 Cycle access
 Must retain character through quality developments
 Slow traffic access
 The area of the town centre should not be increased
 Four lane road up and down the hill is needed
 More market days in spring and autumn
 Make Kalamunda somewhere for tourists to enjoy browsing, dining, relaxing, shopping
 Develop corner of Canning and Mead St
 Limit on tree felling on building blocks
 More fundraising concerts - outdoors
 Any future developments should be 'low rise' and sensitive to surroundings
 Advertise wildflowers more
 Not too much pavement signage
 Must be pro-active in making the town more attractive
 Ask High school students for visions, values and concerns
 Upgrade youth facilities, develop aquatic centre, skate park, youth centre and activities

Q5. What townscape aspects do you consider are essential for a 'village'?

Trees, including down centre of Haynes St	/////
Places for people to sit/rest/people watch, without having to spend money	/////
Landscaping (well maintained)	////
Open spaces	///
Compact, everything in walking distance	///
Gardens, perhaps with walkways	///
Alfresco dining	///
No high-rise buildings	//
Flowers	//
Single storey - no high rise	/
Specialised shops	/
A market style shopping precinct, with a good variety of shops	/
Local enterprises, not chains, some family owned	/
Teashops	
Bookshops	
Cottage industries, ice-cream shop	
Outdoor theatre	
Malls	
Community events	
Plenty of lighting	
A meeting place for residents	
Neat	

Peripheral multihousing development
Character and design of shops to be different from large towns
Easy access
Pedestrian access
Underground parking
Street art (like Geelong waterfront)
Reduced through traffic
Potted plants
Less cars
Verandas on shop fronts
Museums
Photo gallery
Umbrellas
Native shrubs
Lamplights, solar
Native flora and fauna
A few restaurants and cafes
Art centres/galleries
Create a 'village green' by ensuring each shop must tend a garden or flower patch
Preserving the history
Pedestrian Malls
Sympathetic architecture
Attractive shop fronts
Removing through traffic from town centre
It is a village, leave it alone
No fast food
Preservation of quality architecture
Traffic control
Good mix of offices/residential/retail e.g. apartments on top of shops if 2 storey
Buskers

Appendix 3: Shire Planning, Building and Environment Policies

The following are the Shire's Planning and Environmental Policies:

- DEV1 – Additional Accommodation
 - DEV2 – Amusement Machines and Amusement Centres
 - DEV3 – Asbestos Cement Sheeting and Building Products – Guidelines
 - DEV4 – Building Licence Lists – Distribution
 - DEV5 – Caravan Park proposals – Guidelines for Assessment
 - DEV6 – Cash in Lieu of Car Parking
 - DEV7 - Child Care Centres – Guidelines
 - DEV8 – Delegation of Authority – Approval of Building Plans and Specifications
 - DEV9 – Delegation of Authority – Assessment of Swimming Pool Fencing
 - DEV10 – Delegation of Authority – Determination of Development and Subdivision Applications
 - DEV11 – Delegation of Authority – Issue of Stop Work Orders
 - DEV12 – Design Aesthetics – Guidelines
 - DEV 13 – Dual use Pedestrian/Cycle Paths – Inclusion in Development Plans
 - DEV14 – Earthworks – Guidelines for Assessment
 - DEV15 – Footings – General
 - DEV16 – Fuel Storage Applications – Guidelines for Assessment
 - DEV17 – Igloo/Tunnel House Applications – Guidelines for Assessment
 - DEV18 – Noise Attenuation for Buildings in the Proximity of Perth Airport
 - DEV19 – Notification of Affected Landowners – Community Consultation – Advertising
 - DEV20 – Outbuildings – Guidelines for Assessment
 - DEV21 – Outbuildings in Subdivisions
 - DEV22 – Parking of Commercial Vehicles on Private Property
 - DEV23 – Pergolas – Guidelines for Assessment
 - DEV24 – Perth Airport – Statement of Council's Position in Regard to the Future of the Airport
 - DEV25 – Public Open Space Contributions – Subdivision Applications
 - DEV26 – Radio, Television and Communication Transmission Facilities – Guidelines
 - DEV27 – Reduced Setbacks to Verandas, Patios and Carports – Guidelines
 - DEV28 – Reflective Material in Cladding or Roofing – Guidelines
 - DEV29 – Refund of Building Licence Fees
 - DEV30 – Rezoning of Properties to Residential R20 or Higher
 - DEV31 – Road Closure Procedures – Roads, Rights of Way and Pedestrian Access Ways
 - DEV32 – Revoked
 - DEV33 – Signs – Display of Portable Signs on Footpaths and in Public Areas
 - DEV34 – Signs – General
 - DEV35 - Stormwater Drainage – Subdivision Applications
 - DEV36 – Subdivision in Rural Zones
 - DEV37 – Fees – Town Planning and Building
 - DEV38 – Variation of Building Setback – Residential Design Codes
 - DEV39 – Walls on Boundaries – Local planning Policy
 - DEV40 – Boundary Retaining Walls on Residential Land – Local Planning Policy
-
- ENV1 – Control and Eradication of Pest Plants
 - ENV2 – Environmental Impact – Earthworks and Foundations
 - ENV3 – Environmentally Sensitive Areas – Guidelines for Development
 - ENV4 – Flood and Stream Management
 - ENV5 – Fruit Trees – Removal from Reserves
 - ENV6 – Hillside Protection – Guidelines for Development
 - ENV7 – Protection of the Environment
 - ENV8 – Street Lawns and Gardens
 - ENV9 – Tree Preservation

Appendix 4: Community Facilities in the Shire of Kalamunda

Community Facility	Location
Anderson Road Community Hall	Forrestfield
Carmel Hall	Carmel
Cyril Road Community Hall	High Wycombe
Falls Farm	Lesmurdie
Forrestfield Hall	Forrestfield
Forrestfield Library	Forrestfield
Gooseberry Hill Hall	Gooseberry Hill
Gooseberry Hill Multi Use Centre	Gooseberry Hill
Hartfield Park Recreation Centre	Forrestfield
High Wycombe Recreation Centre	High Wycombe
High Wycombe Library	High Wycombe
Jack Healey Senior Citizens Centre	Kalamunda
Jorgensen Park Cottage	Kalamunda
Jorgensen Park Pavilion	Kalamunda
Kalamunda Agricultural Hall	Kalamunda
Kalamunda Library	Kalamunda
Kalamunda Performing Arts Centre	Kalamunda
Lesmurdie Community Library	Lesmurdie
Lesmurdie Hall	Lesmurdie
Ray Owen Sports Stadium	Lesmurdie
Town Square Hall	Kalamunda
Walliston Hall	Walliston
Woodlupine Family and Community Centre	Forrestfield

Appendix 5: Educational Facilities in the Shire of Kalamunda

Educational Institution	Location
Pre-Primary (Government)	
Dawson Park	Forrestfield
Edney Road	High Wycombe
Falls Road	Lesmurdie
Forrestfield	Forrestfield
Gooseberry Hill	Gooseberry Hill
High Wycombe	High Wycombe
Kalamunda	Kalamunda
Lesmurdie	Lesmurdie
Maida Vale	Maida Vale
Pickering Brook	Pickering Brook
Walliston	Walliston
Woodlupine ECU	Forrestfield
Pre-Primary (Private)	
Forrestfield Christian Pre-School	Forrestfield
Kalamunda Christian Pre-School	Walliston
Matthew Gibney Catholic	High Wycombe
Community Based Pre-School	
Spring Road Community Kindergarten	Kalamunda
Primary (Government)	
Dawson Park	Forrestfield
Edney Road	High Wycombe
Falls Road	Lesmurdie
Forrestfield	Forrestfield
Gooseberry Hill	Gooseberry Hill
High Wycombe	High Wycombe
Kalamunda	Kalamunda
Lesmurdie	Lesmurdie
Maida Vale	Maida Vale
Pickering Brook	Pickering Brook
Walliston	Walliston

Wattle Grove	Wattle Grove
Woodlupine	Forrestfield
Primary (Private)	
Carmel Adventist Primary School	Carmel
Mary's Mount Primary School	Gooseberry Hill
Mathew Gibney Catholic Primary School	High Wycombe
St Brigid's Primary School	Lesmurdie
Bickley Seventh Day Adventist	Bickley
Forrestfield Christian School	Forrestfield
Kalamunda Christian School	Walliston
Secondary (Government)	
Darling Range Sports College	Forrestfield
Lesmurdie Senior High School	Lesmurdie
Kalamunda Senior High School	Kalamunda
Secondary (Private)	
Carmel College	Carmel
Mazenod College	Lesmurdie
St Brigid's College	Lesmurdie
Education Support Centres	
Forrestfield Kumon Centre	Forrestfield
Kalamunda Education Support Centre	Kalamunda
Kumon Education Centre	Kalamunda
School of Kalamunda Area Motor Program Inc	Kalamunda
Technical and Adult Education	
Wattle Grove Centre TAFE Works	Wattle Grove
Foothills Learning Centre	High Wycombe
Kalamunda Community Learning Centre	Kalamunda

Example of Principle 5: Quality Street Furniture

A matching suite of quality street furniture - fabricated from materials and colours that are specifically selected to reinforce Kalamunda's character - should be installed in key areas to "roll out the welcome mat" to residents and visitors, and demonstrate the community's pride in its town. Providing benches and other furniture in locations such as this important corner also allows users good views of the street, and celebrates a beautiful existing street tree.

Southern footpath on Stirk Street narrowed to 2m and verge mulched and planted to reduce the expanse of asphalt.

Example of Principle 6: Special Sites

This corner lot is a key entry point to the Kalamunda town centre. It would be greatly improved by being redeveloped with a quality building with a more urban character, built up to the footpath edges. The new building could also take advantage of views over Stirk Park, and help provide a covered link for pedestrians from the park to Haynes St. An appropriately designed new building at this location has the potential to provide a welcoming frontage to motorists arriving from Kalamunda Road, and would be a real asset to the town.

Power lines placed underground in Haynes Street.

Example of Principle 7: Greater Pedestrian Permeability

More pedestrian routes mid-street block would allow people to move between retail areas without having to walk around the edge of the whole block, making walking a much more attractive option. At least one of these routes must be a safe, 18 hour access way - the other can be open just during shop hours.

Example of Principle 4: Traffic Calming

The presence of overhead power lines make verge tree planting and maintenance difficult, and the resulting wide open streetscape, coupled with deep building setbacks, encourages motorists to drive faster than is safe for this busy town centre environment. By planting trees in the median of the roadway is visually narrowed, which would reduce vehicle speeds, whilst also allowing the trees to grow without the need for regular pruning.

Example of Principle 1: New Development & Redevelopment

This lot should be redeveloped to provide a strong streetfront presence on all abutting streets. The portion of building located on the corner of Canning Road and Mead Street should be developed to a higher scale to help mark the entrance to the town centre. All street frontages should accommodate a variety of small shop frontages with continuous awnings provided over the footpaths. Parking should be placed internal to the street block, and could be

Example of Principle 9: Active Shop Frontages

This section of Haynes Street is located at a key 'T' junction but is currently dominated by blank windows and walls, wide exposed pavements and over-scale advertising signage. The streetscape could be greatly improved by upgrading the landscaping, adjusting the pavement levels to allow the removal of rails, by adding murals or public artworks, upgrading facade materials, opening up shop windows and adding small shops at the front (such as the ice cream parlour).

Example of Principle 2: Location of Car Parks

The existing large car park in this location needs to be upgraded with a more efficient car parking layout and vehicle circulation, the provision of shade trees, and the construction of a clear, designated pedestrian pathway through the car park incorporating information and direction signage. The multiple crossovers to the adjoining streets should be reduced to one (off Stirk Street).

Legend

- New pedestrian paving
- New intersection pavement
- New awning over footpath
- Development or Re-Development opportunity
- New shade sail
- Overhead power lines
- New Tree
- Existing tree
- Cycle route
- Bike facilities
- Bus Stops
- Special Site



Example of Principle 8: Bringing People into the Village

This key corner site is well suited to accommodate a two storey, mixed use development, with underground and rear car parking, offices or studios at street level, and residences above. The residences could have open rear courtyards at the upper levels which would enjoy views down the hill, and have front balconies overlooking the historic railway precinct on the other side of Railway Road and the well treed, surrounding streets. Community facilities, shops and public transport are all within easy walking distance, and Stirk Park is close enough to enjoy on a daily basis.

Example of Principle 10: Transport Alternatives

A designated bike route should be constructed which is located away from the busier roads, but still gives good access to key facilities. This would make cycling safer for children and adults alike. Other initiatives to support cycling could be the provision of bike racks at appropriate locations, lock-up bike storage facilities at the bus terminus, as well as the introduction of traffic calming measures & the provision of generous road widths on designated cycle routes to allow for bikes and cars to comfortably share road space.

Example of Principle 11: Preservation of the Town's Setting

The trees in this car park are lifting the pavement and have been pruned in a way which makes branch-dropping more likely. Unfortunately, most of these trees need to be removed. They should be replaced with more suitable species and planted in a way which will preserve the pavement and give the trees better growing conditions. A decision to replace mature trees in this location now will result in a much-improved landscape in the future. There are also, however, some iconic eucalypts in this car park which must be conserved, even at the expense of some car bays.

Example of Principle 3: Pedestrian Access

In this area the parking layout should be adjusted to allow widening and repaving of uneven footpaths, the introduction of shade tree planting, and an improved pedestrian link between the bus terminus and the Central Mall.

Start point for the Bibulmun Track upgraded or relocated adjacent to the Library.

A mural and improved landscaping would improve the appearance of this facade.

Appendix 7: Townscape Improvement Plan - Lesmurdie Shopping Centre

Formalised footpath to give access to the centre (currently a bush track).

Improved pedestrian links from the school.

One entry / exit point only to manage vehicle movement, improve pedestrian safety and allow more efficient parking and tree planting set-out.

OPTION: Possible location for a community service facility (see ** inset). The bushland in this zone is severely degraded.

New play area installed in the reserve. Designed to take advantage of the shade, level changes and assets of the reserve. Buffering planting to neighbouring property boundaries.

Upgrade public toilets within centre, provide baby change facilities.

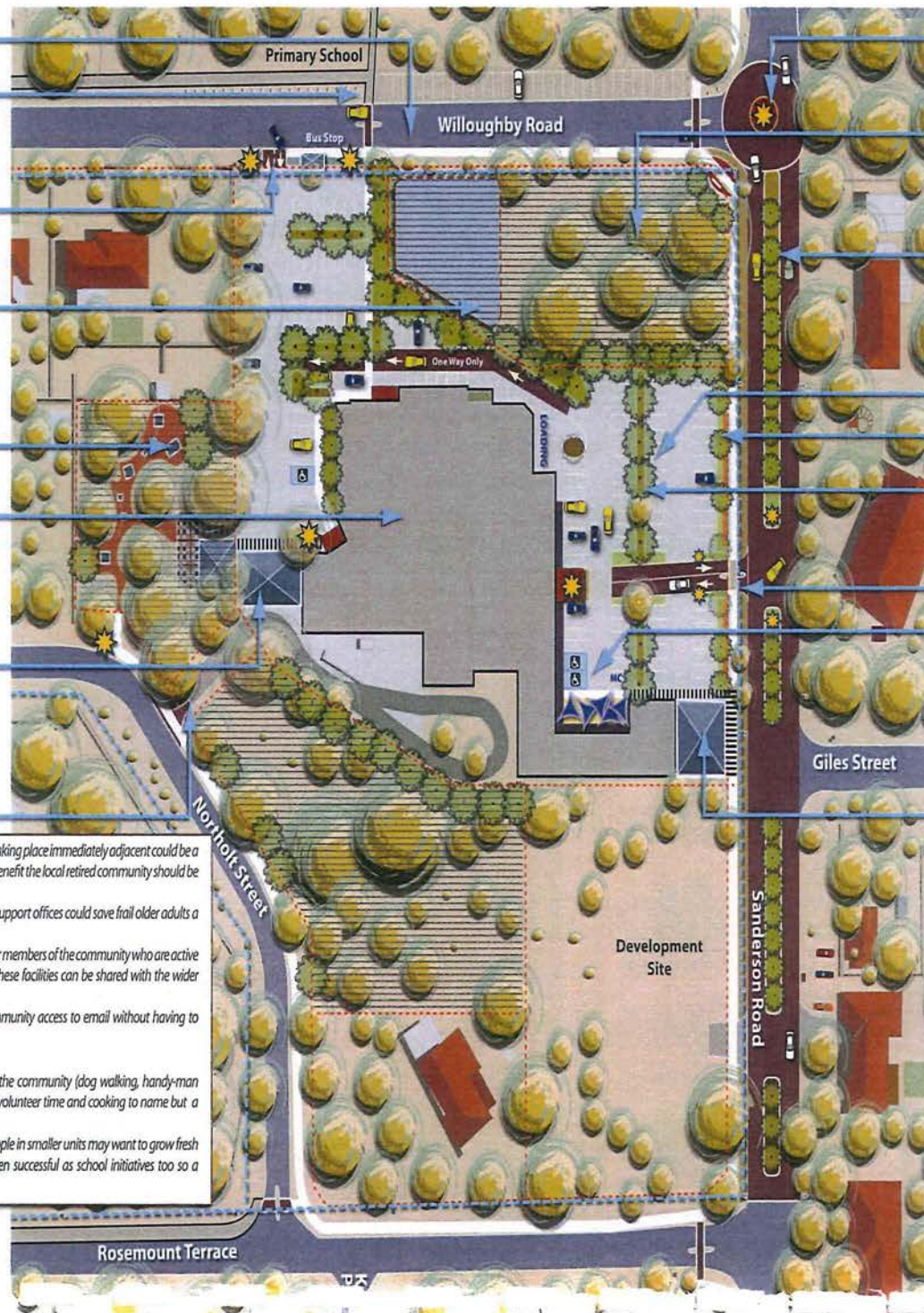
New building to lot boundary. Building needs to be activated and address adjacent reserve and carpark opposite. Option to provide a lease on the reserve for an outdoor eating area overlooking the playground.

(See Fig. 4 for a concept sketch)

New service entry provided off Northholf Street to reduce conflict between pedestrians and service vehicles and to improve appearance of the rear of the centre.

** The development of a new retirement facility currently taking place immediately adjacent could be a real asset to the Centre. An assessment of what facilities would benefit the local retired community should be undertaken. For instance—

- a shared office between the Shire and Government aged support offices could save frail older adults a long journey;
- a "men's shed" and "ladies lounge" could provide facilities for members of the community who are active but don't have space for tools etc in their smaller homes. These facilities can be shared with the wider community including the adjacent school;
- a great little "book cafe" with internet may give the community access to email without having to purchase and manage computers at home or;
- mothers' club and toy library
- a job centre where retired people can advertise skills to the community (dog walking, handy-man services, child minding, tutoring, vacation house-watching, volunteer time and cooking to name but a few);
- a community garden may also be an option, as retired people in smaller units may want to grow fresh herbs etc but not have the room - these gardens have been successful as school initiatives too so a partnership may be appropriate.



New roundabout with a feature in the centre and footpaths & landscaping to verges.

Protect and enhance bush reserves. Formalise pathways and provide seating. Edge with pine bollards.

Sanderson Road widened and a median created. This allows tree planting away from power lines and slows traffic at the Centre, giving it more of an address.

Rationalisation of internal vehicle movement to slow it down and reduce pavement areas. One-way or two-way can be considered. Needs to be matched with service entry improvement to south of centre.

Low wall with business signage.

Additional shade tree planting to car parks.

Main entry re-aligned to give a view to building doorway, and entry improved with banners / landscaping / signage / lighting etc.

(See Fig. 3 for a concept sketch)

Improved frontage to these shops with colourful but robust street furniture, shade awnings, planter boxes and clear, safe pedestrian access. Develop new "active" tenancies along face of existing building which open onto the carpark.

New building with active frontage built to edge of lot with verandah over footpath wrapping around to provide shaded access to Centre entry.

LEGEND

- Existing tree
- New tree
- New footpath
- New building
- New red asphalt
- Entry feature
- Council reserve
- Power line
- New awning over footpath
- Planted median or nib

Appendix 8: Townscape Improvement Plan – Edinburgh Road Shopping Centre (Forrestfield)



Introduction

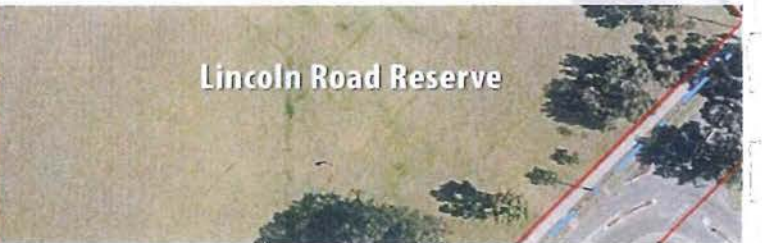
This plan aims to illustrate key redevelopment and enhancement options for the Edinburgh Road Local Shopping Centre. It should be read in conjunction with Figure 1: Issues and Figure 2: Opportunities.

- 1** Part of the existing tavern lot could be subdivided to create medium density homes which would overlook the adjacent reserve and help provide a wider choice of housing for Foothills residents. Housing should be designed to conserve significant existing trees on the lot, and some on-street visitor parking could be supplied on Cumberland Rd.


- 2** This part of the supermarket lot is under utilised car parking. It could be developed as 'terrace style' housing, possibly with two storey elements to take advantage of views to the Darling Scarp and surrounding reserves.


- 3** There are a number of options for improvements to this lot - see Figure 2 Point 3 for details. The option illustrated left is for a new tavern / restaurant building with an alfresco area overlooking the reserve, a drive-through bottle shop, a dedicated loading zone and landscaped buffer areas between the tavern and adjacent lots. The existing significant eucalypt should be retained in the lot parking set-out and redevelopment.

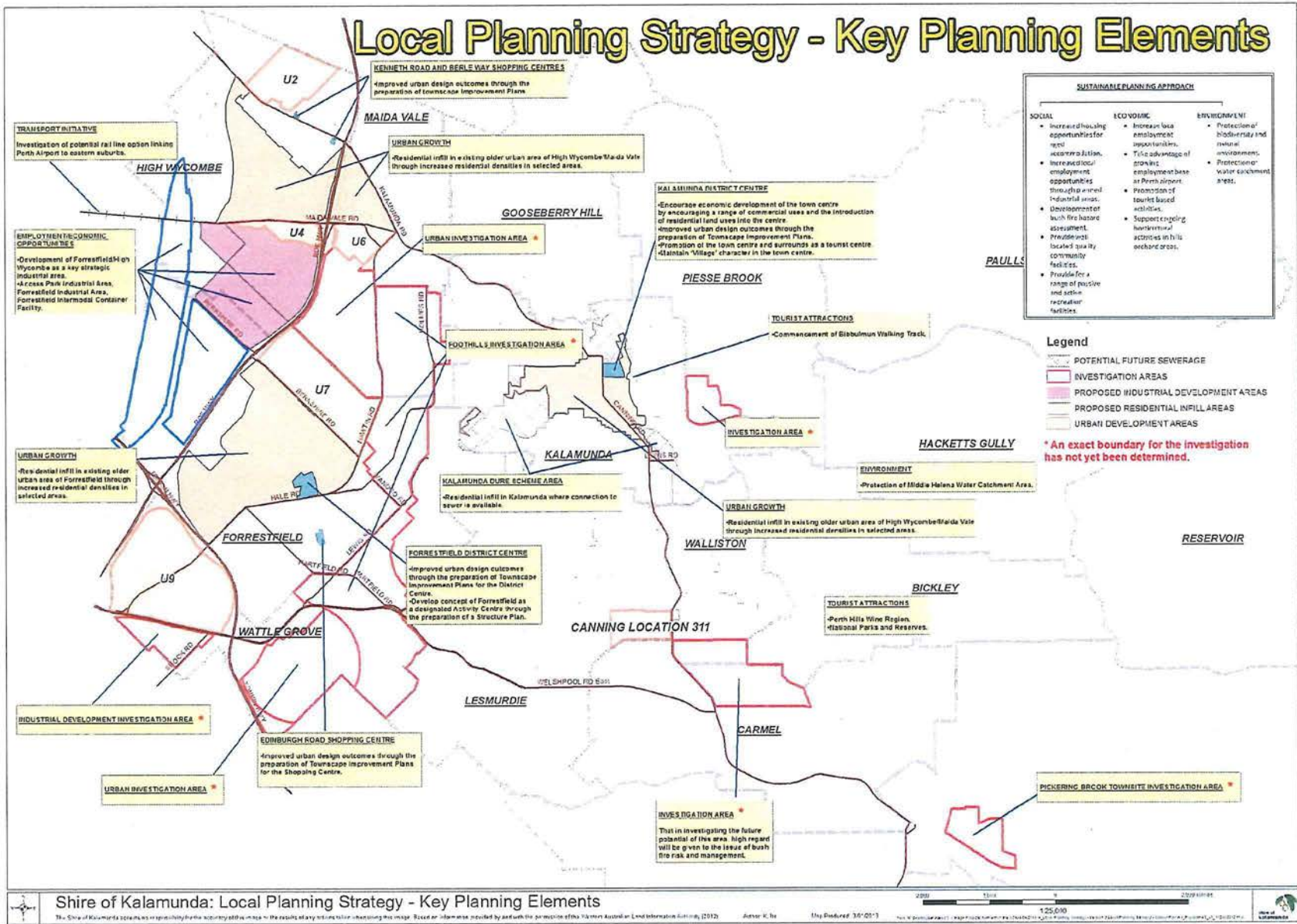

- 4** Walking/ cycling access routes through the Centre () could be made clearer and more pedestrian friendly with landscaped buffers and shade planting, clear crossover points () so that motorists are made more aware of pedestrians, better connections to undercover footpaths and wider median refuges at crossing points on Edinburgh Rd and Cumberland Rd.



- 5** Car parks could be planted with more shade trees for shopper comfort and to give the Centre a better setting. Trees will need to be planted in improved soil, reticulated and protected from vehicle damage. Suitable species would include those pictured below. Smaller growing trees need to be planted closer together to give good shade cover.

					
Chinese Elm	Liquidambar	Euc. leucoxydon	Euc. torquata	Native Peppermint	Euc. nicholi
- 6** Redevelopment of the Service Station has resulted in an additional vehicle entry/exit point at the Supermarket's front doors. This area now has 4 access points and there is the potential for congestion and confusion. Line marking a dominant through-route, removing parking bays which require drivers to reverse into the four-way intersection, adding speed humps or slow points to reduce vehicle speeds, and landscaping nibs will help traffic move more freely through this zone. In addition, a dedicated drop-off bay for shoppers and taxis would be useful, and the two western bays could be reserved for parents with young children to make their visit to the Centre easier.
- 7** The area adjacent to the drop-off bay could be enhanced with comfortable waiting benches, colourful planted pots, a bike rack, bins, a trolley collection rail and excellent night lighting. These would provide an added sense of welcome to the Centre's customers.
- 8** The Edinburgh frontage of the shopping centre could be improved with new attractive retaining walls, suitable street tree planting, steps at the eastern entry (where scouring shows shoppers are tramping up the embankment) and colourful photographic panels such as have been installed on the western facade of the Centre.
- 9** A well designed addition to the Centre on the corner of Edinburgh and Lincoln Rds would give the building a better street-front presence (see Figure 2, Point 4 for details). Possible tenants for this new section could include a relocated medical centre (this is currently in the residential area opposite) or a bottleshop if the tavern site is re-developed. In the interim however, signage should be enhanced and the appearance of this corner improved.





ADVERTISING

The Shire of Kalamunda Local Planning Strategy certified for advertising on 27 April 2011

Signed for and on behalf of the Western Australian Planning Commission



*an officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)*

Date 13 FEB 2013

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on 27 November 2012.



*an officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)*

Date 13 FEB 2013