

Job Ref: 8485
28 February 2018

City of Kalamunda
PO Box 42
KALAMUNDA WA 6926

Attention: Mr Andrew Fowler - Tutt

Dear Andrew,

**Proposed Structure Plan Amendment – Additional Information
Lot 9003 Gala Way, Forrestfield**

Rowe Group acts on behalf of Satterley Property Group (SPG) the landowner of Lot 9003 Gala Way, The Hales Estate, Forrestfield (the subject land), comprising the Forrestfield Local Structure Plan. We write in regard to the Amendment proposal lodged with the City 21 November 2017, and provide the following additional information, as requested by the City in its subsequent email correspondence of 30 November 2017. As outlined in our original correspondence, the LSP Amendment has been prepared to rationalise the proposed residential interface with Crumpet Creek through the discontinuation of the Access Street – Local Road currently identified on the endorsed Structure Plan for the Hales Estate. The Amendment reconsiders the vehicular road bridge which traverses Crumpet Creek to be a shared use pedestrian/cycle bridge.

The Amendment seeks to provide a site responsive residential subdivision layout which provides benefits to the community through:

- Reduction of vehicular through traffic resulting in improved pedestrian safety;
- Consolidation of public open space within an area of high public amenity;
- Conservation of an environmentally sensitive riparian corridor;
- Reduced ongoing maintenance costs;
- Provision of a range of affordable, contemporary housing choices:

In its correspondence of 30 November 2017, the City requested the following additional information:

- 1 Revised Transport Impact Assessment report which addresses the distribution of vehicle traffic generated by the proposed SP Amendment. A comprehensive analysis has been undertaken to establish the impact of the proposed development on the surrounding residential neighbourhoods, traffic volumes anticipated on proposed and existing roads and intersections, and the future capacity of the road network.



ROWEGROUP

Level 3
369 Newcastle Street
Northbridge 6003
Western Australia

p: 08 9221 1991
f: 08 9221 1919
info@rowegroup.com.au
rowegroup.com.au

- 2 A revised Public Open Space schedule, which demonstrates compliance with Liveable Neighbourhoods criteria for the provision of 10% useable public open space.
- 3 Design rationale for the incorporation of R60 single residential lots which interface with the Crumpet Creek reserve. Relocation and consolidation of public open space.

We provide herein the requested information, as well as a reiteration of information provided as part of the original amendment request.

Background

As background, construction of the first stage of The Hales Estate has been completed on the northern side of Crumpet Creek, and construction of the second and third stages adjacent Hawtin Road are nearing completion. As part of the endorsed Local Structure Plan (LSP) for the locality, Gala Way is shown as an 'Access Street – Local Road' crossing over Crumpet Creek.

This submission requests the City's support to an Amendment to the endorsed LSP to replace the vehicle road bridge over Crumpet Creek with a pedestrian/cyclist bridge. The proposed Amendment is identified in Attachments 1 (Amended Structure Plan – Plan 1) and 2– (Indicative Subdivision Plan).

In summary, justification for the proposed Amendment is as follows:

- The road alignment identified on the endorsed LSP at the location where it traverses Crumpet Creek is within a Crown Reserve, which is not owned or controlled by SPG.
- Community concerns that the road bridge will create the potential for district traffic to use Gala Way as a through route. (Noting the original ODP did not show Gala Way connecting to Hawtin Road, and the major connections provided to Berkshire Road were via Malo Link and Moonbooli Street. As identified in Attachment 3 (Outline Development Plan – Forrestfield U7);
- Replacement of the vehicle link will provide the opportunity to consolidate the public open space along Crumpet Creek for recreation and ease of maintenance;
- A pedestrian/cyclist bridge will reduce the environmental impact to Crumpet Creek and improve drainage;
- The proposed Amendment will provide for an enhanced public realm with improved pedestrian safety;
- Revised Transport Impact Assessment indicates there is sufficient capacity within the surrounding road network to adequately disperse traffic;
- Rationale for the inclusion of medium density R60 development immediately adjacent Crumpet Creek.

The following elaborates on these reasons and includes submissions from the project team in support of the Amendment (Attachments 4-11).

Land Tenure

The alignment of the vehicular crossing of Crumpet Creek within the endorsed LSP lies within Crown Reserve 37650, which is under Management Order to the City of Kalamunda, reserved for Conservation, Drainage and Public Recreation. This reserve forms a significant riparian link which extends to the Kalamunda hills in the north east and forms an uninterrupted section of the broader Yongar Reserve between its crossing at Sultana Road East and its termination at Berkshire Road. Recognising this Crown Reserve is not owned or controlled by SPG, as such, a commitment to planning over adjoining land not owned or controlled by SPG cannot be made with respect to its availability or suitability for future development as a road.

The relevant section of Gala Way is not required for the creation of lots and access as part of The Hales Estate subdivision development. The land should be made available free of cost or should be acquired by the City whether for a vehicle or pedestrian crossing. Imposing any requirement on the developer to acquire the Crown Reserve for the purpose of road construction is considered to be unreasonable and would further inflate development costs.

Public Consultation

During the public advertising period for the currently endorsed SP there was an objection to the vehicle link across Crumpet Creek. The objection was on the grounds that the road provides no value to residents, provides a barrier to the continuity to the creek boardwalk and compromises the safety of children playing around the creek. The objection was dismissed on the grounds that the vehicle link is consistent with the existing Forrestfield U7 Outline Development Plan.

Subsequently, lots in the early stages of The Hales have been developed and sold. Several purchasers have expressed concern regarding the vehicle link and its potential for through traffic. As a result, SPG has undertaken a survey of land purchasers to obtain their views on the potential discontinuance of the vehicle link over Crumpet Creek. Of the 21 purchasers who were surveyed, 15 responded and all were in support of the discontinuation of the vehicle link.

It is evident that the vehicle crossing over Crumpet Creek is a critical issue for local residents and is likely to be a cause for concern in the years ahead.

Consolidation and Enhancement of Public Open Space

The removal of the vehicle link over Crumpet Creek will allow for the consolidation and enhancement of the public open space and foreshore area allowing for uninterrupted pedestrian access along an enhanced natural corridor. This consolidation of public open space will facilitate ease of maintenance by the City.

A revised Public Open Space Schedule and corresponding Public Open Space plan has been prepared in support of the Amendment proposal which identifies a provision of public open space, in accordance with Liveable Neighbourhoods. (Attachment 4)

Heritage and Environmental Benefits

Crumpet Creek forms a portion of the Yongar Reserve which provides a riparian corridor linking Hawtin Road in a north east to the local centre at Berkshire Road allowing for an extended natural and enhanced environmental link. The Creek already has two existing road crossings at Brewer Road and Sultana Road east. The proposal for the development interface with Crumpet Creek is to be consistent with the adjacent Tyler Springs residential development to the south west.

A corridor for a vehicle crossing over Crumpet Creek would be required to be approximately 45m long and 16m wide including provisions for walkways. As an alternative, a pedestrian crossing is significantly less intrusive (approximately 45m by 5m wide) and would have less geotechnical and engineering specifications and weight-bearing capacity. Consequently, the impact on the natural environment would be significantly reduced. The impact of both bridge scenarios are identified in Attachment 5 Bridge Options (Cossill and Webely).

The potential environmental benefits are summarised in Attachment 6 (Strategen Environmental):

- Reduced development (earthworks) footprint area and disturbance to the riparian banks (associated vegetation) within the creek line.
- Reduced risk of contaminated stormwater (i.e. oils and fuels) deposited from the bridge area following rainfall events.
- No impact on moderate quality Black Cockatoo foraging habitat or potentially significant tree species.
- Reduced noise impact on fauna using Crumpet Creek.

The submission from JDA Consultant Hydrologist (Attachment 7) recommends a pedestrian crossing in this location instead of a road crossing to reduce the engineering footprint to Crumpet Creek. The overall drainage strategy will not change as a result of the removal of the road crossing.

Pedestrian Access and Safety

The proposed Amendment retains the crossing over Crumpet Creek for pedestrian and cycle connectivity. This will provide more convenient and safe access to and across the public open space. The crossing would form part of the public open space enhancement work undertaken by SPG. Illustrative concept sketches are provided as Attachment 8 (Plan E).

Traffic Implications

A revised Transport Impact Assessment has been undertaken by the projects traffic consultant (DVC) to clearly understand the the impacts of replacing the road crossing at Crumpet Creek with a pedestrian/cycle bridge. See [Attachment 9].

Moonbooli Road, whilst being identified within the original ODP as a vehicular connection between Berkshire Road and the subject land, has not been constructed as a through road at its intersection with Berkshire Road. Consequently it is not proposed to provide a vehicular connection to Moonbooli Road from the subject land so as to negate the traffic utilising the internal road network within the adjacent Tyler Springs Estate.

The Transport Impact Assessment report concludes that the discontinuation of the vehicle link over Crumpet Creek will result in a redistribution of traffic from the area north of Crumpet Creek to Gala Way and Apricot Street. Traffic within the subject land south of Crumpet Creek will be distributed predominately to Berkshire Road via Malo Link, Sultana Road East via Pearce Avenue and Hawtin Road via Crimson Boulevard. The redistribution and dissipation of vehicular traffic volumes onto the surrounding road networks are within the respective road capacities.

The most significant impact is anticipated to be additional traffic on Malo Link, which maintains an existing carriageway at 7.5m within a road reserve width of 16m. Malo Link's spatial dimensions are wider than those required under its classification as an Access Street C within *Liveable Neighbourhoods* (i.e. 7.2m / 15.4m respectively) which provides the capacity to accommodate up to 3000 vehicles per day (VPD). Total vehicle on Malo link is anticipated to be 2300 VPD which is within its functional capacity. A raised plateau treatment is recommended at the intersection of Malo Link and Kalil Fairway to deter speeding on this straight section of road.

It is important to note that the City's original ODP did not identify a link through to Hawtin Road with Malo Link recognised as a vehicular connection between the development site and Berkshire Road. This Amendment proposal will allow traffic to exit via Hawtin Road, Malo Link and Pearce Avenue.

The assessment concludes that the road network should function appropriately and safely without the vehicle link over Crumpet Creek and is supported from a traffic prospective.

The proposed footbridge will provide a pedestrian and cycling-friendly environment.

In summary, the Transport Impact Assessment concludes that the existing surrounding road network is capable of carrying additional traffic volumes generated by the development of the subject land. The proposed development does not adversely impact upon the existing road network due to the varied distribution of the traffic volumes and the capacity of the existing road network to carry additional traffic volumes.

R60 Residential Interface with Crumpet Creek

The interface with Crumpet Creek proposes the incorporation of terrace homes which directly adjoin the Public Open Space. They are to be constructed on green title lots providing for diversity in housing choice and affordability within close proximity to areas of high amenity.

Shire of Kalamunda – Local Housing Strategy - The Shire's Local Housing Strategy identifies that there is a lack of diversity and housing choice with 93.6% of existing housing stock in the Shire being of low density and nearly half of all housing stock being occupied by one or two persons. This indicates an oversupply of large dwellings with few occupants. The dwellings within the proposed R60 area will provide a housing typology that is not currently available in the locality hence contributing to addressing the current lack of diversity and housing choice.

This housing type is in high demand across metropolitan Perth as it addresses the 'missing middle' providing for quality compact housing on green title lots in areas of high amenity. They are sought after by a wide range of demographic and considered suitable and desirable particularly for seniors as a downsizing option, given their frontage to POS and close proximity to the Neighbourhood Centre at the intersection of Apricot Street and Berkshire Road.

Proximity to Centres and Public Transport

The proposed R60 area is within a walkable distance (approximately 640m) to the existing Local Centre at the intersection of Berkshire Road and Apricot Street. Pedestrian movement is encouraged through the provision of shared use paths along Crumpet Creek allowing for permeability through an area of high landscape amenity, without the requirement to cross existing roads.

The area is serviced by existing bus routes 294 and 287 which traverse Berkshire Road, a short walk from the proposed development. The Darling Range Sports College is located within immediate proximity to the proposed R60 area and the Hillside Christian School is within approximately 900m.

Crumpet Creek will be landscaped to a high standard offering a quality community focal point through the provision of facilities including an area of hard landscape incorporating shade shelters, BBQ facilities and a children's playground, as well as an area for active recreation within an enhanced natural environment.

The proposed R60 area directly adjoins and overlooks the Crumpet Creek POS reserve ensuring that future residents will have convenient access to the major open space area.

Car parking will be provided through the incorporation of dedicated parking embayment areas in accordance with the requirements of the R-Codes at 1 car bay per 2 dwellings.

Shared paths are proposed and have been identified as part of the Landscape Master Plan for Crumpet Creek. They will connect with the existing path network to the south west and the informal paths to the north east

Refer attached Landscape Masterplan.(Attachment 10)

Construction

SPG will work in partnership with project home builders in designing and constructing the terrace homes so as to provide a finished product for sale which is of a high quality and suitable given the context to its surrounds. Each row of homes is to be constructed at the same time by a single builder to provide for an integrated and consistent built form outcome. This 'partnering' approach between Satterley Property Group and a single nominated builder has been successfully used in the past with favourable results. Importantly this approach facilitates ease of construction management and creates a high benchmark in terms of the quality of development for the Estate.

It is anticipated a Local Development Plan will be requested as a condition of subdivision which will be prepared in support of the proposed R60 development.

These homes have been delivered successfully within stages 1 and 3 of The Hales Estate and are of high demand with prospective purchasers.

Attached are examples of the proposed dwelling typology. (Attachment 11)

Summary

In summary, this proposed SP Amendment provides for the reconsideration of the residential interface with Crumpet Creek, to provide an improved outcome for the existing and future residents through the reduction of vehicle traffic and minimising the impact upon the Crumpet Creek reserve. This Amendment seeks to better respect, preserve and enhance the natural environment of Crumpet Creek as a place which provides for significant public amenity to be celebrated and enjoyed by the local community.

Thank you for your consideration of this amendment submission. We look forward to your favourable response.

If you wish to discuss this submission, please contact the undersigned on 9221 1991.

Yours faithfully,



Forbes Chesterman

Rowe Group