

C I T Y O F W A N N E R O O

MINUTES OF SPECIAL MEETING OF ELECTORS
HELD AT THE WARWICK LEISURE CENTRE, CNR WARWICK AND
WANNEROO ROADS, WARWICK ON TUESDAY 9 JULY 1996

ATTENDANCES

Councillors:	A V DAMMERS - Mayor, Chairman	Central Ward
	F D FREAME, Deputy Mayor	South-West Ward
	P O HEALY	North Ward
	S P MAGYAR	Central Ward
	A W WIGHT from 2012 hrs	South Ward
	A G TAYLOR	South Ward
	T W POPHAM	South Ward
	W D DUFFY	South Ward

Chief Executive Officer:	L O DELAHAUNTY
Manager, Corporate Services:	R E DYMOCK
City Planner:	O G DRESCHER
Design Engineer:	P PIKOR
Committee Clerk:	J HARRISON

In Attendance

Mr Nick Aitken, Westpoint Corporation
Mrs Pandora Heydenrych, Town Planner, Westpoint Corporation
Mr Mark Baker, Project Architect, Westpoint Corporation
Fred Uloth, Traffic Consultant
Cheryl Edwardes, Member for Kingsley

Apologies for absence were tendered by Crs Major, Lynn and O'Grady.

An apology for late attendance was tendered by Cr Wight.

There were 65 Electors in attendance.

The Mayor declared the meeting open at 2002 hrs.

This meeting had been called in accordance with the provisions of Section 5.28 of the Local Government Act 1995, in response to a petition of Electors.

The purpose of the meeting was to discuss the proposed Warwick Commercial Park at Lot 738 (16) Dugdale Street, Warwick.

The Mayor introduced Councillors and members of staff and invited the City Planner, Mr Oscar Drescher, to give an overview of the development.

The City Planner advised that the subject site, now owned by Westpoint Corporation, is a small portion of the Warwick District Shopping Centre site and was previously owned by BankWest. Both the shopping centre and the subject land are zoned "Commercial".

Council, some years ago, approved an extension to the shopping centre, with certain conditions, however this development did not commence. Developers have since looked at other options and have submitted the current proposal. The City Planner advised that all the activities proposed are uses which can be approved and are capable of being undertaken on the subject land, although others will require further approval of Council.

The current proposal is for a series of separate buildings to be constructed on subdivided lots. The City Planner explained that the road pattern of private roads within the development had caused some problems, which have now been overcome. He also outlined details of advertising undertaken, and discussions held with the consultants in relation to car parking, landscaping and setbacks and stated these matters will be submitted to Council for consideration at its July meeting.

The City Planner was aware of residents' concerns regarding the impact this development would have around the site as regards traffic implications and stated that traffic management studies are to be undertaken to alleviate any major problems.

Cr Wight entered the Room at this point, the time being 2012 hrs.

Mr Nick Aitken, General Manager of Westpoint Corporation, and Project Manager for the proposed development, addressed the meeting.

He advised that Westpoint had looked at the submissions made to Council which reflected residents' concern as to why this development was happening now in Warwick. He stated the reason was that the land was zoned Commercial and will be developed for commercial purposes, however he pointed out that this development was a downscale of the shopping centre approval granted by Council in September 1995. Mr Aitken made the following points:

- 1 The land has been zoned commercial under the City of Wanneroo Town Planning Scheme since 1972. Under the State Planning Commission State Metropolitan Centre Policy the precinct is designated as a Regional Centre.
- 2 Westpoint has a development approval for 13,500m² shopping centre. The intensity of the current development has been downscaled and will only require half of the car bays that the shopping centre approval required.
- 3 Where possible the development has been integrated with the rest of the Regional Centre. The proposed uses will give a mix which will provide family and community developments rather than retail.

Mr Aitken outlined details of grouping of uses to minimise impact, 3 metre buffers within landscaping strips to both roads, modified layouts to parking areas, pedestrian links, together with measures taken to ensure consistency of development (as regards paving, streetscaping and lighting)

Mr Fred Uloth, Traffic Consultant, then addressed the meeting. He advised that Dugdale Street and Ellersdale Avenue are 10 metre wide local distributor roads, designed to take traffic from the major arterial roads via residential streets and distribute it into the minor residential streets.

Mr Uloth outlined figures of traffic counts undertaken, based on a week day over a 24 hour period. It is estimated that this development will generate 11,000 vehicle trips during a week day. 72 percent of these trips will be travelling on the shortest route to Erindale Road and Beach Road, and 28 per cent travelling on Dorchester Avenue and Ellersdale Avenue. The exact split is still being calculated, but probably a quarter will go on Dorchester Avenue and three quarters on Ellersdale Avenue.

Mr Uloth stated it is anticipated that traffic signals will be placed at the junction of Erindale Road and Ellersdale Avenue, and investigations are being carried out in relation to the installation of a roundabout at Ellersdale Avenue and Dugdale Street junction. It is further proposed to paint a two metre wide median on Ellersdale Avenue and Dugdale Street, and on certain locations have raised islands for pedestrians.

In conclusion, Mr Uloth stated that the work of the traffic consultants is not finished and he would welcome any suggestions from residents.

The Mayor then invited members of the public present to make comment or to submit Motions for consideration by the meeting.

MOVED Mr Tony Cocks **SECONDED** Ms Bev Gerdtz that the proposal for the approval for the development at Lot 738 (16) Dugdale Street, Warwick be consistent with the following community concerns:

- 1 close attention be given to possible increase noise level taking into account community needs with regards to the existing aged persons village, the local primary school and the close proximity to existing residences;
- 2 number of entrances onto both Ellersdale Avenue and Dugdale Street being minimised to take account of the school crosswalks, other pedestrian traffic including the senior citizens;
- 3 security arrangements present at the Warwick Cinema complex be duplicated within the new development;
- 4 strong attention be given to increasing the vehicular access between the existing shopping centre car park and the proposed centre;
- 5 clear delineation between the proposed Commercial Centre and the residential area utilising effective landscape screening;
- 6 all signage to be harmonious and in keeping with the residential environment;

- 7 minimising vandalism throughout through proper attention being given to the kinds of businesses approved adjacent to the school and the residential areas;
- 8 developers to look into alternative passive businesses complementing the residential area;
- 9 effective traffic calming measures along both Ellersdale Avenue and Dugdale Street be incorporated into the approval of the development;
- 10 the developers consult with residents. **CARRIED UNANIMOUSLY**

The following points were raised by the members of the public (with responses as shown):

- What businesses will be within the development?

City Planner's response: Applications will come before Council, and commercial uses may change. The applicants have listed activities which are believed appropriate on the site, which are:

*Banks
Professional Centre
Veterinary Consulting room
Medical Consulting Room
Video Hire
Bowling Centre
Amusement Parlour
Amusement Lasar
Amusement Video
Bulk showroom - white goods etc
Autocare
Car Wash
Petrol Filling Station
Convenience Store
Fast food drive-through
Family restaurant
Garden Centre
Health and Fitness Centre.*

- Concern was raised regarding where rest of the traffic will go. What can be done regarding safety of residents?

- How can access for senior citizens be improved to allow safety for pedestrians?

Traffic Consultant's response: Mr Uloth outlined traffic flows of the anticipated increased traffic. The 2 metre wide painted median will allow crossing of Ellersdale Avenue and Dugdale Street at any point, however it will be safer to cross at the raised islands.

- What is the difference between green title and ordinary title?

City Planner's response: Green title is freehold title.

- Traffic speeds in Dugdale Street have increased since the introduction of the roundabout and traffic does not give way at the roundabout. Can overpass or underpass be put in for children and the elderly to go to the shopping centre?

Traffic Consultant's response: These measures are not warranted for a road of this capacity. Currently traffic on Ellersdale Avenue is low and the increase anticipated is not considered high for a local distributor road.

In relation to drivers using roundabouts in a dangerous manner, this is a matter for the police to attend to.

- Dugdale Street is a race track; it has islands but the traffic is increasing.
- It is not appropriate to have maximum traffic flow opposite a retirement village.
- A service station should not be placed opposite a school or retirement village.
- The need for a new centre is questioned. It will affect the lifestyle of local residents and deteriorate property values.
- Security lighting will not be liked by residents.
- Neon signs, as used in Erindale Road, are not wanted.
- Concern regarding people getting out of the retirement village; increase in traffic will increase the danger.
- Concern raised in relation to the bowling centre being permitted to sell alcohol.

MOVED Mr Max Mahoney **SECONDED** Ms Gay Brooker that the Bowling Centre not be permitted to have a full bar licence.

CARRIED UNANIMOUSLY

MOVED Mr Max Mahoney, **SECONDED** Ms Gay Brooker that an 8 ft wall be built around the complex to alleviate noise, such work to be carried out forthwith. **LOST**

- Traffic calming does not seem effective.
- Traffic figures which are gathered over a 24 hour period are not relevant to residents who use the roads at specific times each day; residents believe the traffic has increased.

Traffic consultant's response: Peak hour figures comprise 10 per cent of the 24 hour figures.

- When more parking is required, will parking on residential streets occur.
- Parking restrictions will penalise residents.

Traffic consultant's response: Council has requirements for parking spaces which must be provided. Parking prohibitions will be placed in small streets.

- Will traffic heading for the centre take shortcuts through residential roads?; small roads cannot handle increase in traffic.

Traffic Consultant's response: The purpose of major streets is to keep through traffic off the minor streets.

- Fast food and entertainment outlets will cause problems; number of outlets should be limited.
- Residents believe Westpoint should negotiate with the Church group to sell the land.
- Corner of Dugdale Street is dangerous, with problems caused by church.
- Residents do not know if there are plans for increasing the existing shopping centre.

Nick Aitken: I understand that terms for the sale of a portion of the land were discussed with the church on the corner of Ellersdale Avenue and Dugdale Street but no offer has been received.

The proposed development should only assist with the current parking problems in relation to church parking.

Westpoint does not own the shopping centre, but I am not aware of any plans with regard to this centre.

- Do not need extra retail uses.

MOVED Mr Trethowen **SECONDED** Ms Bev Gerdtz that the 24 hour content of convenience stores not be allowed on the site of the service station. **CARRIED**

- Can Council think of some arrangement for the land so that rates can be spent for the benefit of residents.

Mayor's response: You may ask Council to purchase the land but I do not know whether Council would purchase it.

- How does Council plan to keep the flow of traffic down; 20 kph signs have been installed but to no effect.
- Landscaping and improvements should not end at Dugdale Street and Ellersdale Avenue, but should continue through all the major roads in the area.
- Why cannot raised lines be used to slow traffic in Ellersdale Avenue.

Traffic consultant's response: Investigations could be undertaken regarding raising the median; however driveways may cause a problem.

- Problems of truancy may be caused by children passing video arcades and fast food outlets on the way to school.

- Council and Church of Christ Board should work together to provide more needed facilities, such as a nursing home and hostel accommodation.

MOVED Mr Bruce Cameron **SECONDED** Ms Susan Cocks that Council considers establishing a public library in the area if it is to be continued as a commercial site. **CARRIED UNANIMOUSLY**

Cheryl Edwardes, Member for Kingsley, asked for ongoing consultation with the residents, and for a commitment by Council and Westpoint prior to the Town Planning Committee meeting and Council meeting in July, but also ongoing, regarding the outcome of the development.

City Planner's response: Council will negotiate with residents regarding traffic measures, which is an ongoing issue.

The Mayor asked that, following the decision of Council in relation to this application, the developer accept this decision.

Mr Nick Aitken stated that Westpoint has endeavoured to be proactive and co-operate with Council. There is concern with traffic and safety issues for the village and school and the traffic consultants will be instructed to work with both parties to develop solutions to provide for safe passage of pedestrians.

There being no further business, the Mayor closed the meeting at 2150 hrs.