



Malaga Local Area Plan



March 2019

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Message from the Mayor

The City of Swan comprises a large land area with diverse communities. Planning for such a diverse area requires creative solutions.

Local Area Plans provide the opportunity to recognise the unique character and needs of these diverse communities.

Local Area Planning involves local community members working together with the City to identify the specific issues affecting their community and, to produce a plan that provides solutions to meet the specific needs of their local area in support of its unique character. This Local Area Plan is therefore an important document for the City to plan for infrastructure and services and manage change at a local level.

The City appreciates the tremendous support and contribution made by community members and other stakeholders in developing this Local Area Plan.

A stylized, handwritten signature in black ink, appearing to read 'David Lucas'.

Cr David Lucas

Mayor
City of Swan



The Local Area Plan: Action Plan

Local Area Planning

The City's Place Management approach to service delivery recognises that the City is made up of many communities which may have very different needs and aspirations.

Documents such as the City's Strategic Community Plan and Local Planning Strategy guide the City's business planning by identifying future land use, strategies and actions at the district level but do not necessarily identify the particular needs and aspirations of individual communities.

What is Local Area Planning?

Local area planning involves community members working with the City to identify specific issues affecting their community and to produce a plan that provides solutions to meet the specific needs of their local area. Local Area Plans (LAPs) provide the opportunity to recognise the unique character and needs of our diverse communities. They focus on planning for the management of future growth as well as providing community services. Each LAP identifies a broad range of issues that affect the local area and, in consultation with the local community, establishes a vision and objectives for the area, consolidating strategies and actions.

The Local Area Planning Model

The local area planning model (Figure 1) indicates how local area planning integrates with the Strategic Community Plan (SCP) and the Local Planning Strategy (LPS) in order to inform corporate business planning to achieve place based planning and service delivery. Each "ring" of the model informs the next ring in a two way process. The results of annual monitoring of the service delivery will in turn provide input into the other "rings", thereby closing the loop.

At the centre of the model is the SCP, which is a document mandated by the Department for Local Government at the core of business planning by local governments under the Integrated Planning Framework (Figure 2). The SCP sets out a vision, aspirations and objectives for the City over the next ten years and includes five key result areas, being; Economic Environment, Natural Environment, Built Environment, Social Environment and Governance.

The LPS is a land use planning tool prescribed under the Planning and Development Act 2005. The LPS examines key land use planning issues and defines strategies and actions to respond to those issues at the district level. These issues flow into each other and across the key result areas under the SCP. The LPS does not consider differing community priorities. Strategies and actions under the LPS will therefore be carried forward to the local area plans under relevant result area themes but further refined and prioritised relevant to the local area as a result of community input.

Local Area Plans

The local area plans consolidate the outcomes and objectives from the SCP and the strategies and actions from the LPS and further develop these specific to the relevant local area and prioritise them. These actions are guided by a vision and objectives for the local area, established through the community consultation conducted with the community and set out in Part 2 of this document. Outcomes of the LAPs, importantly, also provide feedback to the Local Planning Strategy and the Strategic Community Plan. Dependent upon the point within the cycle of review of the SCP and the LPS, LAPs therefore also inform the SCP and LPS.

Format of Local Area Plans

The format of the Local Area Plan is as follows:

Part 1 – The Local Area Plan : Action Plan

Part 2 – Community Consultation; and

Part 3 – Malaga Background Report.

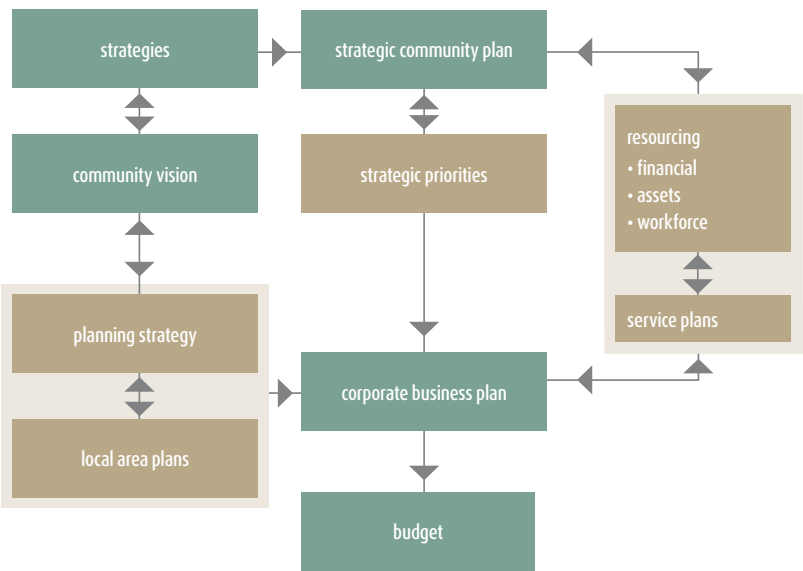


Figure 1. Integrated Planning Framework Model

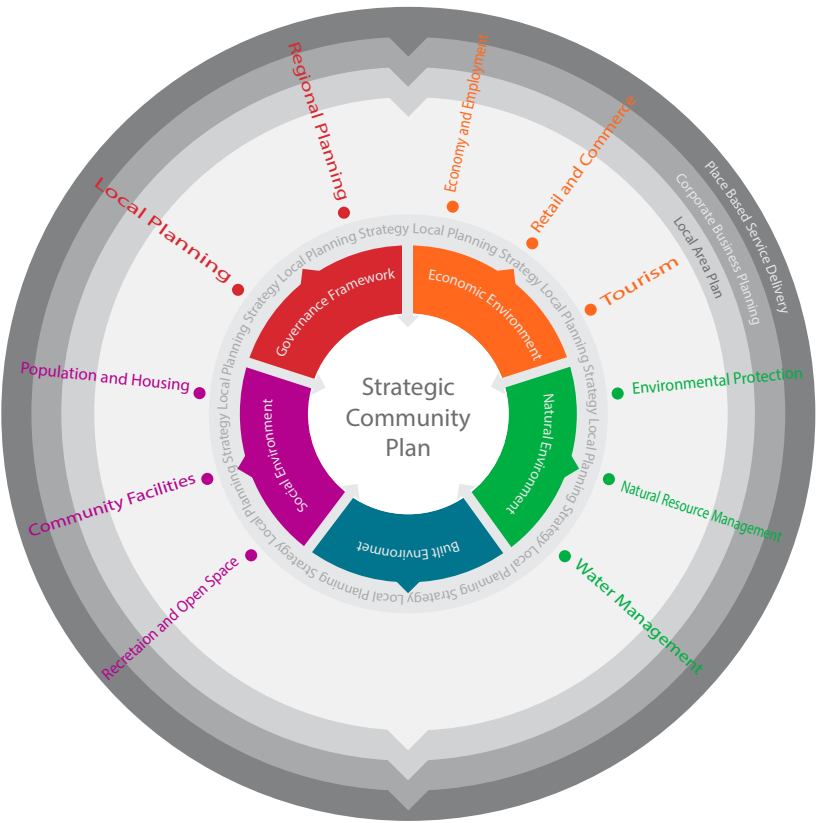


Figure 2. Local Area Planning Model

Action Plan

THE VISION FOR MALAGA

Malaga is the powerhouse of the City of Swan economy and is strategically located to continue to grow as a major industrial centre in Perth's north east corridor. Business types are diverse, with manufacturing, construction, wholesale trade and retail trade industries strongly represented by local and national brands. The area is expected to expand with new Highway Service Zones, allowing for diversification of key areas, adapting to the changing needs of an industrial area, while maintaining Malaga's core functionality.

Major transport projects in progress will optimise Malaga's connectivity to local and regional transport networks. This includes the construction of Northlink WA, a major arterial road project extending Tonkin Highway north along Malaga's eastern boundary. This is expected to improve access, increase passing traffic and provide opportunities for businesses related to or reliant on transport and logistics. This will be complimented by the State government's Metronet plans for a passenger train line between Perth and Ellenbrook which will include a station to the east of Malaga, allowing greater accessibility and transport options for the local area.

The Malaga Local Area Plan has developed a consolidated document for the future of Malaga, to be reviewed and to evolve as the needs of the local area are met and priorities shift. The following objectives, strategies and actions represent what the City is to undertake in coming years to ensure Malaga strengthens its position as a sustainable economic centre, essential to the City's overall function.

STRATEGIES AND ACTIONS

Following the concerns and comments from the community identified through the consultation process, a number of actions have been developed to achieve the vision for Malaga local area. A number of these actions have already been identified in strategies and plans from various City of Swan business units, as well as the Strategic Community Plan, and have been included in this section of the LAP that addresses the community's priorities for the area.

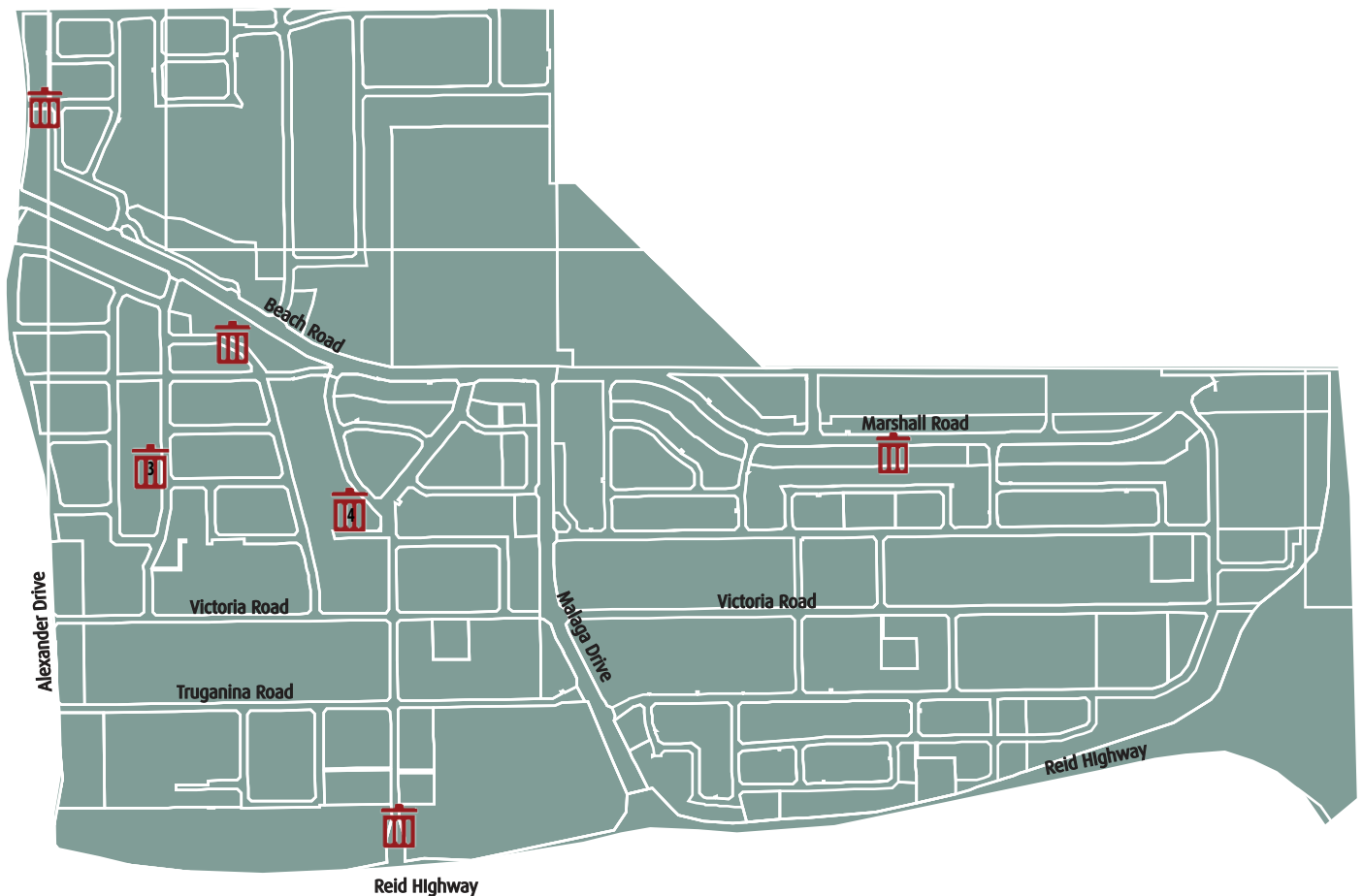
The actions identified in the following tables are aligned to the City's Business Planning process, and will be reviewed annually as part of the City's budget review, and its corporate business planning processes.

The strategies and actions address the following key concerns identified through the communities feedback:

- Illegal Dumping
- Parking
- Connectivity
- Lighting and CCTV
- Traffic and Roads
- Land Use

Illegal Dumping

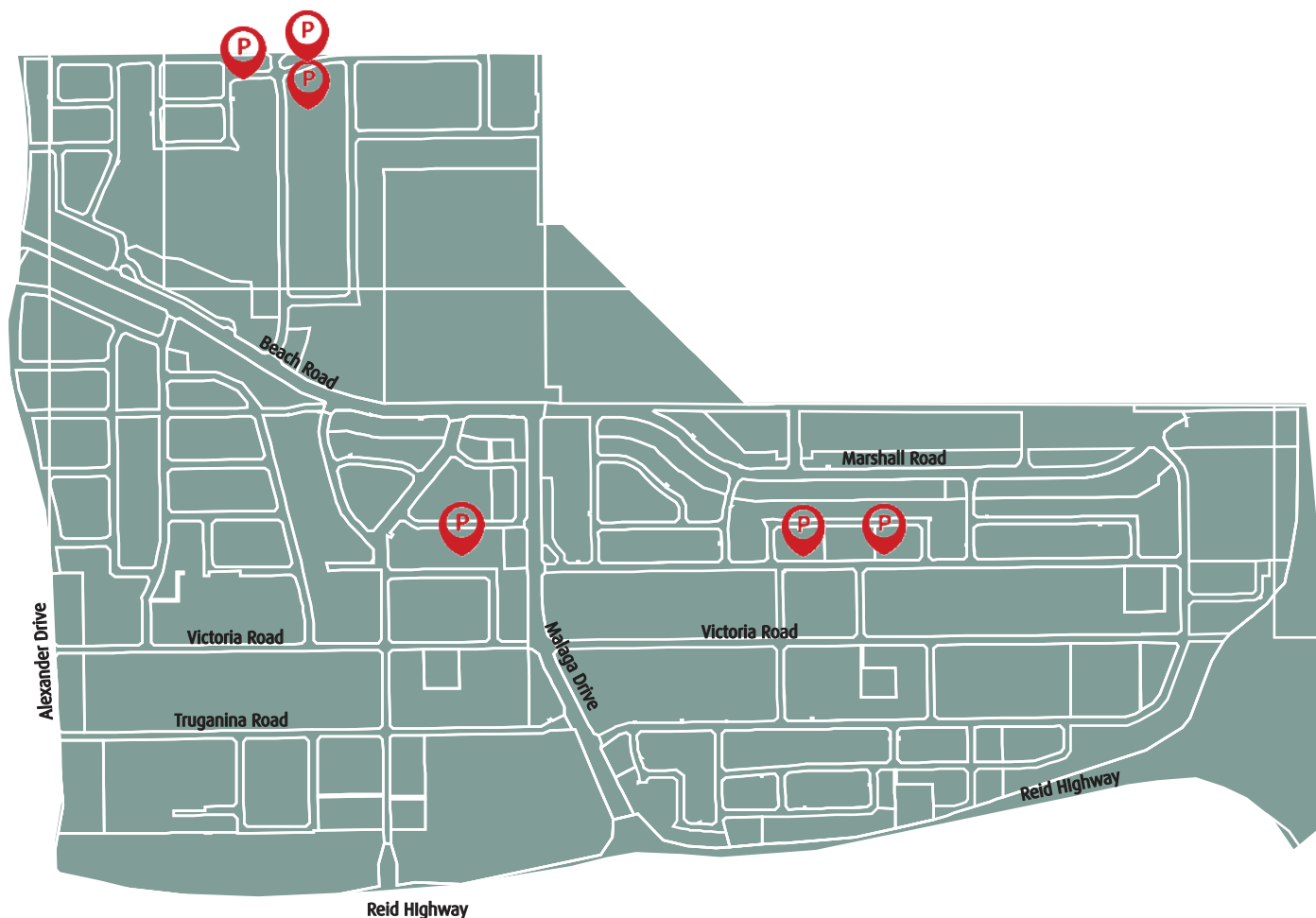
Several issues regarding illegal dumping were raised in the community consultation from local businesses and surrounding residents. It was noted that there is considerable volumes of industrial and household waste dumped in the Malaga local area, either directly outside businesses or on cul-de-sacs. In addition to the implementable actions, the City will continue to undertake internal discussions to consider a number of initiatives that could result in a solution to this ongoing problem.



Strategic Community Plan Strategy	Local Area Planning Actions	Response to Comments	Responsibility	Current Status
N1.1.2 Reduce waste through reduction, re-use and recycling of waste products. B1.2.1 Build a sense of place through public realm and improved streetscapes.	1. Implement the City's Reducing Illegal Dumping (RID). The program allows anyone to report spots of illegally dumped waste through an online reporting system or over the phone. Reported sightings will be attended by City staff, waste will be cordoned off, and investigated accordingly.	1-6	Community Safety Fleet & Waste Services	On-going Implementation
N1.1.2 Reduce waste through reduction, re-use and recycling of waste products. B1.1.2 Strengthen growth through the alignment of land use and infrastructure planning.	2. Construct a Waste Transfer Station in Malaga.	2-6	Fleet & Waste Services Commercialisation	In Progress
S2.1.1 Strengthen Place based management of services through collaboration and access. S2.2.2 Strengthen public health and safety outcomes within the community through promotion and education.	3. Create an effective and on-going illegal dumping awareness program for Malaga through Fleet & Waste Services, Place Management and Malaga Crime Management Forum collaboration.	1-6	Fleet & Waste Services Place Management	To Commence

Parking

The consultation results demonstrate strong community support for the City's approach to parking, specifically of the construction of additional bays. While this was supported, it is clear that there are on-going parking issues in the area, which requires further compliance action and education in order to address behavioural issues. This will have to be addressed through the review of the Malaga Parking Strategy.

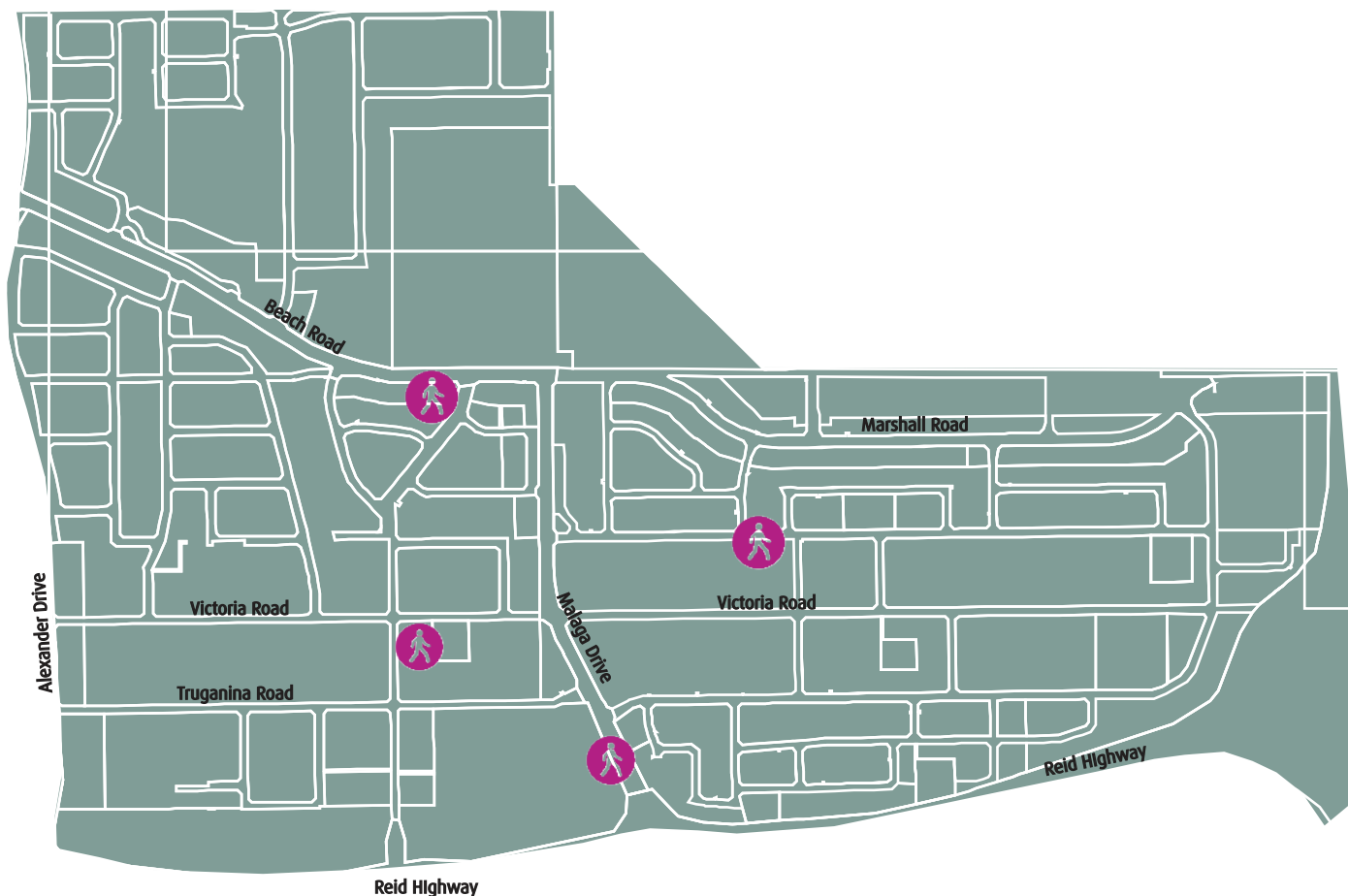


Strategic Community Plan Strategy	Local Area Planning Actions	Response to Comments	Responsibility	Current Status
B1.1.2 Strengthen growth through the alignment of land use and infrastructure planning. B2.1.1 Continue to improve asset management practices.	1. Implement the planned works from the Malaga Parking Strategy. Including Mulgul Road, Stanford Way, Inverness Street, Beach Road Ext, Victoria Road, and hot spots as they emerge.	9-10	Asset Management Strategic Planning	On-going Implementation
B1.1.2 Strengthen growth through the alignment of land use and infrastructure planning. B2.1.1 Continue to improve asset management practices.	2. Increase parking compliance activity such as parking and safety patrols to address undesirable parking behaviours across the Malaga local area.	10-12	Community Safety	On-going Implementation
B2.1.1 Continue to improve asset management practices.	3. Undertake the review of the Malaga Parking Strategy.	8, 10-12	Business and Tourism Services (BaTS) Asset Management Strategic Planning	To Commence

Connectivity



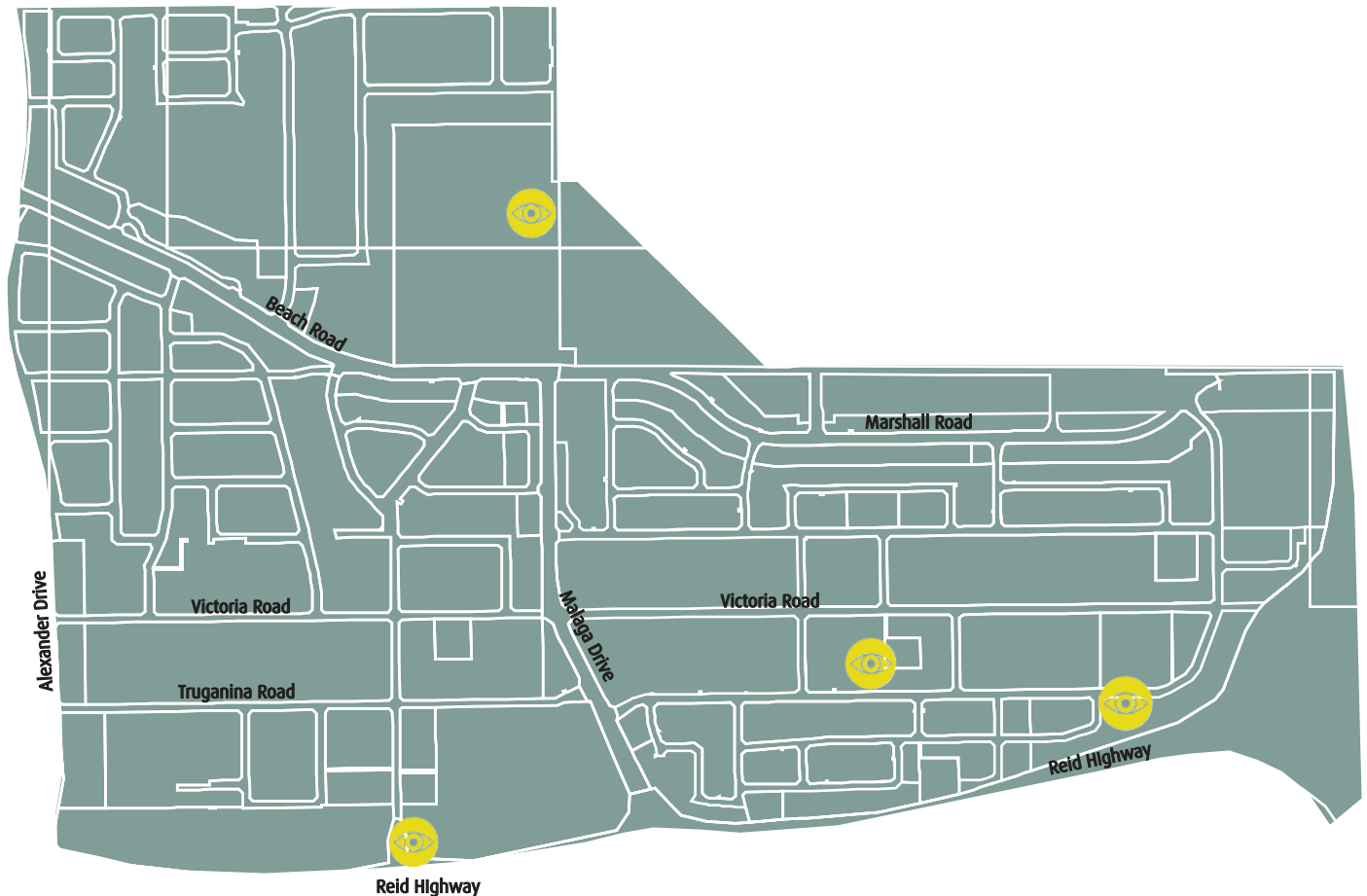
The consultation identified community concerns with Malaga's lack of connectivity to surrounding residential suburbs such as Ballajura, and main roads such as Northlink/and Tonkin Highway, as well as the connectivity within the local area. The need for improved and additional footpaths and cycleways has been recommended and is supported by the City's Cycle Plan and our advocacy and support for new path and cycle links to connect Malaga to Northlink.



Strategic Community Plan Strategy	Local Area Planning Actions	Response to Comments	Responsibility	Current Status
B1.1.2 Strengthen growth through the alignment of land use and infrastructure planning. B3.1.2 Provide bicycle and pedestrian infrastructure.	1. The City will advocate and assist with planning for new pedestrian and cycle paths to be developed as part of the new Malaga Station design.	14,15,17	Strategic Planning Asset Management	To Commence
B1.1.2 Strengthen growth through the alignment of land use and infrastructure planning. B3.1.2 Provide bicycle and pedestrian infrastructure.	2. Implement new and renew cycle paths that have reached their life cycle in Malaga in accordance with the City's Cycle Strategy.	14,15,17	Asset Management Strategic Planning	On-going Implementation
B1.1.2 Strengthen growth through the alignment of land use and infrastructure planning. B3.1.2 Provide bicycle and pedestrian infrastructure.	3. Implement the Victoria Road to Northlink WA project, as part of the City of Swan Cycle Strategy.	14,15,16, 17	Strategic Planning Asset Management	To Commence
B1.1.2 Strengthen growth through the alignment of land use and infrastructure planning. B3.1.2 Provide bicycle and pedestrian infrastructure.	4. Investigate a foot path on Mulgool Road as part of the design of parking bays planned for construction in 2021.	16	Asset Management Strategic Planning	To Commence
B1.1.2 Strengthen growth through the alignment of land use and infrastructure planning. B3.1.2 Provide bicycle and pedestrian infrastructure.	3. Implement the Beach Road - Marshall Road project, as part of the City of Swan Cycle Strategy.	26	Strategic Planning Asset Management	To Commence

Lighting and CCTV

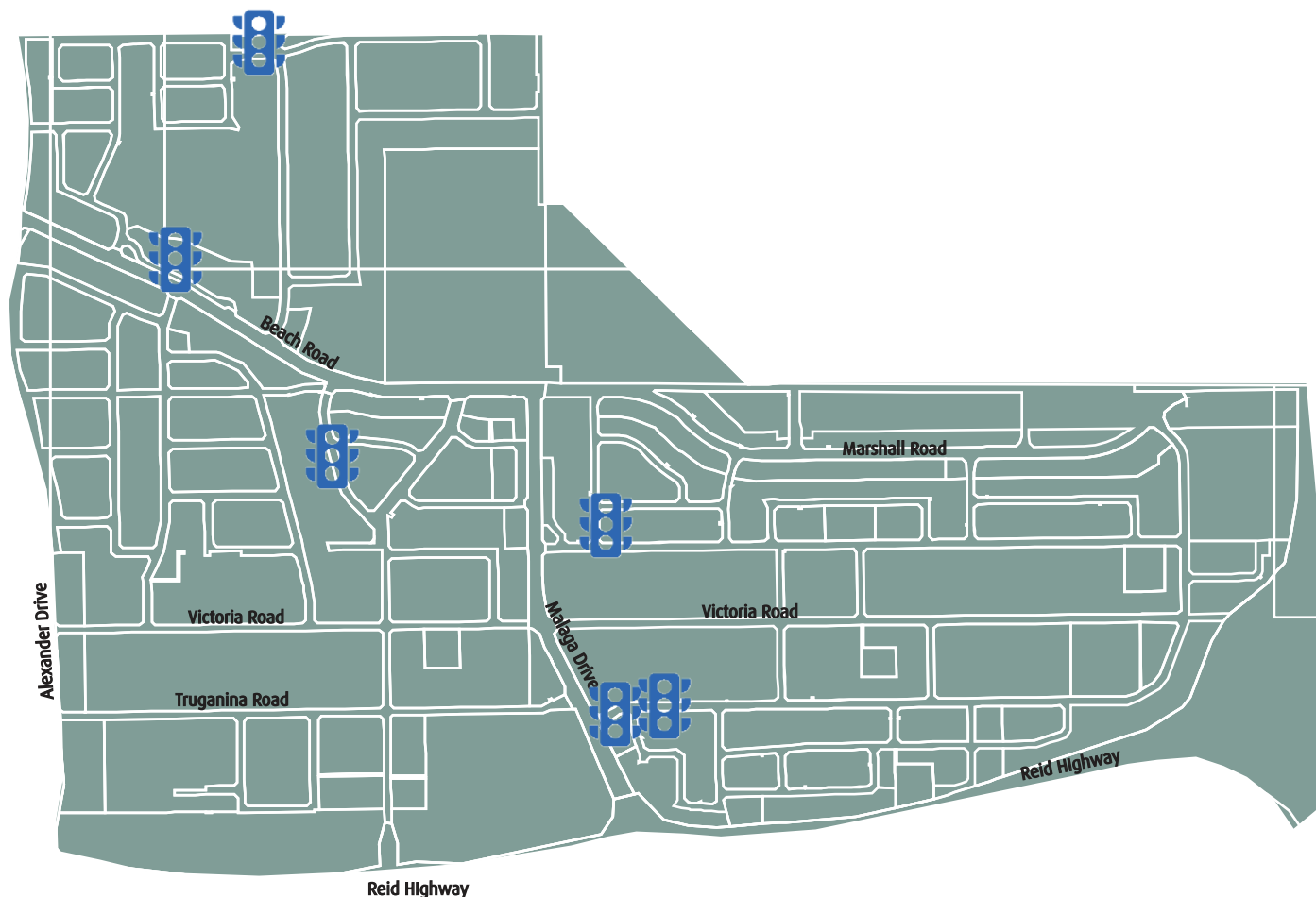
One of the top concerns highlighted by participants through the consultation was the occurrence of illegal activity such as illegal dumping, hooning and the need for additional CCTV and lighting in certain areas. These concerns for the levels of crime in Malaga are backed by the City's support to increase CCTV monitoring in the Malaga area, as well as the continuation of the Malaga Crime Management Forum and their relationship with the City.



Strategic Community Plan Strategy	Local Area Planning Actions	Response to Comments	Responsibility	Current Status
S2.1.1 Strengthen Place based management of services through collaboration and access. S2.2.1 Facilitate improvement of community safety.	1. Support the Malaga Crime Management Forum (MCMF) in working together with the City and local Police to prevent and reduce crime, and increase community safety for the Malaga business community. The MCMF have a CCTV installation strategy, where cameras are installed in confidential locations.	27, 28, 29, 30	Community Safety Place Management	On-going Implementation
S2.2.1 Facilitate improvement of community safety.	2. Review and track mobile CCTV in Malaga.	27, 28, 29, 30	Community Safety Place Management	On-going Implementation
S2.2.1 Facilitate improvement of community safety.	3. Relocate mobile CCTV to 'hotspots' as required based on areas that are highly reported on.	27, 28, 29, 30	Community Safety Place Management	On-going Implementation

Traffic and Roads

The community demonstrated strong views in regard to road issues and traffic flows at intersections and traffic lights. Concerns were raised about the heavy traffic flows through local roads and the speeds at which they are being used, as well as congestion and safety at intersections. Through a review of the Transport Strategy, applying for State black spot funding and undertaking detailed traffic impact studies the City will address these concerns.



Strategic Community Plan Strategy	Local Area Planning Actions	Response to Comments	Responsibility	Current Status
B1.1.2 Strengthen growth through the alignment of land use and infrastructure planning. B2.1.1 Continue to improve asset management practices.	1. Apply for funding through the Federal Black Spot Program for spots deemed dangerous to fund measures such as traffic signals and roundabouts in dangerous locations to reduce levels of high-risk crashes.	31, 41, 42	Asset Management	On-going Implementation
B2.1.1 Continue to improve asset management practices.	2. Investigate whether a traffic impact assessment is necessary when road works around Malaga (Northlink, Malaga Station) are complete.	37	Asset Management Strategic Planning	To Commence
B2.1.1 Continue to improve asset management practices. 2.2.1 Facilitate improvement of community safety.	3. Investigate the intersections at Alexander Dr and Australis Av, Alexander Dr and Truganina Rd, Malaga Dr and Berringarra Av, Beach Rd and Crocker Dr, Malaga Dr and Beach Rd, Townsend St, and Mulgul Rd, as part of the Transport Strategy review.	13, 33, 38, 39, 40, 11, 12,	Strategic Planning Asset Management	To Commence

Land Use

The feedback received from the community concerning land use has been addressed through the City's draft Local Strategy (LPS). The LPS will be the principal land-use planning document used to assist the City with its decision making over the next ten to fifteen years. It sets out the long-term planning directions for the City, incorporates State and Regional Planning strategies and policies, and provides the rationale for the zones and other provisions to be included in a new Local Planning Scheme or reviews of the Scheme.

The draft Local Planning Strategy contains 88 strategies and recommends 159 actions across the ten themes. Key responsible parties and appropriate time frames for implementation have also been identified in the document. We have included actions 1-3 from the Strategy that are relevant to the Malaga Local Area and respond to the land use comments received from the community.



Strategic Community Plan Strategy	Local Area Planning Actions	Response to Comments	Responsibility	Current Status
E1.1.3 Review and align land use and infrastructure plans.	1. Ensure that the role and function of retail and commercial uses in Malaga are complementary to the operation of the activity centres hierarchy and does not include uses appropriate for an activity centre location.	22	Strategic Planning	On-going Implementation
E2.1.1 Identify extent and type of industry growth in all economic and commercial centres throughout the City of Swan and address our economic vulnerability.	2. Monitor the continued growth of appropriate retail and commercial uses in Malaga in a manner that consolidates its role as a major employment hub.	22, 24, 25	Business and Tourism Services Strategic Planning	On-going Implementation
E1.1.3 Review and align land use and infrastructure plans. E2.1.1 Identify extent and type of industry growth in all economic and commercial centres throughout the City of Swan and address our economic vulnerability.	3. Introduce new definitions such as "Industrial Office", "Bulky Goods Showroom" and "Trade Supplies", in line with the Model Scheme Provisions into Schedule 1 of the Local Planning Scheme.	25, 26	Strategic Planning Statutory Planning	To Commence
E2.1.2 Facilitate future industrial development.	4. Conduct a Malaga Land use audit to determine zoning and use classes are representative of what's on the ground.	24	Strategic Planning	To Commence
B1.1.3 Provide appropriate open space to recreate and connect	5. Follow up on the Malaga open space investigation, to ensure the concerns raised are addressed.	18, 19, 20, 21, 23, 24	Place Management Strategic Planning	In Progress

Community Consultation

Malaga Consultation

Local area planning is crucial to the future development of the City of Swan, and involves community members working closely with the City to identify specific issues affecting their community. Malaga has a very important role as a key employment area for the City of Swan and entire north-east region of Perth; therefore it's important we get the direction of future planning for this area right.

The Malaga community consultation was open from the 10th of September 2018 to the 22nd of October 2018. Stakeholders and relevant parties were invited to participate through a variety of advertising methods, including advertising in the Eastern Reporter, emails to various known stakeholders and targeted advertising through the City's Facebook and Instagram platforms.

Through internal engagement with relevant business units, the key concerns and existing operational projects/actions known by the City were identified and formed the basis of the community consultation.

KNOWN OPERATIONAL PROJECTS/ACTIONS

- North link will improve access and connectivity with its free flowing link from Reid Highway to Ellenbrook, removing WA's most dangerous intersections
- New passenger rail line extending from the Midland rail line at Bayswater to the Ellenbrook town centre – with additional stations at Morley, Malaga and Ellenbrook as part of the State Government's Metronet
- 400 parking bays have been constructed since 2011, with more being planned for 2018 and beyond
- The addition of Highway Service Zoned land along appropriately commercially exposed areas
- Scope to develop retail and commercial outside of activity centres hierarchy e.g. homemaker retailing in mixed business areas
- Malaga Art Project e.g. "Malaga" artwork along Reid Highway
- Malaga Crime Management Forum and the City supporting crime prevention initiatives – installing CCTV, anti hoon measures, anti-graffiti campaigns, crime prevention signage, and encouraging of street numbering to improve response times
- Light Industry Program aimed at improving environmental performance of light industry, audits site practices such as waste management, chemical storage, liquid waste disposal and onsite stormwater protection and offers technical advice and assistance to owners of businesses as to how to prevent pollution

IDENTIFIED CONCERNS

- Businesses using their allocated parking space for storage purposes, resulting in employees and customers parking on verges causing issues for commuters passing by
- Pedestrian connectivity within Malaga is difficult as there are a lack of connecting footpaths
- Non-compliant businesses knowingly operating without correct land use approvals
- Need for flexibility of business operations in existing and new Highway Service Zone
- The occurrences of illegal activity
- Malaga is subject to continued illegal dumping of a wide range of waste

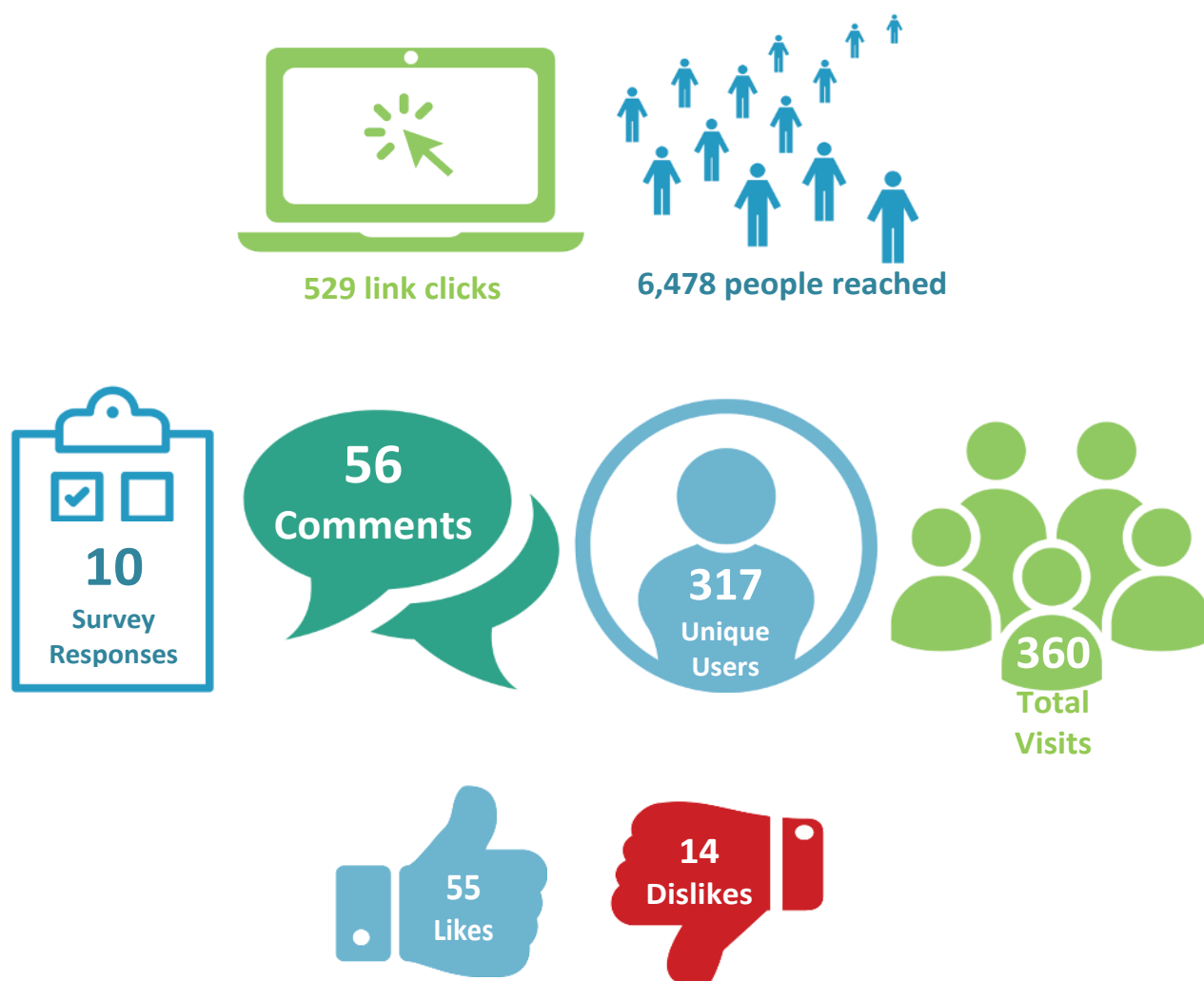
SUMMARY OF RESPONSES

The Malaga community consultation was open from the 10th of September 2018 to the 22nd of October 2018. Consultation was conducted entirely online through Social Pinpoint, an online engagement tool that allows the community to geographically place exactly where their feedback, ideas and concerns relate to using the site's interactive mapping tool. The City chose to use community consultation using the Social Pinpoint platform in an attempt to not only increase participation in the process, but also to focus responses into practical outcomes. As a commercial and industrial area, Malaga has no residential community; therefore we expected businesses to be more receptive to online engagement accessible during business hours, than a workshop outside of business hours.

The result exceeded the previous Malaga LAP workshop in 2014, where only 30 people attended. The results of using Social Pinpoint were 360 total page visits, including 317 unique users and 125 participants.

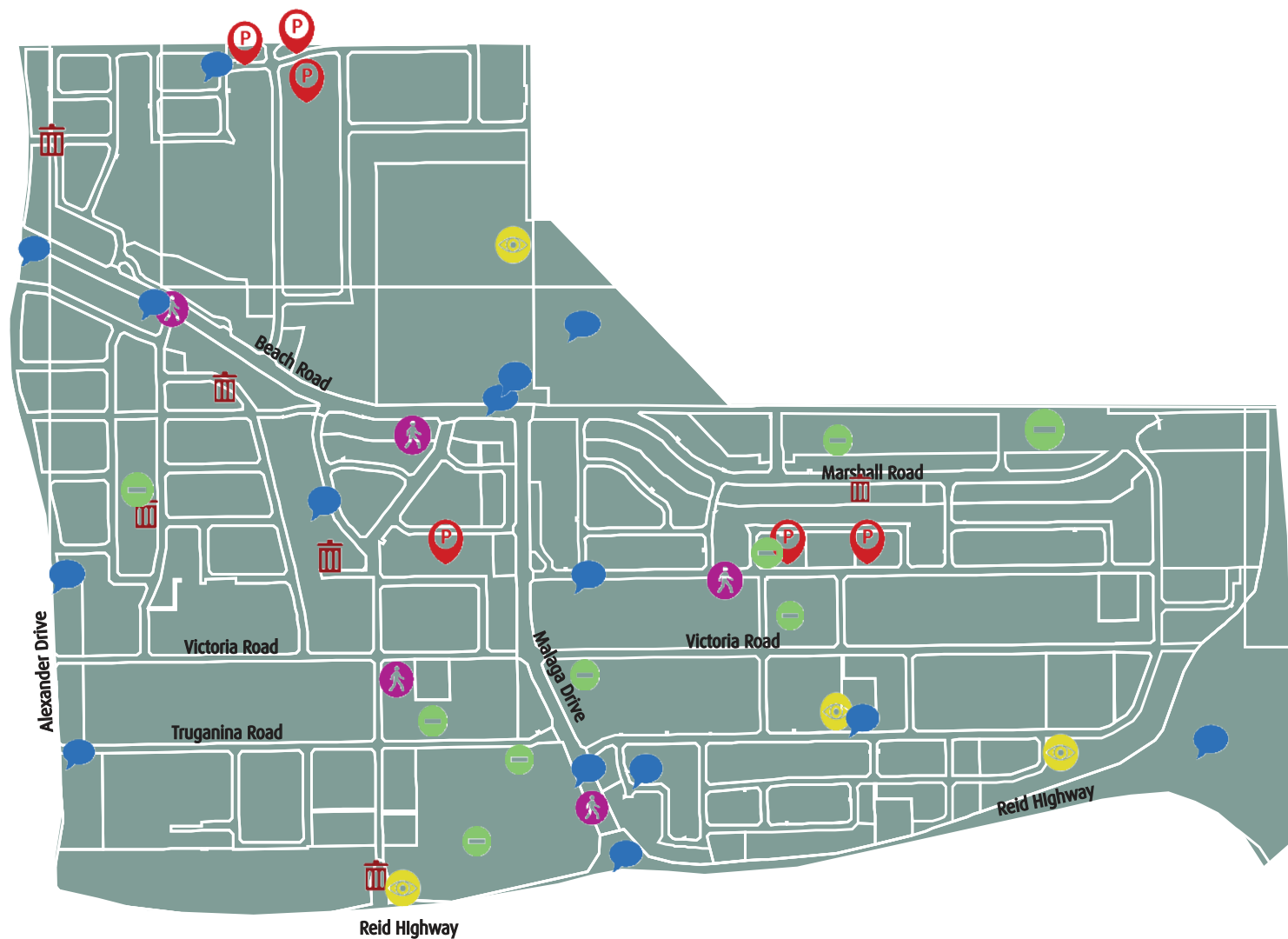
Through business databases, 1,080 Malaga businesses were notified of the consultation. In addition, the City was able to reach 6,478 people through targeted paid social media (Facebook and Instagram), including 529 who engaged with the City's website as a result of the advertisement.

The summary of the Social Pinpoint engagement was:



The comments received through the consultation are listed in the tables below by identified issue, as well as plotted on the community consultation map. For the purpose of publication, some comments have been paraphrased accordingly in instances of inappropriate language.

Community Consultation Map



Legend

-  Parking
-  Illegal Dumping
-  CCTV and Lighting
-  Connectivity
-  Other Comments

Illegal Dumping Comments				
Comment	Discussion	Location	Likes	Dislikes
1. McDonalds rubbish is routinely dumped in the adjacent car-parks and lane-ways surrounding the store.		Corner of Capital Rd and Bonner Dr.	2	
2. A constant dumping ground. The owner of the property has done everything in their power to discourage dumping. People still dump on the owners verge.	Can CCTV cameras be set up in the hotspot areas as means of trying to identified the culprits	Empty lot on corner of Irvine Dr and Inverness St.		
3. Constant stream of illegal dumping here.		Empty lot on Crocker Dr before Hunt St.		
4. Regular dumping of rubbish in Lorries court.		Verge on Lorries Ct.		
5. This area is a real dumping hotspot.	The cul-de-sac on Camboon Road, south of Reid Highway is more than a dumping hotspot. The place is also a 7-day/ week illicit crime depot. Other illegal activities have also been observed such as the layout of stolen copper cables. Admittedly, closing down crime at this location, and preventing the dumping of rubbish, will only push it somewhere else. Perhaps best to make it a legal dumping ground (including asbestos) so it can be better managed by the Council.	Mulgal Rd between Mercantile Way.	2	
6. Fridges dropped off in parking lot, due to the business.		Verge on Marshall Rd.		

Parking Comments				
Comment	Discussion	Location	Likes	Dislikes
7. Would love to see some more parking continue on this side too.		Townsend St. before Oxleigh Dr		
8. The new parking embayments in this area are awesome! Thanks.		Townsend St. after Oxleigh Dr	1	
9. Parking here is great.		Townsend St. after Oxleigh Dr		
10. Parking in Holder way has become very congested and most days only one vehicle can travel safely in any direction. Businesses with large numbers of employ's or business related vehicle parking issues are a problem in not only this street but a lot of others. Solution would be to prohibit parking on both sides of streets or a number of parking bays in the streets.	I agree that parking is an issue for traffic travelling down the street, but it is also an issue for large trucks entering and exiting businesses as well. Large trucks do not have the turning capacity to get around the parked cars so it would be better to find another solution other than parking on the street. Possible solution, park and ride area close by?	Holder Way.	3	2
11. This street needs extra parking it is always crowded and there is a lot of traffic from trucks etc.		Mulgal Rd between Mercantile Way.	2	
12. Verge parking here would be great		Mulgal Rd outside Blu Cafe		

Connectivity Comments				
Comment	Discussion	Location	Likes	Dislikes
13. It would be helpful for this round about to also serve as an entry through to shops in the lane (JB etc.) & may help the build-up in peak hours being a 4 way intersection instead of 3 way intersection?		Beach Rd/Crocker Dr roundabout.		
14. Beach Road is another feeder road into Malaga and needs a dual foot/bike path.		Beach Rd	1	
15. Victoria Road needs a dual foot/bike path, because it is a main feeder road into the quiet streets of Malaga.		Along Victoria Road.	2	
16. Mulgul road needs a footpath. There is a lot of foot traffic along this street and it's dangerous with the amount of trucks going up and down and cars travelling at high speed.		Along Mulgul Rd.	4	
17. Bike paths pretty much end here, Malaga is so badly designed for people who want to ride to work, It's really dangerous.	1. I agree. Living in Ballajura, Malaga is my main barrier to cycling to commute. It's far too dangerous and I've had near misses before. 2. And footpaths for those who walk. 3. I agree, better bike paths around Malaga might help the parking congestion issues. 4. I agree with this comment, more dual foot/bike paths are required, especially along Victoria Road, which is a main feeder road into quieter streets.	Malaga Dr.	2 and 1 like on discussion comment no.4	

Land Use Comments				
Comment	Discussion	Location	Likes	Dislikes
18. Could this be a site for a community garden? Ballajura residents would like a community garden but have been struggling to find a suitable site.		Empty site on Crocker Dr between Arvida and Hunt St.	3	
19. Save this piece of land for green space, something Malaga is lacking.		Local Reserve on Victoria Rd.	2	1
20. Even if RSPCA move out save this piece of green space for Malaga, maybe if you do have to develop it make it environmentally friendly apartments around the edge of the area so the green space can remain. Remember natural green space is important to human and animal for health and wellbeing.	Apartments? That would never get approval in an Industrial Zoned area. I agree with the Green Space though.	Reid Hwy Bush Forever.	4	1
21. What is this area and is it possible for it to be developed into a nice park/picnic area for locals?		Reid Hwy Bush Forever (around lake).		
22. Good spot for retail and food/beverage premises, preferably multistorey with parking.		Empty site on Malaga Dr between Beringarra Ave and Victoria Rd.		
23. This plot of land also needs to remain green open space for the public and perhaps could have angled parking along the appropriate edges.	This could be a good spot to create a welcoming space for workers to enjoy in their lunch breaks.	Corner of Cogla St and Victoria Rd (privately owned site).	3	1
24. This plot of vacant land needs to remain as green public open space. Someone has requested parking which could be incorporated into the design creating angled parking bays along the outer edge of the property.		Land between Mercantile Way and Mulgul Rd (privately owned site)	2	2
25. Empty and unsightly block of land.		Empty site on Marshall Rd (next to Perth Ice Arena).		
26. These vacant areas of land are degraded and unsightly, but mostly unsuitable for development due to the powerlines. Could they be rehabilitated and used as wildlife corridors, providing a better link between Lightning Swamp, Koondoola Regional Bushland and Whiteman Park? This would make the commute into Ballajura or to Bennett Springs much more welcoming.	Use the area as a car park and playground area. Also continue the cycle path from Guadalupe Drive to the new Tonkin Hwy cycle way.	Empty site on corner of Marshall Rd and Guadalupe Dr.	1	

Lighting and CCTV Comments				
Comment	Discussion	Location	Likes	Dislikes
27. Improved lighting and CCTV in this area may be of benefit to reduce illegal dumping.		Weir Rd	5	1
28. Always people doing illicit crime and dumping rubbish.		Camboon Rd cul-de-sac		
29. CCTV would be good to identify honing and burnouts along Beringarra Avenue.		Along Beringarra Ave.		
30. Lights and CCTV to reduce illegal dumping in this area. Can also stop cars racing and burnouts in this area.		Empty site on corner of Boulder Rd and Beringarra Ave.	3	

Other Comments				
Comment	Discussion	Location	Likes	Dislikes
31. I think we need some speed bumps down this street. Drivers go way to fast down here as a short cut.		Townsend St.		
32. Bring back second turn green signal heading south on Alexander Drive into Beech Rd during rush hour / school run time as tailbacks have been known to back up to near Marangaroo Rd.		Beach Rd/Alexander Dr intersection.		
33. Dangerous and congested roundabout. Maybe lights would be better.		Beach Rd/Crocker Dr roundabout.		
34. Change access to Arial World to an entrance prior to the traffic lights coming up Malaga Drive / Beech Rd as opposed to after on the left turn as have seen so many near miss rear-enders.		Malaga Dr turning left onto Beach Rd.		
35. Bring back the second right turn in rush hour from Beech Rd into Malaga Drive.		Beach Rd turning right onto Malaga Dr.		
36. Theft of property, dumping oil, tyres & fuel I'm sick & tired of people doing whatever they like, I've had customer cars broken into, parts stolen, fuel drained, causing damage to the vehicles, or just breaking in & ransacking them, the thing is there's nothing in the vehicles, I leave glove boxes & cubby boxes open to show the people there's nothing in board, but it still carries on.		Finance Pl.	1	
37. Many, if not most, businesses in Malaga are receiving deliveries via truck, and/or despatching their goods via truck. Many of them are in strata titles with a row of units, but only one entry to the street. Therefore trucks are obliged to either reverse in or reverse out through a narrow gateway into a busy street. In hindsight this could have been avoided by all blocks having double street access, front and rear, enabling drive through. Too late now, but maybe could be considered for future?		Camboon Rd between Harlond Ave and Rowe St.		
38. Needs traffic lights on Alexander Dve and australis. Can be difficult to turn right towards Reid Hwy.		Intersection of Alexander Dr and Australis Ave.		1
39. The intersection of Alexander Dr & Truganina Rd needs a roundabout/lights. When cement trucks are turning right from Alexander Dr Nth into the cement works, the view of oncoming traffic driving south is obliterated. Additionally, the entry into the Shell service station closest to the intersection should be closed as cars turning right off Alexander Dr Sth into Truganina Rd, slow down on entry into the service station and cars following behind have the potential to rear end them.		Intersection of Alexander Dr and Truganina Rd.	2	

Other Comments				
Comment	Discussion	Location	Likes	Dislikes
40. Is it possible to reduce the amount of traffic going through Mulgul Rd from Malaga drive towards Beach/Marshall Rd. People use it massively to avoid the traffic lights at Malaga drive/Beach Rd. It is becoming very difficult to enter or leave premises.		Mulgul Rd from Malaga Dr to Beach/Marshall Rd.		
41. Malaga Drive / Berringarra Ave is a dangerous intersection. Vehicles drive too fast on Malaga Drive, in both directions, to enable safe exit from Berringarra Ave. Vehicles are driving north to Victoria Road, to avoid congestion at Berringarra Ave, which makes it even more difficult for vehicles to exit Berringarra Ave. Reducing the speed limit on Malaga Drive would help.	1. Turning north onto Malaga Dr is the main issue as there is so much traffic turning off Malaga Dr Sth into Berringarra. Lights or a roundabout are required. 2. A Roundabout here is a great Idea. 3. Lowering the speed limit would not help. As you already stated 'Vehicles drive too fast on Malaga Drive, in both directions.' People who speed care not for the speed limit only their own selfish desire to get home 8 seconds faster. Something along the lines of a roundabout would be much more suitable to create a safer intersection without heavily impeding traffic flow (like lowering speed limits or traffic lights.) As the main issue is turning north onto Malaga drive only allows 1 car at a time.	Intersection of Malaga Drive and Berringarra Av.	3 Likes on discussion comment No.1 - 1, no.2 - 2, no.3 - 5.	4
42. I agree Beringarra Road is a dangerous exiting point onto Malaga Drive but a roundabout would be more of a fairer solution to enable all road users a safer exit.		Beringarra Road exit onto Malaga Dr.	3	
43. There is plenty of space on this junction. Get rid of the lights on the Malaga Drive Reid Highway interchange and replace with roundabouts. Traffic will flow much better.		Malaga Dr/Reid Hwy interchange.		
44. Running a 24 hour manufacturing business we have had several occasions where strangers are entering our factory in the early hours of the morning. Security cameras would be a recommendation to assist in identifying the culprits and keep our businesses safe.		Plas Pak (WA) Pty on Berringarra Av.		
45. Is this where the Metronet train station will be? With so much clearing and development happening for NorthLink, it seems these two infrastructure projects should have been planned and consulted on together. There still doesn't seem to be clarity on where the train station will be		Northlink/Reid Hwy.		

Malaga Background Report

1.0 Context

1.1 Malaga Local Area Plan

As an established industrial node, Malaga is one of the City's major employment centres. Over the past 30 years, this important industrial area has grown rapidly and now has more than 3,000 businesses with a workforce in excess of 15,500 people.

Malaga is approximately 650 hectares in area and provides a key location for light industry and service establishments. With quick and easy access to the Reid, Roe, Tonkin, Great Northern and Great Eastern Highways, the Mitchell and Kwinana Freeways and Alexander Drive, Malaga is just 12 kilometres from the Perth CBD and 15 minutes from the Kewdale interstate road/rail freight terminals, and Perth's domestic and international airports. This is a significant advantage to industrial businesses within Malaga. It is also well connected to other local industrial areas such as Bayswater, Kewdale, Balcatta, Welshpool, Wangara and Osborne Park.

1.2 History

Malaga formed as an industrial centre, focussed around the Manx Brickworks and a sand quarry. In 1963 the area was reserved as an industrial area under the Metropolitan Regional Scheme, and in 1969 the name 'Malaga' was registered as a suburb.

Industrial uses were further promoted in the area, and in 1976, 560 ha of land was zoned for such purposes. Development of the area remained restricted however, as there was a lack of reticulated sewage, drainage and transport infrastructure. In the 1980's, a Development Scheme was introduced for Malaga, helping to bring the required infrastructure and coordinated development of the area.



Photo. Marshall Road Highway Service Zone



Photo. Malaga Markets



Figure 3. Malaga Aerial Photograph 2018





2.0 Governance

Governance is the framework of laws, policies, strategies, resources and processes that enable decision-making.

Local area plans sit within a framework of strategic and statutory instruments and documents produced by the Western Australian Planning Commission at the regional level and local strategic and statutory instruments produced by the City. Regional planning provides the broad framework within which planning at the local level is required to be consistent. Similarly, the local area plan is required to be consistent with the City's local planning framework of policies, strategies and structure plans. The principal documents that directly influence the direction of the Malaga local area plan include the following:

2.1 Regional Planning

2.1.1 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is the state government's high level land use zoning of land for the Perth metropolitan region and with which zoning under local planning schemes is required to be consistent. Malaga is zoned Industrial under the MRS.

2.1.2 Perth and Peel @ 3.5million

This State Government framework defines the urban form for a population of 3.5 million by 2050, limiting unsustainable urban sprawl and encouraging greater housing diversity to meet changing community needs. It provides guidance and certainty to State Government agencies, local government and the development sector. The plans for the Central, North-West, North-East and South Metropolitan Peel sub-regions determine where new homes and jobs will be located; make best use of existing and proposed infrastructure; and protect important environmental assets. Malaga is identified as a key employment area for the North-East Region.

2.2 Local Planning

2.2.1 Draft City of Swan Local Planning Strategy 2017

The Draft Local Planning Strategy 2017 is a strategic plan for the entire City of Swan district that is prescribed under the Planning and Development Act 2005 and provides the strategic direction for the City that informs the Local Planning Scheme, through which it is implemented. Specific to Malaga, the Strategy aims to protect the core area of Malaga as a primary industrial area whilst accommodating the pressure for expansion of land uses within Malaga and aligning the planning environment with the strategic directions of State and local planning.

2.2.2 Malaga Local Area Plan 2015

The Malaga Local Area Plan was adopted in April 2015. This plan will soon be superseded once the process of this Malaga Local Area Plan (2019) is completed and adopted. While the 2015 version and associated community consultation was undertaken some years ago, the actions and strategies recommended at the time have been reviewed as part of this process.



2.2.3 Local Commercial and Activity Centres Strategy 2017

This document is intended to give direction to Council on decision making regarding to development applications and rezoning for commercial uses. It identifies a commercial centre hierarchy classification and the commercial locations requiring more detailed planning. Malaga has been identified as a mixed business area under the strategy. Mixed business areas are described as major employment hubs for the surrounding region, providing for a range of industrial, bulky goods, service orientated business that would not typically be appropriate in activity centres.

2.2.4 City of Swan Local Planning Scheme No. 17

The City of Swan Local Planning Scheme No. 17 (LPS 17) sets the land use zones, the uses permitted within those zones and the requirements for development of land. Many of the strategies and actions identified in the Local Area Plan will be implemented through Amendments to LPS 17. The current zoning applied to the Malaga Local Area is mainly General Industrial, with Highway Service Zone, Industrial Development Zone, and small pockets of Light Industrial Zone and General Commercial Zone being accommodated in appropriate locations.

2.3 Decision Making

The process of decision-making for local area plans sits within the local area planning model described in the introduction, which ultimately leads to Place-based service delivery. The decision-making process in the development of the local area plan also includes community engagement processes. Community workshops were held in the development of the Strategic Community Plan 2017-2027 (SCP 2017-2027) and the Malaga Local Area Plan 2015. This version of the Malaga Local Area Plan will include a new form of community engagement.

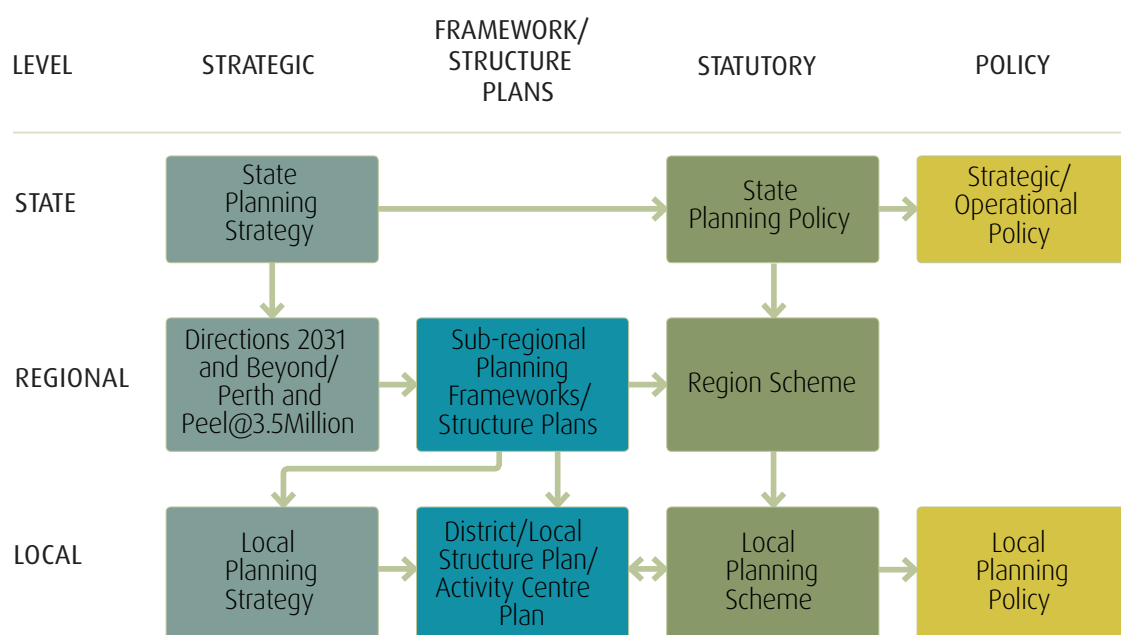


Figure 4. The Planning Framework

Economic Profile

Method of Travel to Work (Swan Residents)



83.3%
Car, as Driver



4.4%
Car, as Passenger



1.05%
Bus

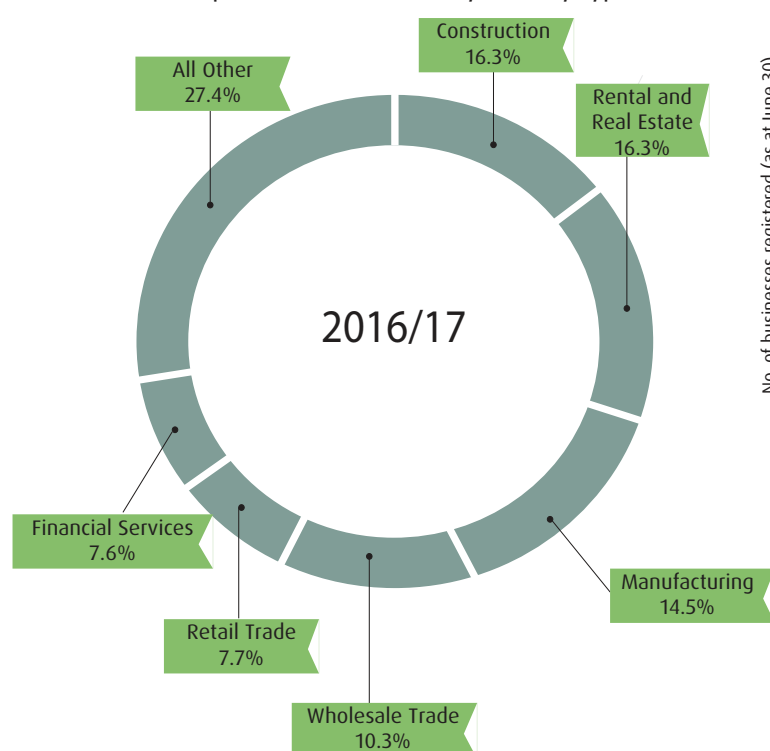


0.65%
Bicycle

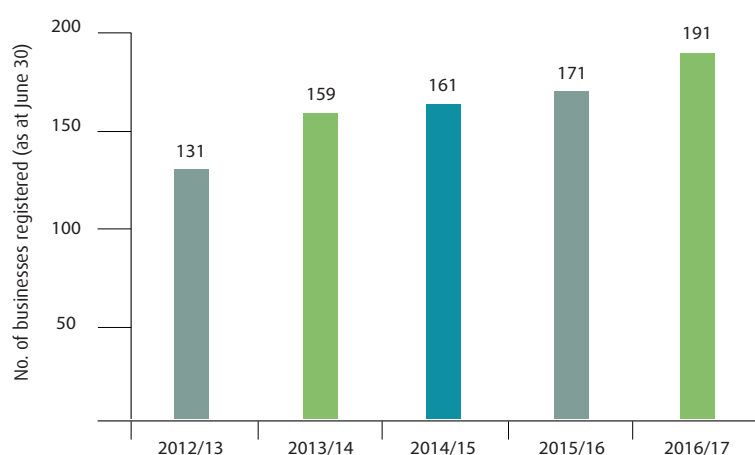


0.28%
Walked

Proportion of Businesses by Industry Type

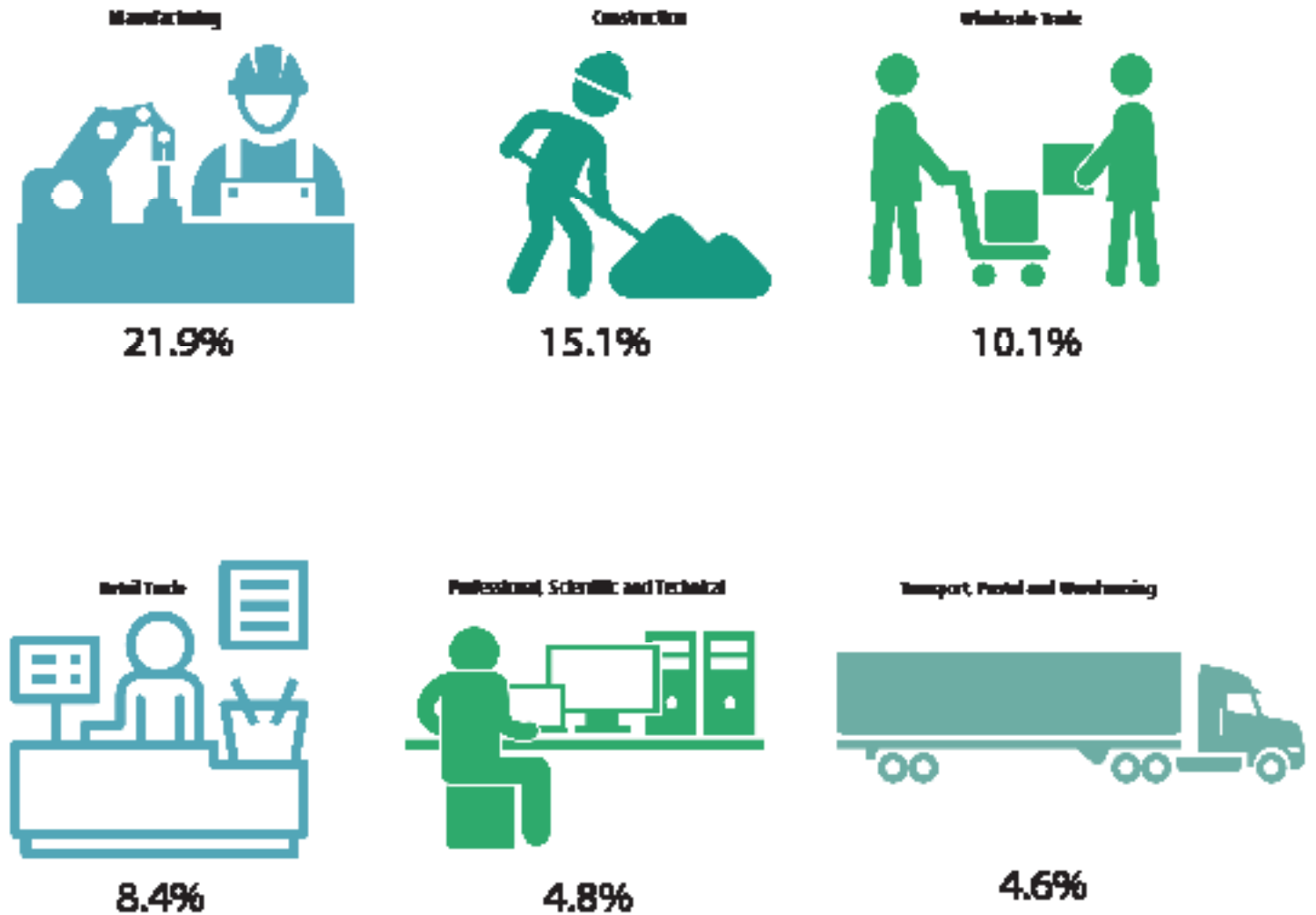


ABN Registrations - Malaga



1 in 5 employees
is a resident of the City of Swan

Employees by Industry Type (2016 Census)



Malaga Businesses Turnover Ranges (ABS 2017)





3.0 Social

Malaga is surrounded by residential suburbs, resulting in a small hub of services that are of value and support to these nearby communities. With Ballajura providing a diverse range of social services and infrastructure, Malaga and its business community do not have the same community needs.

Nearby, Ballajura has a range of community facilities such as an aquatic centre, library, community centre, multiple public open spaces, and a City Place office. Previous community consultation with the Malaga community raised a desire to incorporate soft and natural areas such as green spaces to be used during lunch breaks for workers in Malaga. However, issues such as availability of spaces, drainage, topography constraints, and vehicular and pedestrian accessibility prevent permanent public open space from being implemented in Malaga. The Koondoola Regional Open Space and Lightning Swamp adjacent to the Malaga local area however offer walking and passive recreation opportunities. The City is investigating opportunities to trial 'pop up' spaces using artificial turf, seating and shade. The need for these areas could also be addressed by employers on site.

The City recognises that Malaga has a business community, however the close proximity to residential communities lends itself to a small provision of facilities and services such as child care, churches, sporting and health services and facilities, and the Malaga Markets.

The City engaged with various artists through Kleenit to create the Malaga Art Project. The project aimed to redesign a typical grey concrete wall to transform it into an art piece which showcases the meaning of Malaga. The project also required assistance from the WA Police Graffiti Team initially to remove previous graffiti. The artwork can be seen from Reid Highway which is one of the major road transport routes into and out from Malaga. In the future, the artwork won't be obscured due to a water catchment basin being directly in front of the building. This project has opened a variety of other opportunities for artwork to be showcased within Malaga.

The majority of Malaga's workforce operate during business hours (8am-5pm), causing the area to become isolated in the evenings. This has resulted in Malaga being a 'hotspot' for crime which has been raised during previous consultation with the business community. The most frequent crimes in Malaga from 2017-18 were; stealing, non-dwelling burglary, and drug offences (Western Australian Police Force, 2018). Apart from stealing, there was a noticeable reduction in the number of crimes from 2015-16 to 2016-17. Figure 6 shows that in comparison to other light industrial areas nearby, Malaga has a higher crime rate. The table compares current crime statistics of Malaga with Wangara and Hazelmere industrial areas over the last ten years (Noting that Hazelmere represents a much lower density of development).

The Malaga Crime Management Forum, in partnership with the City and Ballajura Police, runs initiatives to provide support to business owners, resulting in a safer and more secure community. Such initiatives include crime prevention strategies (CCTV), containment of illegal rubbish dumping, anti-graffiti campaigns, crime prevention signage, and encouraging of street numbering to improve response times.

Publicising actual and perceived levels of crime through the Malaga Crime Management Forum to inform the business community about what's happening and any improvements is part of the forums strategy to minimise crime.

Key Considerations

- Actual and perceived levels of crime and anti-social behaviour impacting upon Malaga's social landscape.
- Lack of green space for workers during lunch breaks.
- Lack of integration with adjacent residential areas.

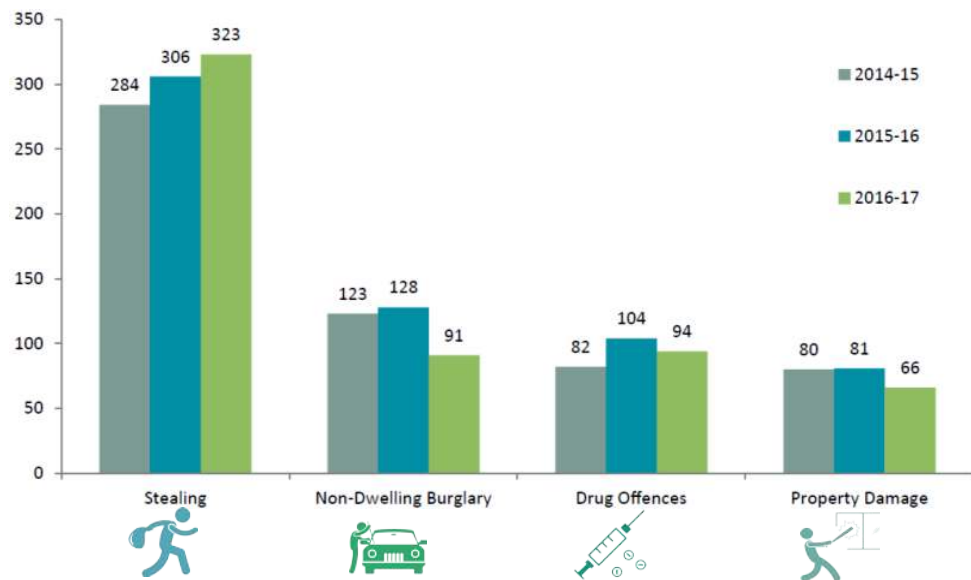


Figure 5. Police Reported Offences in Malaga

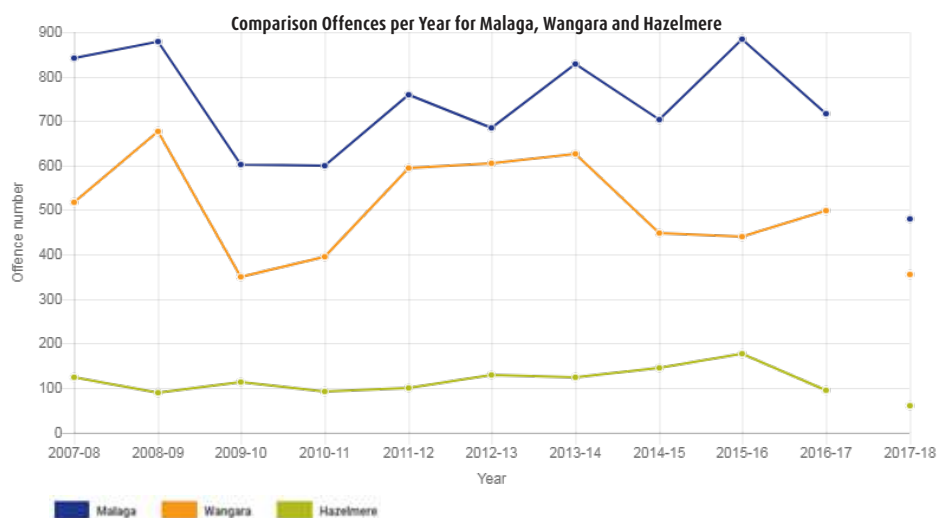


Figure 6. Comparison of Offences per Year



4.0 Economic

Economic development is concerned with increasing the level of income and the capital wealth of an area and distributing that wealth to the community through local expenditure and jobs.

4.1 Employment and Economy

Malaga as a major employment area in the City of Swan is also a key industrial centre with good transport links, a range of property sizes and zonings which can accommodate a range of industrial, commercial and bulk retail activities. Malaga is forecast to play a significant role in the viability of Swan's economy well into the future.

Malaga provides employment for 15,696 workers from all over Perth's metropolitan area. Of this Malaga workforce, 21.4% are residents of the City of Swan. The workforce that reside outside of the City and commute to Malaga, come from a range of geographical locations but predominantly from Wanneroo, Stirling, Joondalup and Bayswater. The nature of the customer base and catchment of businesses operating in Malaga are reliant on its access to the highway transport network for the efficient movement of goods. Transport routes will be improved upon the completion of the NorthLink project and the planned airport links, which are discussed further in the Built Form section.

The City of Swan's Local and Commercial Centres Strategy 2017, describes a vision for the future development of commercial and activity centres, providing core principles to guide planning for centres and detailed action plans to achieve it. The Strategy states there is scope for development of some retail and commercial uses outside of the activity centres hierarchy, an example includes the development of homemaker retailing in mixed use business areas. As Malaga is relatively isolated, providing business services within the precinct can be achieved without potentially undermining any nearby activity centres. This would complement and extend Malaga as a key employment hub for the rest of the metropolitan area.

The total number of actively trading businesses operating within Malaga (determined through active ABN and GST status 2016) is 3,475, an increase of 1,360 registrations from in 2011. The predominant industries represented in these statistics are construction, manufacturing, renting, hiring and real estate services, and wholesale and retail trade. The type of businesses and customers frequenting Malaga continues to transition due to the influences of market forces, technological change, planning policy, and geographic location.

A Retail Needs Assessment of the City of Swan (Essential Economics, 2011) was conducted to identify the demand and supply trends for retailing in the City of Swan, and to provide the basis for subsequent strategic planning initiatives. The assessment found that Malaga was the most important Mixed Business Area, with its estimated 89,000m² of bulk retail floorspace, making it one of the most important homemaker retailing destinations in northern Perth.

Malaga is estimated to generate more than half of total sales from non-residents of the City of Swan, reflecting its location on the edge of the municipality and the accessibility of the area to residents of the City of Stirling, City of Wanneroo and the southern parts of the City of Joondalup.



Retail activities are mainly located along Marshall Road and Malaga Drive, where the Highway Service Zone allows for showroom uses (which include homemaker type retailing) as a permitted activity. Generally these retail uses have developed in an ad hoc manner, which is relevant as it is largely occurring outside of any strategic policy-making, essentially taking advantage of access to relatively affordable and available industrial land.

Over time, it is expected that development of homemaker retailing in Malaga will involve integrated development outcomes, rather than standalone development which has little integration or orientation to adjacent land uses.

Of particular importance in this regard is State Planning Policy 4.2 – Activity Centres for Perth and Peel. This policy states that local government should manage the development of retail subdivision areas so as to not encourage encroachment into industrial zoned land. The Retail Needs Assessment (Essential Economics, 2011) identified that areas of Malaga are becoming mixed business areas (retail) and management of this transition to retain the core industrial purpose of the area and accommodate the emerging retail function, should be implemented. The Retail Needs Assessment encourages homemaker retail activities in appropriate areas, such as the Highway Service Zone, to attract consumers and allow comparison retailing, however this would require management as to not detract from the core industrial purpose of the Malaga area. Any new development of this type should be co-located in an integrated manner, forming new homemaker centres rather than disjointed ribbon development along major roads.



Photo.Malaga Markets Fresh Produce



Photo. Malaga Markets Food Court

4.2 Land Use and Zoning

The dominant land uses throughout Malaga remain as industry (light and service) and warehousing, however market forces continue to push for changes to include other land uses such as 'bulky goods', and to a lesser extent, offices.

The 'bulky goods' retail is typically businesses that require large areas of floor space to display their goods (anywhere from 500 m2 to 3000 m2), and have access to appropriate levels of at-grade car parking to allow ease of transfer of goods from shop floor to customers vehicles (City of Swan Retail Needs Assessment 2015). This retailing is primarily located in the Highway Service Zone along Malaga Drive, and Beach and Marshall Roads. Local Planning Scheme No. 17 allows for this Highway Service Zone with the aim of promoting low intensity commercial developments with high quality design including landscaping and car parking.

Office based services are located at various locations across Malaga, with no apparent pattern of distribution. They are generally associated with the surrounding industrial uses, but it is noted that there are some instances of non-related offices also, contrary to the zoning permissibility of such uses.

In 2017, amendments were made to the City's Local Planning Scheme No. 17 to change the designation from 'General Industrial' to 'Highway Service' zone to lots with direct frontage along Malaga Drive and the western portion of Malaga along Alexander Drive where lots also have direct frontage to that road.

The proposal came as a result of a previous (2013) Land Use and Zoning Study in Malaga, which investigated land uses and ways to coordinate land uses more appropriately. This included an assessment of existing zoning and addressed some deficiencies that have impacted Malaga's viability and function. The study found zoning in Malaga had been deficient or not suitable for the types of land-uses encouraged in particular areas. Changes implemented through Scheme Amendment No. 138 to the zoning boundaries within Malaga were recommended in order to provide a suitable area for complementary, low intensity commercial land uses where they will benefit from high commercial exposure.

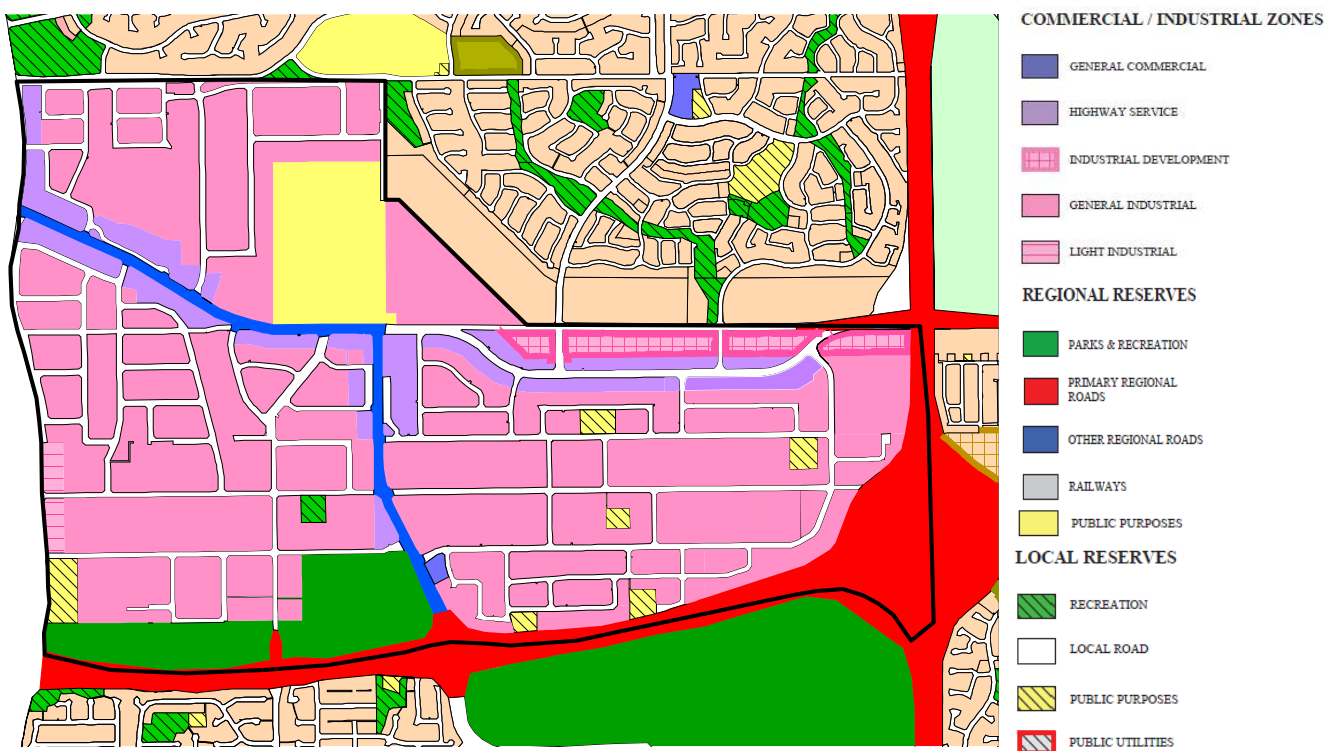


Figure 7. Local Planning Scheme Map 2014

The addition of Highway Service zoned land along appropriately commercially exposed areas will ensure that over time the General Industry Zoned land will be fully utilised. The Highway Service zone will encourage more light and service industry uses on the periphery of Malaga, as a transition between the industrial centre and surrounding residential areas, offering some mixed-uses and administrative functions to Malaga's core industrial functions. Figures 7 and 8 show the comparison of the Highway Service Zone increase from 2014 to 2018.

Considering the way development in Malaga has been evolving and will continue to evolve in the future, it is appropriate that zoning changes have been introduced for some areas, such as extending the Highway Service Zone along the easily accessible Malaga and Alexander Drive. There may also be room for adjusting development assessment standards to allow Malaga to incorporate emerging and necessary business types, while retaining and protecting valuable industrial land.

The amendment also included an Additional Use of 'Shop' as a permitted use for Lot 9011 (formally Lot 9010) on Marshall Road. State Planning Policy 4.2 which pertains to "Activity Centres for Perth and Peel" makes clear the intention that shops and offices should be in designated Activity Centres and not in industrial areas. Clause 5.6.2 of the Policy states that shops should only be permitted on land zoned industrial under region and local planning schemes where the shops provide a local convenience service predominantly for people employed in the locality and are confined to a local centre. City staff were satisfied that the proposed location of a local centre sized supermarket on the subject land will predominantly service mostly the Malaga workforce consistent with the SPP concessions.

Prominent land-use issues exist within Malaga that are causing lasting issues within the local area. This includes owners using sites for different purposes to what they applied to the City for e.g. submitting an application for a warehouse but the site is then used as a factory, which have different application and parking requirements.

There are also instances of non-compliant uses operating within the Malaga local area which has further implications on parking provisions.

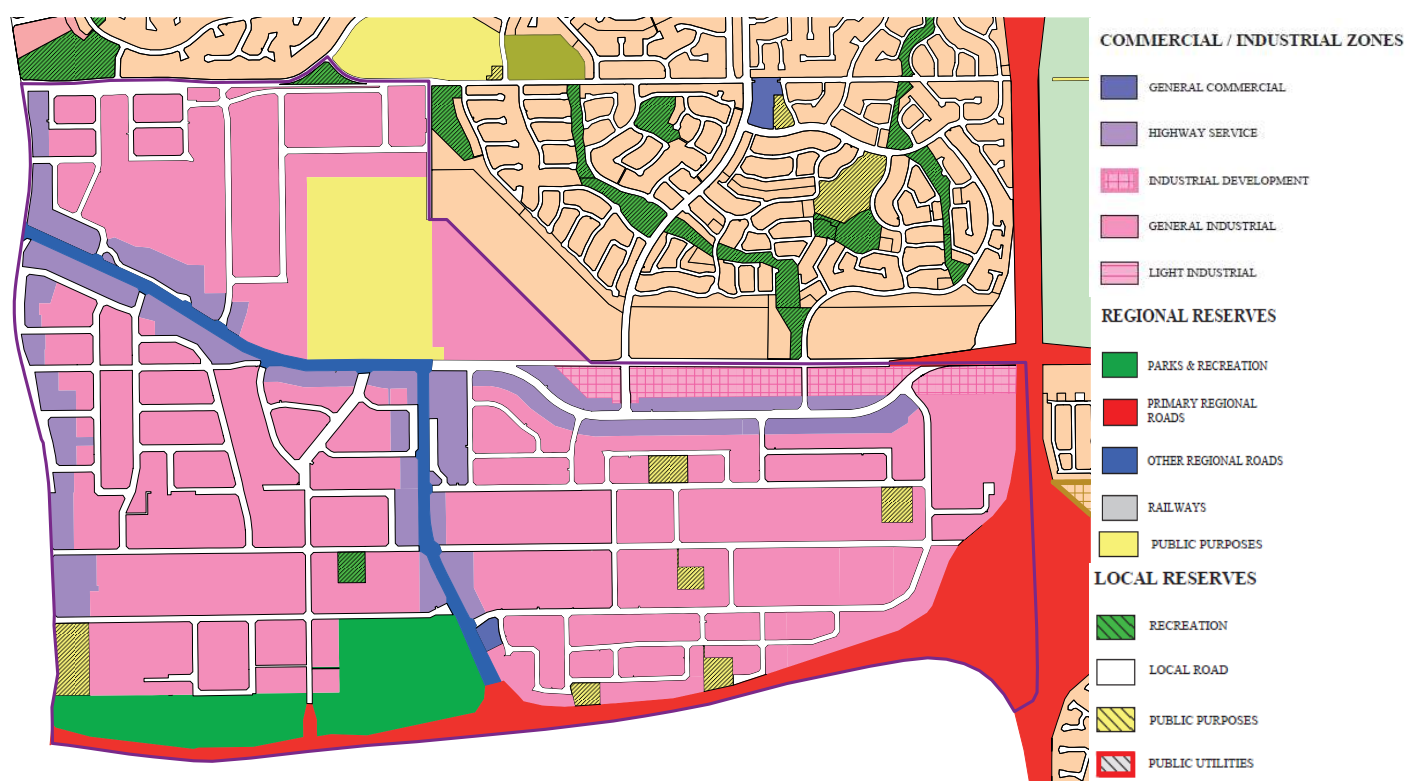


Figure 8. Local Planning Scheme Map 2018

Key Considerations

- Malaga as a major industrial employment area experiences pressure from businesses that require large areas of floor space to display their goods, to locate in the area (bulky goods, retail/homemaker retail).
- Addition of Highway Service Zoned land will encourage more mixed-uses and administrative functions to Malaga's core industrial functions.
- Issues with illegal land uses by businesses/owners.



5.0 Natural Environment and Sustainable Resource Use

There are a number of sites within Malaga that have environmental importance, despite the dominance of industrial activity throughout the area, such as Reid Highway Bushland and a series of linked basins that eventually flow into the Bennett Brook and Swan River.

These sites provide a number of functions for Malaga such as softening the appearance of the industrial estate, providing green corridors or “stepping stones” for the movement of fauna, especially birds, and providing spaces for water infiltration through the natural environment.

Malaga is also surrounded by bushland areas managed by other local governments, such as Lightning Swamp between Reid Highway and Crimea Street (City of Bayswater) and Koondoola Regional Open Space on the west side of Alexander Drive (City of Stirling).

Native Animal Rescue off Camboon Road and the RSPCA (WA) off Malaga Drive are also located within Malaga. Although the sites occupied by these animal shelters are not open to the public, they are surrounded by large portions of native vegetation and sit on the edge of a large wetland.

5.1 Natural Resource Management and Environmental Protection

The Reid Highway Bushland, on the north side of Reid Highway west of Malaga Drive is a listed Threatened Ecological Community (TEC), Bush Forever site, and an Environmentally Sensitive Area (ESA). It is a low Banksia Woodland dominated by *Banksia attenuata*, *Banksia menziesii*, *Banksia ilicifolia*, *Eucalyptus tottiana* and *Nuytsia floribunda* and is susceptible to Dieback spread. The site has a constructed wetland, undergoing improvements including weed control and revegetation with riparian sedges and rushes as part of Bennett Brook Water Quality Improvement project. The site is also subject to a capital project that includes seed collection and revegetation in the bushland, as well as re-fencing to prevent waste dumping (a constant problem in an industrial area), weed control and installation of informative signage. The listing of the Banksia Woodland as a TEC in September 2016 has offered an additional level of protection to Reid Highway Bushland.

5.2 Waste

5.2.1 Solid Waste and Litter

The industrial nature of Malaga results in the production of significant amounts of waste. However, most local businesses contract their own waste removal by commercial operators, relieving pressure on the City to have to invest substantial resources into waste management in Malaga.

Unfortunately, as Malaga is largely deserted after work hours and on weekends, it is subject to continued illegal dumping of a wide range of waste. This includes excess commercial waste such as pallets, building materials (including excess soils, concrete), and discarded furniture. Build-up of this dumped waste is a hazard and an eye-sore for businesses and visitors to Malaga. Waste dumping is an issue the City addresses promptly, in an effort to discourage repeated dumping at the same sites. This prompt service often results in the land-user being unaware of this shared issue. Solid waste and litter are also an issue when blown or carried by water run-off into bushland and water bodies, becoming a risk to fauna, decreasing aesthetics and causing clogged drainage. The City is currently evaluating a proposed waste transfer station in Malaga to address this issue. A Malaga transfer station will greatly assist businesses in providing a means to dispose of all forms of unwanted/unneeded bulk items.

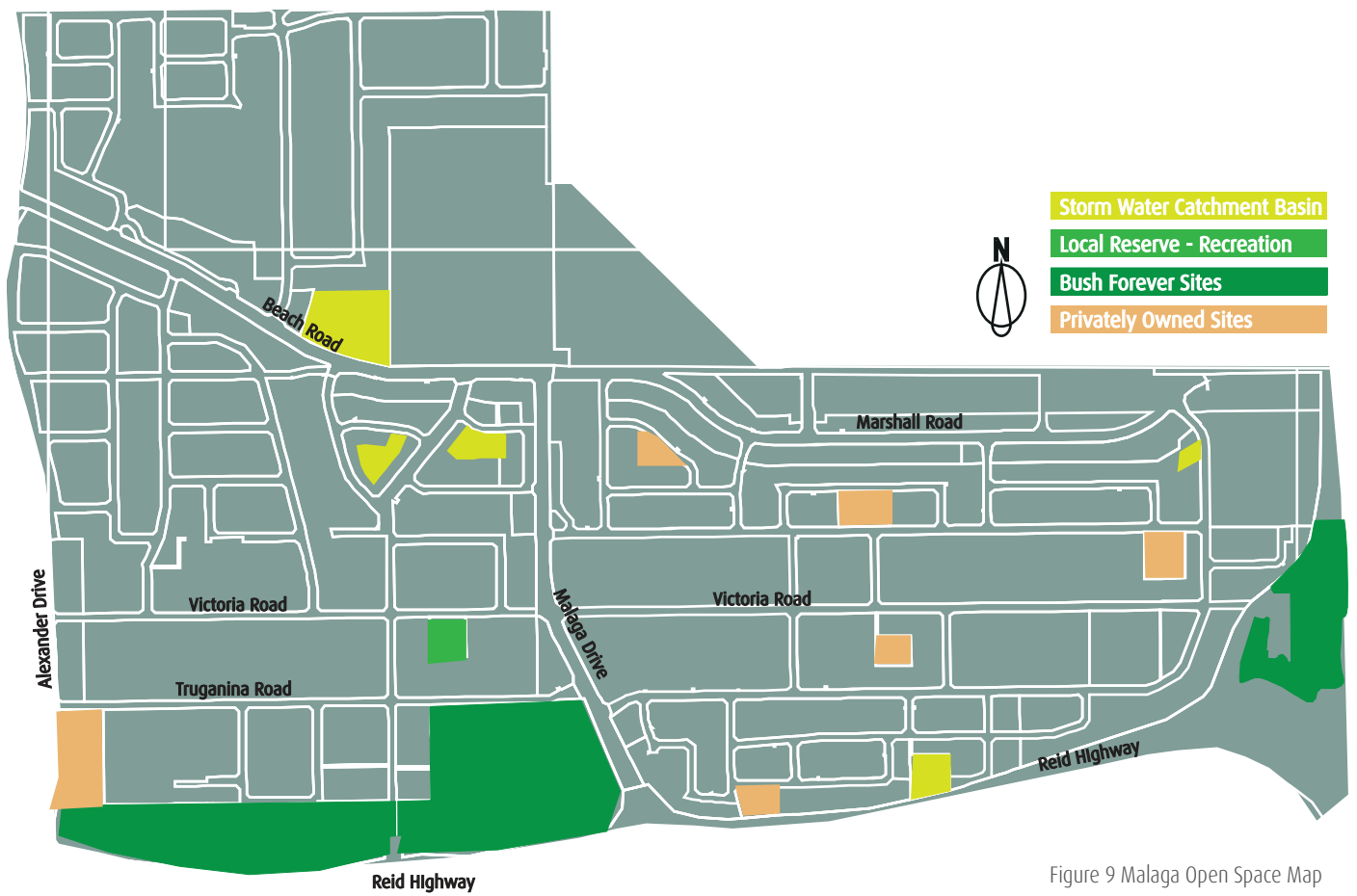


Figure 9 Malaga Open Space Map



Photo. Illegally dumped waste in Malaga



Photo. Illegally dumped used tires in Malaga

5.2.2 Liquid Waste - Light Industrial Program

Malaga Industrial area is one of 5 precincts zoned for industrial activities within the City of Swan. Certain businesses such as mechanical repairs, automotive dismantlers, and spray painters are not required to hold a licence or a registration with the City, therefore tracking these types of commercial activities and site practices is difficult.

To address some of the environmental issues associated with certain businesses, the City recognised the need for a dedicated Light Industry Program (LIP) aimed at improving environmental performance of light industry businesses in the City. The program audits site practices such as waste management, chemical storage, liquid waste disposal and on-site stormwater protection. As part of the audit, the City offers technical advice and assistance to owners of businesses as to how to prevent pollution from occurring. This includes housekeeping, containment, storage, stormwater management and waste water treatment systems. Additionally businesses are also advised of their legal obligations to prevent unauthorised discharges of solid and liquid waste into the environment.

A majority of the City's Malaga stormwater network collects and directs large volumes of stormwater runoff from businesses to open stormwater basins and wetlands. In most cases these areas provide the first visual signs of pollution such as plastics, food packaging, hydrocarbons (oils and solvents) and surfactants from cleaning detergents. Tracing the source of the contaminants is problematic due to multiple sources where stormwater pipes enter the system. A combination of door knocking, targeting industry programs and partnerships with the City's Environmental Assets Team is helping to focus on sites of interest that have the potential to generate liquid waste discharges. Audits of these areas in Malaga have identified commercial activities where discharge liquid waste such as oil and detergent is being directly or indirectly allowed to flow into on-site stormwater systems.

The City works closely with Department of Water and Environment Regulation (DWER) as part of a wider metropolitan LIP under the banner of the "Unauthorised Discharges." In cases where discharges into the environment continue to occur from a known source the City has issued Infringement Notices under the Environmental Protection (Unauthorised Discharge) Regulation 2004.

The City in conjunction with DWER is investing resources into developing industry environmental fact sheets to assist businesses in preventing pollution into the environment from both solid and liquid waste. Health Services continues to work closely with the Environmental Assets team as a cross business activity that has mutual outcomes and benefits in sharing knowledge, resources and findings. It is hoped this will contribute to a wider long term environmental strategy to improve environmental performance within the Malaga area by reducing pollutants entering the City's wetlands systems.

In the interim the LIP continues to be a core activity for Health Services and continues to undertake site audits, environmental sampling and compliance activities.



Photo. Reid Highway Water Catchment (western side)



Photo. Reid Highway Water Catchment (western side)

5.3 Carbon Dependence

The City of Swan's Sustainable Environment Strategy (2012) states that the City will work internally and with partners to monitor and improve efficiency in the use of natural resources such as ground and potable water and non-renewable energy sources, and to also support and implement the development of sustainable alternatives.

By working with local businesses in undertaking energy and water efficiency audits, the City aims to educate the business community about where changes can be made to improve their own efficiency, and therefore the overall health and sustainability of the natural environment that supports Malaga.

Further to this, the City is looking to engage with local businesses and public transport providers to improve the availability of alternative modes of transport, and deliver safer cycling and walking routes, in an effort to reduce carbon dependence.

5.4 Water Management

5.4.1 Water Efficiency

The City of Swan's Sustainable Environment Strategy (2012) also states that the City will monitor and improve water efficiency through sustainable management of ground, surface and potable water.

By working with Malaga businesses and external partners in undertaking water audits, the City aims to educate the business community about improving their own water use and assist the City of Swan, and Perth, in becoming a Water Sensitive City.

5.4.2 Water Quality

Water quality is an issue that affects not just Malaga, but also downstream areas such as Lightning Swamp, Bennett Brook and the Swan River. Water quality within and flowing from the Malaga area has been a concern for a number of years due to contaminants, with initiatives such as the Local Water Quality Improvement Plan (WQIP) – Bennett Brook Catchment, having been launched to monitor and improve the water quality.

There are a number of water bodies within Malaga, mostly man made or modified drainage basins, which provide a water element to the natural environment. These basins, managed by either the City or Water Corporation, primarily serve as catchments for runoff from the impervious areas, however also provide fauna habitat and a welcome break from the concrete landscape. The City has identified some of these areas as part of the wider Bennett Brook catchment for regeneration, planning on-going planting and clean-ups.

The City is currently in partnership with the Department of Biodiversity, Conservation and Attractions (DBCA) that have incorporated the former Swan River Trust. DBCA has contributed funding to upgrade several of the drainage basins within Malaga by removing rubbish and weeds, and planting native vegetation to strip nutrients and other contaminants from the water. It is hoped that the improvement of these areas will lead to surrounding businesses taking a more active role in reducing their discharge so that the water quality can stay close to natural, and promote sustainable enjoyment of the natural environment. There is potential to link these improvements with public open space initiatives, further increasing the likelihood that users of the space and surrounding area will take greater care with discharge, contaminants and waste.

City of Swan's WQIP has also identified the need for further education for business owners and operators in the area, who need to be made aware that whatever they put into or allow to make its way into waterways (through leeching, being blown off site, dumped down a drain or running off with rainwater) will be making its way into Lightning Swamp, Altona Lake, Bennett Brook and eventually the Swan River.

Key Considerations

- Increased levels of toxins in water catchments.
- Lack of vegetation and general care of waterways and riparian areas.
- Downstream impact of polluted water ways on the Bennett Brook and the Swan River.
- Regular occurrences of pollution such as waste dumping and contaminated run off from workplaces entering the waterways.
- Poor aesthetics of existing water bodies leading to low value placed on natural areas by the community.



6.0 Built Environment

Malaga's built environment is typically industrial with signs of its character emerging as a mixed business centre. The built environment is also being influenced by external factors such as state road network projects being constructed in and around Malaga, which will see lasting benefits across the locality. The development of Malaga over time has reflected the needs and requirements of the market at any particular point in time, however as these needs and demands change with market forces, Malaga should be supported with considered policy positions to enable the area to adapt and continue to operate as a successful employment node.

6.1 Aboriginal Heritage

Within Malaga and in the surrounding area there are a number of confirmed Aboriginal heritage sites, such as meeting places, camps, hunting places, water sources, mythological and ceremonial places, modified trees, and with artefacts and archaeological deposits having been located in the past.

These locations within the Malaga local area have considerable value as historic sites and therefore development must be managed accordingly. Under the Aboriginal Heritage Act 1972 any person looking to excavate or remove items from an area identified as an Aboriginal site must first consult with the Traditional Owners and seek permission from the Registrar of Aboriginal Sites.

6.2 Built Form

The physical appearance and make up of Malaga has evolved as building materials, needs of occupiers, and construction methods have changed over time.

Most of the older areas of Malaga are made up of large warehouses, and smaller units, often constructed from brick and corrugated iron roofing or building sides. There are two distinct types of built form in the newer development; one being tilt up concrete structures, and the other being large single buildings with contemporary design incorporating glazing and other features to modernise the appearance of the building.

The prevalence of these tilt up structures could be reasoned with the costs of construction and design, however in comparison with contemporary buildings, the appearance of these structures is less than ideal. The appearance of the tilt up concrete structures can be softened in some areas with landscaping and vegetation planting, however from the sides and rear, when exposed, the structures are visually unappealing and are often a target for graffiti.



6.3 Transport and Access

Malaga is a strategically located industrial area within metropolitan Perth, and maintains this effectiveness through its accessibility and position in relation to the regional road network. This network of highways around Perth is essential for the movement of supplies and materials in and out of the industrial area, to locations around Perth and further afield.

Alexander Drive, Reid Highway, and Tonkin Highway (to the south east) are all major roads linking Malaga to the rest of the Metropolitan area in all directions, and allows for heavy haulage traffic to access other industrial areas, market places and regional areas. Malaga is also served by a small number of internal distributor roads namely Malaga Drive, Beach Road and Marshall Road, and a network of smaller local roads giving access to the hundreds of businesses that operate from the local area. This road hierarchy is mapped in Figure 10.

It has been noted in the 2016 ABS Census 83.3% of City residents who travelled to work in Malaga used a private car, therefore alternative modes of transport such as public transport, car pooling and cycling should be considered as alternatives in this area. Figure 11 shows bus routes and bus stops within Malaga.

NorthLink WA is a Federal and State funded project that has a long term vision to cater for the traffic volumes associated with a future Perth population of 3.5 million. Malaga is included in the Central Section of the project which involves constructing a free flowing link from Reid Highway to Ellenbrook, improving access to Ellenbrook and surrounding suburbs. One of NorthLink WA's key benefits is removing four of the State's most dangerous intersections. Two of these are located in the Central Section – Tonkin Highway / Reid Highway and Beechboro Road / Gngangara Road. Key construction works include:

- An interchange at the Reid Highway and Tonkin Highway intersection.
- Upgrade Reid Highway between Altone Road and Malaga Drive to a dual carriageway
- Flyovers at Marshall Road and Beechboro Road.
- Modification to Altone Road and Reid Highway signalised intersection.

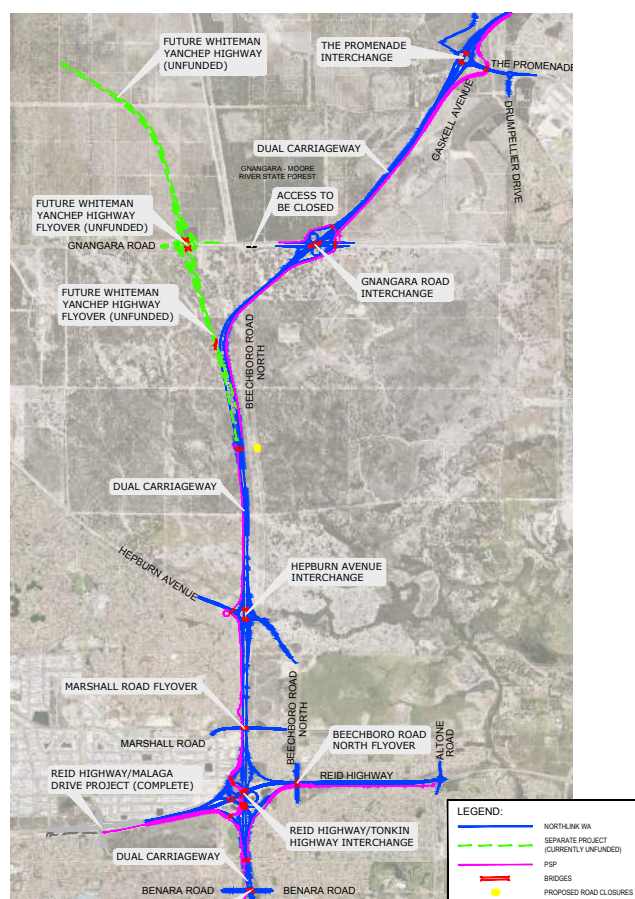


Photo. Northlink Project Map (Central Section)

6.4 Parking

As Malaga continues to grow and change, this has implications on parking provision in the area. The previous Malaga LAP concluded the parking issues stemmed from behavioural changes and a perceived lack of parking.

Many of the issues revolve around businesses using their allocated parking space for storage purposes, such as overhauled cars etc. resulting in employees and customers parking on the verge instead. This causes issues for commuters passing by, as well as large trucks that attempt to drive past or to these businesses.

The Malaga Parking Strategy was first developed in 2011 to address these issues, and since then more than 400 parking bays have been constructed, with more being planned for 2018 and beyond. Despite continued parking improvements, some persistent undesirable parking behaviour continues or reappears when businesses change. Therefore parking compliance activity will become more evident, through parking patrols and safety patrols, especially in areas where improvements have been made.

Key considerations

- Maintaining access to transport links.
- Managing parking pressures within Malaga.
- Managing compliance with parking requirements imposed on businesses.

6.5 Public Transport

The proposed public transport network for the sub-region includes an integrated network of passenger rail lines and transit corridors. Passenger rail infrastructure proposed for the sub-region includes a new rail line extending from the Midland rail line to the Ellenbrook town centre – with additional stations at Morley, Malaga and Ellenbrook as part of the State Government’s transport plan Metronet. It is currently unknown where the station will be placed, however the design stages are being developed and works are expected to begin in 2020.

Malaga is served by several bus routes linking the area with surrounding suburbs to the north, south and west, mainly along Alexander Drive, Beach Road and Malaga Drive, as shown in Figure 11. Although these roads are connected with public transport, only 1.05% of the Malaga workforce residing in Swan used public transport (ABS 2016), with 83.3% of workers choosing to drive. This tendency is however in line with other industrial areas, due to the use of work vehicles and number of trades people, required to use a private car for work purposes.

6.6 Walking/Cycling

Other transport modes applicable to Malaga are cycling and walking. The road network in and around Malaga is considered to have a mix of good, medium, and poor cycling environments. On Reid and Tonkin Highways there are bicycle lanes in both directions to and from Malaga. However walking within Malaga is difficult as there is a lack of connecting walkways.

With a number of road construction and projects happening within the area, there is a significant opportunity for Council to support the development of walking and cycle ways.

Key Considerations

- Ensuring Aboriginal heritage aspects of Malaga are protected and maintained into the future.
- Exposed buildings along new State roads highlights aesthetic challenges with location of tilt-up buildings.
- Undesirable appearance of rear and side tilt up concrete.
- Very high percentage of employees driving to work
- Street parking habits
- Opportunities for incentives for employees to use public transport
- Opportunities to increase walk and cycle network and encourage its use

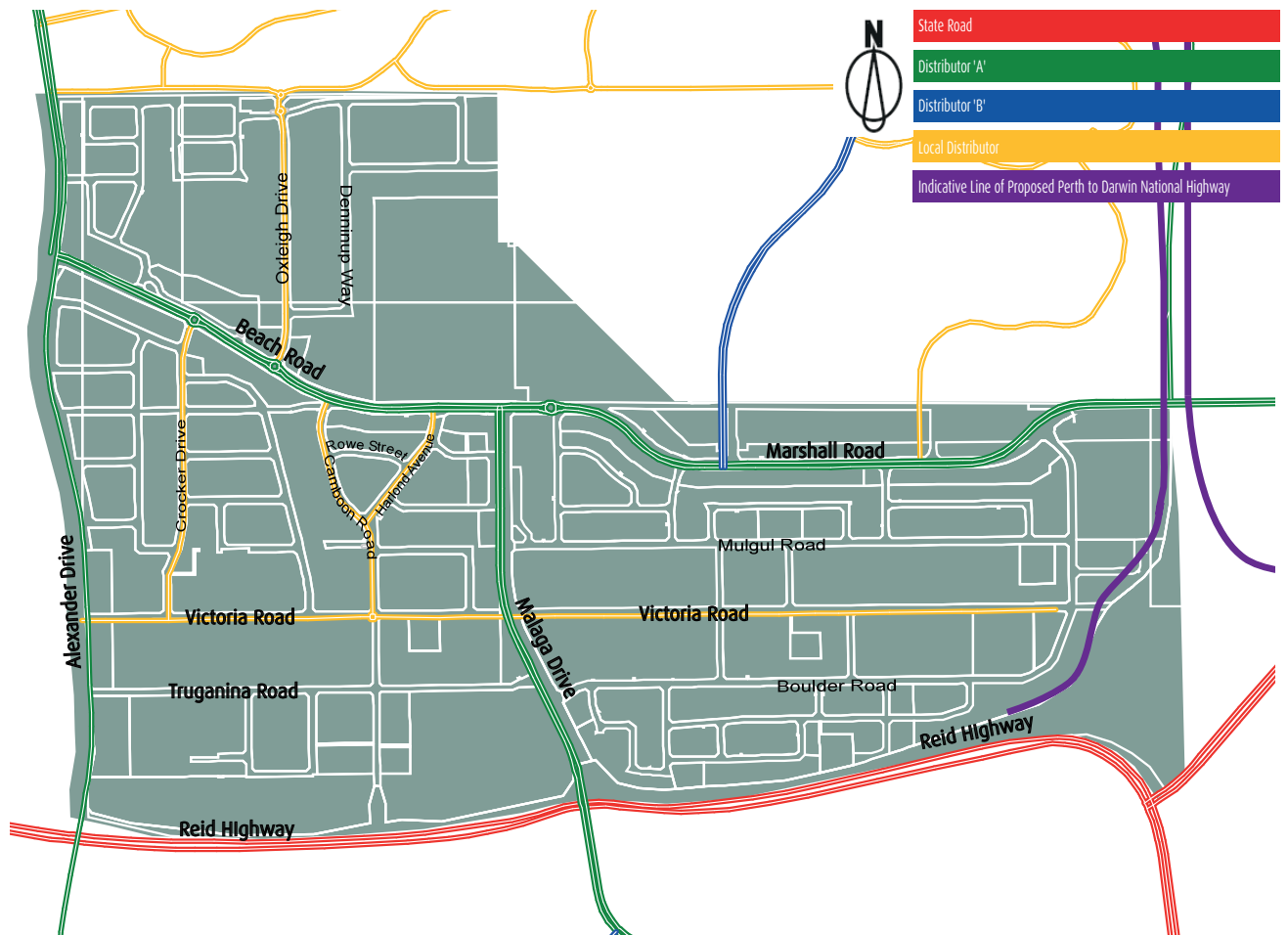


Figure 10. Malaga Road Hierarchy

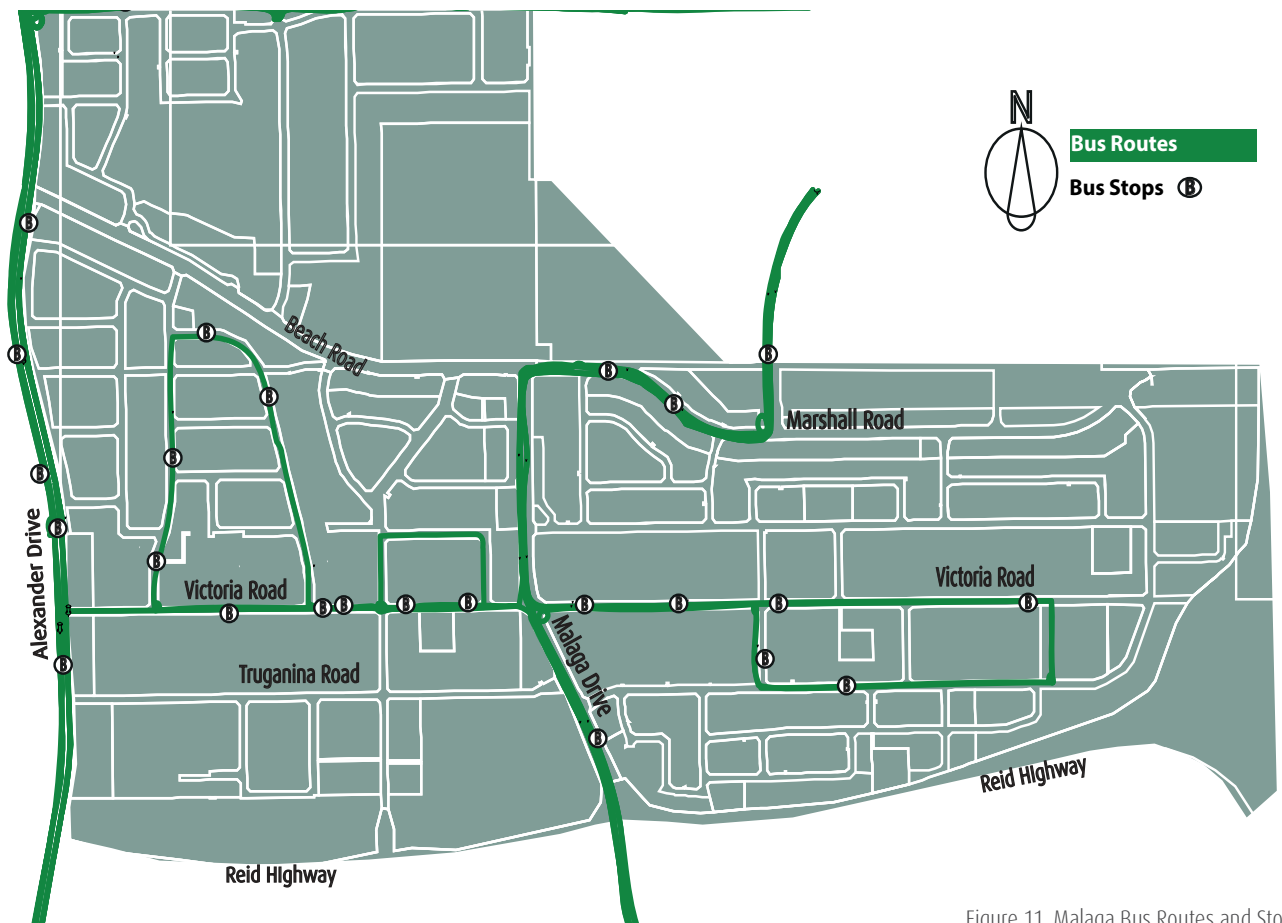


Figure 11. Malaga Bus Routes and Stops

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