



Statutory Planning Committee

Notice is hereby given that the next meeting of the
Statutory Planning Committee will be held on:

**Tuesday 14 June 2011
10.00 am**

**Level 3, Conference Room B
140 William Street
Perth**



**Tony Evans
Secretary**

Statutory Planning Committee

Membership:

Member	Representation – <i>Planning and Development Act 2005</i>	Term of office ends
Mr Gary Prattley	Chairman Section 10(1)(a) or Schedule 2 clause 4 (2)(a)	20/4/2013
Mayor Carol Adams	Local Government nominee Schedule 2 clause 4 (2)(f)	1/2/2012
Mr Ian Holloway	Urban and regional planning representative Schedule 2 clause 4 (2)(e)	1/2/2012
Ms Sue Burrows	Nominee of the Director General, Department of Planning nominee Schedule 2 clause 4 (2)(b)	Ex-officio
Cr Corinne MacRae	WAPC Nominee Schedule 2 clause 4 (2)(g)	1/2/2012
Ms Elizabeth Taylor	Community representative Schedule 2 clause 4 (2)(d)	1/2/2012
Vacant	Regional Minister nominee Schedule 2 clause 4 (2)(c) or Schedule 2 clause 4 (3)	

Quorum: 4

In accordance with the WAPC Standing Orders 2009, 3.7 - Quorum for meetings:

- (2) A quorum for a meeting of a committee is at least 50% of the number of offices (whether vacant or not) of members of the committee.

Role:

Schedule 2(4)(4) of the *Planning and Development Act 2005*

The Statutory Planning Committee is the WAPC's regulatory decision-making body and performs such of the statutory planning functions of the Commission under the *Planning and Development Act 2005* and Part II of the *Strata Titles Act 1985* as are delegated to the Statutory Planning Committee under section 16 and such other functions as are delegated to it under that section. These functions include approval of the subdivision of land, approval of leases and licenses, approval of strata schemes, advice to the Minister for Planning on local planning schemes and scheme amendments, and the determination of certain development applications under the Metropolitan Region Scheme.

Delegated Authority

- 2.1 Power to determine applications for approval to commence and carry out development lodged with or referred to the WAPC pursuant to the provisions of a region scheme.
- 2.2 Power to approve detailed plans requiring the subsequent approval of the WAPC as a condition of development approval pursuant to the provisions of a region scheme and power to confirm that conditions imposed by the WAPC on a development approval pursuant to the provisions of a region scheme have been complied with.
- 2.3 Power to determine whether or not proposals and the ongoing implementation of a region scheme comply with conditions (if any) applied pursuant to sections 48F and 48J of the *Environmental Protection Act 1986*.
- 2.4 Power to determine whether or not applications to commence and carry out development are of State or regional importance, or in the public interest, pursuant to any resolution of the WAPC made under a region scheme requiring such determination.
- 2.5 Power to request the Minister for Planning to approve the WAPC disregarding the advice of the Swan River Trust in whole or in part in relation to the approval of development of land within the Riverbank or Development Control Area as defined under the *Swan and Canning Rivers Management Act 2006* where the determining authority is the WAPC.
- 2.6 All functions of the WAPC as set out in -
 - (i) Sections 14(a), 14(c), 34, 97, 98, 100, 104, 105, 106, 107, 109, 110, 111, 134, 135, 136, 138, 139, 140, 142, 143, 144, 145, 147, 151, 153, 154, 157, 169, 185, 214, 215, 216 of the Act;
 - (ii) Town Planning Regulations 1967;
 - (iii) Regulations 21, 22, 24 and 27 of the Planning and Development Regulations 2009;
 - (iv) *Strata Titles Act 1985* or the provisions of a strata or survey-strata scheme;
 - (v) *Strata Titles General Regulations 1996*;
 - (vi) Section 52 and section 85 of the *Land Administration Act 1997*;
 - (vii) Section 40 of the *Liquor Control Act 1988*;
 - (viii) *Perry Lakes Redevelopment Act 2005*.
- 2.7 Power to determine requests for variations to plans of subdivision where WAPC approval is required pursuant to the provisions of an approved local planning scheme.
- 2.8 Power to provide comment on and grant approval to plans known generally as outline development plans, structure plans and similar plans, and to planning policies and similar documents or amendments thereto, requiring the approval or endorsement of the WAPC pursuant to the provisions of a local planning scheme.
- 2.9 Power to provide comments or advice on behalf of the WAPC to a local government or a redevelopment authority where a provision of a local planning scheme or a redevelopment scheme requires comments from the WAPC.

- 2.10 Power to execute and accept the benefit of easements in gross, covenants in gross, records on title and other instruments for dealings in land for subdivisions, strata subdivisions and developments in accordance with any applicable policy and legislation.
- 2.11 Power to make recommendations to the Minister for Planning in relation to requests from local governments to expend monies paid by subdividing land owners in lieu of setting aside free of cost to the Crown, areas of land for public open space, where such recommendations are in accordance with WAPC policy.
- 2.12 Power to determine whether or not a proposal is likely to have a significant effect on the environment pursuant to section 38(1) of the *Environmental Protection Act 1986* and to refer such proposal to the Environmental Protection Authority.
- 2.13 Power to waive or clear conditions affixed as conditions of approval.
- 2.14 Power to endorse diagrams and plans of survey and deposited plans involving the acquisition and resumption of land created pursuant to Part 11 of the Act and the *Land Administration Act 1997*.
- 2.15 Power to advise the Minister for Planning on any appeal or matter arising therefrom pursuant to Part 14 of the Act.
- 2.16 Power to defend and otherwise deal with applications for review lodged with the State Administrative Tribunal and to appeal, defend, respond and otherwise deal with any matter that may be appealed to the Supreme Court on a question of law.
- 2.17 Power to defend, respond, appeal and otherwise deal with legal proceedings.
- 2.18 Power to prepare and approve, subject to the prior approval of the Minister for Planning, policies relating to planning matters and/or the functions of the WAPC, save and except for State Planning Policies under Part 3 of the Act.

This meeting is not open to members of the public.

RELEVANT INFORMATION FOR MEMBERS

Disclosure of interests

In accordance with the *Planning and Development Act 2005* and Part 6 of the Standing Orders 2009, members of Committees (and certain employees) are required to disclose the following types of interests that they have or persons closely associated to them, have:

- direct and indirect pecuniary interests (financial);
- proximity interests (location); and
- impartiality interests (relationship).

A “**direct pecuniary interest**” means a relevant person’s interest in a matter where it is reasonable to expect that the matter if dealt with by the board or a Committee, or an employee in a particular way, will result in a financial gain, loss, benefit or detriment for the person.

An “**indirect pecuniary interest**” means a relevant person’s interest in a matter where a financial relationship exists between that person and another person who requires a board or Committee decision in relation to the matter.

A “**proximity interest**” means a relevant person’s interest in a matter if the matter concerns -

- (i) a proposed change to a planning scheme affecting land that adjoins the person’s land;
- (ii) a proposed change to the zoning or use of land that adjoins the person’s land; or
- (iii) a proposed development, maintenance or management of the land or of services or facilities on the land that adjoins the person’s land.

An “**Impartiality interest**” means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the member having the interest and includes an interest arising from kinship, friendship, partnership or membership of an association or an association with any decision making process relating to a matter for discussion before the board or a Committee.

Members disclosing any pecuniary or proximity interests for an item can not participate in discussion or the decision making procedure relating to the item and must leave the meeting room during the discussion of the item. Members disclosing an impartiality interest in an item must also leave the room during the discussion or the decision making procedure relating to the item unless the Committee, by formal resolution, allows the member to remain. The reason to allow a member to remain must be stated in the formal resolution and will be minuted.

Disclosure of representations

Where a member has had verbal communication with or on behalf of a person with an interest in a matter which is before a meeting, the member is to disclose the interest.

Where a member is in receipt of relevant written material (including email) from or on behalf of a person with an interest in a matter which is before a meeting, the member is to table the material at the meeting for the information of members and relevant employees.

ORDER OF BUSINESS

- 1. Declaration of opening**
- 2. Apologies**
- 3. Members on leave of absence and applications for leave of absence**
- 4. Disclosure of interests**
- 5. Declaration of due consideration**
- 6. Deputations and presentations**
 - 6.1 SUBDIVISION TO CREATE 17 LOTS FOR INTENSIVE AGRICULTURE PURPOSE, LOTS 12, 22, 24 AND 19022 JONES ROAD AND LOT 50 WESTDALE ROAD, BEVERLEY (Item 10.6)**

Presenters: Greg Rowe - Greg Rowe and Associates
Aaron Lohman – Greg Rowe and Associates
Kim Clifton – landowner
 - 6.2 CREATE 28 SURVEY STRATA LOTS FOR RESIDENTIAL PURPOSE INCLUDING COMMON PROPERTY AND PUBLIC OPEN SPACE : LITTLE GROVE, ALBANY (Item 10.5)**

Presenters: Belinda Moharich – Flint Moharich
Faryar Gorjy - Yaran Property Group / Grove 20 Pty Ltd
Steve Walker - Yaran Property Group / Grove 20 Pty Ltd
Shahyar Gorjy – Yaran Property Group / Grove 20 Pty Ltd
Mathew Hatton - Yaran Property Group / Grove 20 Pty Ltd
- 7. Announcements by the Chairperson of the board and communication from the WAPC**
- 8. Confirmation of minutes of 24 May 2011**
- 9. Reports (see attached index of reports)**

- 10. Confidential items (see attached index of reports)**
- 11. General business**
- 12. Items for consideration at a future meeting**
- 13. Closure - next meeting to be held on 28 June 2011**

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of ordinary meeting 7427
held on 24 May 2011

Attendance

Members

Mr Gary Prattley	WAPC Chairman (Presiding Member)
Mayor Carol Adams	Local Government nominee
Mr Ian Holloway	Professional representative
Ms Elizabeth Taylor	Community representative

Officers

Ms Judi Bell	Director Schemes & Appeals, Statutory Planning	Item 10.1
Mr Shau Chong	Planning Manager Metro Planning Central	Item 9.6
Ms Natalie Cox	Sr Project Planner Schemes & Appeals	Item 10.1
Ms Claire Franklin	Director Schemes & Appeals, Statutory Planning	Item 10.1
Mr Mat Selby	Director Planning Metropolitan Central	Item 9.6
Mr Mark Szabo	Team Leader Schemes & Amendments	Item 10.2

Presenters

Mr David Caddy	TPG Town Planning & Urban Design	Item 9.6
Mr Paul McQueen	Lavan Legal	
Mr Paul Simpson	Aria Land	
Mr Michael Cross	CEO, Aegis Aged Care Group Pty	Item 10.1
Mr Guy Grant	Montague Grant Architects	
Ms Claire McLean	Peter Webb and Associates	
Mr Peter Webb	Peter Webb and Associates	
Mr Daniel Arndt	City of Cockburn - Director Planning and Development	Item 10.1
Mr Stephen Cain	City of Cockburn - CEO	
Ms Carol Catherwood	City of Cockburn - Coordinator Strategic Planning	

Observers

Ms Clare McLean	Peter Webb and Associates
Ms Christina Sanders	Department of Planning

Committee Support

Ms Leah Carr	Committee Secretary - Department of Planning
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1 Declaration of Opening

The Presiding Member declared the meeting open at 10.05 am, acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed Members.

2 Apologies

Nil.

3 Members on Leave of Absence and Applications for Leave of Absence

Cr Macrae has previously been granted leave of absence for the meetings held on 10 and 24 May 2011.

Ms Burrows has previously been granted leave of absence for the meeting held on 24 May 2011.

4 Disclosure of Interests

Member	Minute No.	Page No.	Nature of Interest
Mayor Carol Adams	10.1	16	Impartiality

A Declaration of Interest form was completed by Mayor Adams and a copy has been placed on file.

Resolved

Moved by Ms Taylor, seconded by Mr Holloway

In accordance with clause 6.10(7) of the Standing Orders 2009, members of the Statutory Planning Committee agreed that Mayor Adams listed above, who had disclosed an impartiality interest, should be permitted to participate in discussion and voting on the item due to being the Mayor of Kwinana which adjoins the development application area and having business relations with Aegis Aged Care Group Pty.

The motion was put and carried.

5 Declaration of Due Consideration

No declarations were made.

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6 Deputations and Presentations

- 6.1 Proposed Mixed use Development - Claremont (report item 9.6)**
Presenters: Mr David Caddy, Mr Paul McQueen and Mr Paul Simpson

THIS ITEM IS CONFIDENTIAL

Moved to item 9.6

- 6.2 City of Cockburn Local Planning Scheme Amendment (report item 10.1)**
Presenters Mr Michael Cross, Mr Guy Grant and Mr Peter Webb

THIS ITEM IS CONFIDENTIAL

- 6.3 City of Cockburn Local Planning Scheme Amendment (report item 10.1)**
Presenters Mr Stephen Cain, Mr Daniel Arndt and Ms Carol Catherwood

THIS ITEM IS CONFIDENTIAL

7 Announcements by the Chairperson of the Board and communication from the WAPC

The Presiding Member announced that this would be the last SPC meeting to be held in Albert Facey House and he congratulated Ms Taylor on being a member of SPC throughout the 21 years that SPC has met there.

8 Confirmation of Minutes

- 8.1 Minutes of the Statutory Planning Committee meeting held on Tuesday 10 May 2011**

Resolved

Moved by Mr Holloway, seconded by Ms Taylor

That the minutes of the Statutory Planning Committee meeting held on Tuesday 10 May 2011, be confirmed as a true and correct record of the proceedings.

The motion was put and carried.

Moved to item 10.1

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9

Reports

E Minor Local Planning Schemes Local Planning Scheme Amendments

9.1 Shire of Jerramungup - Limited Review of Local Planning Strategy - Request For Consent To Advertise

File DP/11/00059/1
Agenda Part E
Reporting Officer Planning Manager Great Southern Region

Resolved

Moved by Ms Taylor, seconded by Mayor Adams

That the Western Australian Planning Commission resolves to certify that the amendments to the local planning strategy are consistent with regulation 12A(3) of the Town Planning Regulations 1967 (as amended) subject to the modifications outlined in the attached schedule of modifications, being undertaken prior to advertising, and are to be advertised for not less than 21 days.

The motion was put and carried.

G Developments / Subdivisional / Survey Strata

9.2 Proposed Jetty - South Yunderup

File 616-120-1
Agenda Part G
Reporting Officer Planning Manager Perth, Peel, South West Planning and Strategy

A letter regarding Jetty Licence Allocation from Senator Back to Minister Day and Minister Day's letter of response were tabled for members' consideration. A copy of each has been placed on file.

Resolved

Moved by Ms Taylor, seconded by Mayor Adams

That the Western Australian Planning Commission resolves to refuse the application for the following reasons:

- 1. the proposed private jetty would result in adverse environmental and aesthetic impacts upon the Murray River and its foreshore;*

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2. *approval to the proposed private jetty is not consistent with the purpose of the Regional Open Space reservation under the Peel Region Scheme as it does not protect the natural environment, does not safeguard the important landscape value of the area and reduces public access to the Murray river and its foreshore;*
3. *the construction of additional private jetties within the natural waterways of the Peel region would have cumulative detrimental impacts in terms of reducing public access to the waterway, alienation of the foreshore and adjacent waterways, loss of foreshore vegetation and visual amenity of the foreshore and natural waterways.*

The motion was put and carried.

9.3 Subdivision to Create 3 Lots for Residential Purpose - Lot 104 Marlboro Road, Swan View.

File 143283
Agenda Part G
Reporting Officer A/Director North East Metropolitan
Planning

Resolved

Moved by Ms Taylor, seconded by Mayor Adams

That the Western Australian Planning Commission resolves to approve the proposed subdivision of Lot 104 Marlboro Road, Swan View to create three lots, subject to the following conditions and advice:

CONDITIONS

1. *Those lots not fronting an existing road being provided with frontage to a constructed road(s) connected by a constructed road(s) to the local road system and such road(s) being constructed and drained at the applicant/owner's cost. As an alternative the WAPC is prepared to accept the applicant/owner paying to the local government the cost of such road works as estimated by the local government subject to the local government providing formal assurance to the WAPC confirming that the works will be completed within a reasonable period as agreed by the WAPC. (Local Government)*

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2. *All buildings having the necessary clearance from the new boundaries as required by the relevant Town Planning Scheme. (Local Government)*
3. *Arrangements being made with the local government for the upgrading of Marlboro Road. (Local Government)*
4. *The land being graded and stabilised. (Local Government)*
5. *The land being filled and/or drained at the subdivider's cost to the satisfaction of the Western Australian Planning Commission and any easements and/or reserves necessary for the implementation thereof, being granted free of cost. (Local Government)*
6. *Stormwater being contained on-site, or connected to the local drainage system, after passing through an appropriate water quality improvement treatment device. (Local Government)*
7. *Footpaths/dual use paths being provided in accordance with Local Subdivision and Infrastructure Plan No. 324 to the specifications of the Local Government. (Local Government)*
8. *Street trees being provided in accordance with Local Subdivision and Infrastructure Plan No. 324 to the specifications of the Local Government. (Local Government)*
9. *Street lighting being provided along subdivisional roads to the specifications of the Local Government. (Local Government)*
10. *An area(s) of land at least 292m² in area, in a position to be agreed with the WAPC, being shown on the Deposited Plan as a "Reserve for Recreation" and vested in the Crown under Section 152 of the Planning and Development Act 2005, such land to be ceded free of cost and without any payment of compensation by the Crown.*
11. *A Notification, pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the Certificates of Title of the proposed*

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lot(s) advising of the existence of a hazard or other factor. Notice of this notification to be included on the Deposited Plan. The notification to state as follows:

"This lot is situated in the vicinity of Perth Airport, and is currently affected, or may in the future, be affected by aircraft noise. Noise exposure levels are likely to increase in the future as a result of increases in numbers of aircraft using the airport, changes in aircraft type or other operational changes. Further information about aircraft noise, including development restrictions and noise insulation requirements for noise-affected properties, are available on request from the relevant local government offices."

12. *Suitable arrangements being made with the Water Corporation so that provision of a suitable water supply service will be available to lot(s) shown on the approved plan of subdivision. (Water Corporation)*
13. *Suitable arrangements being made with the Water Corporation so that provision of a sewerage service will be available to the lot/s shown on the approved plan of subdivision. (Water Corporation)*
14. *Suitable arrangements being made with the Water Corporation for the drainage of the land either directly or indirectly into a drain under the control of that body. (Water Corporation)*
15. *Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the provision of an underground electricity supply service to the lot(s) shown on the approved plan of subdivision. (Western Power)*

ADVICE

1. *The approval to subdivide issued by the WAPC should not be construed as an approval to commence development on any of the lots proposed. Approval to Commence Development may be required to be issued by the local government.*

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2. *With regard to Condition 2, the WAPC will accept building clearance requirements as specified in the relevant Town Planning Scheme operative at the time the subdivision approval was granted by the WAPC.*
3. *The Commission advises that Condition 3 should not be interpreted to imply that it requires the upgrading be at the subdivider's total cost but that this is a matter of negotiation between the subdivider and the Local Government.*
4. *In relation to Condition 5, the Shire of Mundaring advises that:*
 - a) *per lot contributions to infrastructure drainage costs are to be provided in accordance with Local Subdivision and Infrastructure Plan No. 324;*
 - b) *the following information and works are required to be undertaken prior to any clearance being issued:*
 - i) *the applicant nominating road levels and finished lot levels to allow standard residential construction;*
 - ii) *the applicant providing details regarding all earthworks and retaining walls required to achieve the abovementioned levels; and*
 - iii) *all works being undertaken in accordance with the abovementioned information and plans.*
5. *In relation to Condition 7, the Shire of Mundaring advises that footpaths and dual use paths are to be provided in accordance with the Technical Guidelines and Infrastructure Contributions for Local Subdivision and Infrastructure Plan No. 324.*
6. *In relation to Condition 8, the Shire of Mundaring advises that a landscaping bond will be accepted prior to clearance of subdivision conditions. A plan and documentation shall be provided by the applicant showing the location of the trees, proposed watering and maintenance regime prior*

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to the acceptance of such a bond. In relation to this, the applicant is advised to liaise with the Shire of Mundaring.

7. *With regard to Condition 10, the WAPC hereby approves of a cash-in-lieu contribution in accordance with Section 153 of the Planning and Development Act, 2005.*
8. *With regard to Conditions 12-14 Water Corporation policy and practice for the locality may involve the provision of land (for plant and works), easements and/or the payment of financial contributions towards infrastructure. You are advised to contact the Water Corporation.*
9. *With regard to Condition 15, Western Power provides only one point of electricity supply per freehold (green title) lot and requires that any existing overhead consumer service is required to be converted to underground.*
10. *If an existing aerial electricity cable servicing the land the subject of this approval crosses over a proposed lot boundary as denoted on the approved plan of subdivision, satisfactory arrangements will need to be made for the removal and relocation of that cable.*

The motion was put and carried.

9.4 Subdivision to Create 2 Lots Residential Purpose - Lot 17 Ulster Road, York

File	143588
Agenda Part	G
Reporting Officer	A/Manager Statutory Planning Southern Regions

Resolved

Moved by Ms Taylor, seconded by Mayor Adams

That the Western Australian Planning Commission resolves to approve the application for subdivision of Lot 17 Ulster Rd, York subject to the following conditions and advice:

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CONDITIONS

1. *Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the provision of an underground electricity supply service to the lot(s) shown on the approved plan of subdivision. (Western Power)*
2. *Suitable arrangements being made with the local government for the provision of vehicular crossover(s) to service the lot(s) shown on the approved plan of subdivision. (Local Government)*
3. *All buildings and effluent disposal systems having the necessary clearance from the new boundaries as required under the relevant legislation. (Local Government)*
4. *The land being filled and/or drained at the subdivider's cost to the satisfaction of the Western Australian Planning Commission and any easements and/or reserves necessary for the implementation thereof, being granted free of cost. (Local Government)*

ADVICE

1. *The approval to subdivide issued by the WAPC should not be construed as an approval to commence development on any of the lots proposed. Approval to Commence Development may be required to be issued by the local government.*

The motion was put and carried.

9.5 Proposed Shed and Lean To - Lot 100 West Swan Road, West Swan

File	21-50140-2
Agenda Part	G
Reporting Officer	Planning Director Metro Planning North East

Resolved

Moved by Ms Taylor, seconded by Mr Holloway

That the Western Australian Planning Commission resolves to approve development application 21-50140-2 for a shed at Lot 100 West Swan Road, West Swan subject to the following conditions and advice:

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CONDITIONS

1. *This approval relates to the proposed "shed" and excludes the proposed "lean to" structure (8m x 30m) as shown on Drawings prepared by Muchea Constructions (Sheets 1-2), date stamped 3 September 2010 by the Department of Planning (attached).*
2. *The proposed shed shall be constructed in a "Mist Green" Colorbond material.*
3. *The proposed shed being setback 10 metres from the northern boundary.*
4. *Adequate screening and/or landscaping is to be provided to screen the proposed shed from surrounding development to the specifications of the City of Swan and the satisfaction of the Western Australian Planning Commission.*
5. *All stormwater being contained on site to the specifications of the City of Swan and the satisfaction of the Western Australian Planning Commission.*

ADVICE

1. *All development must comply with the provisions of the Health Regulations, Building Code of Australia, Public Building Regulations, and all other relevant Acts, Regulations and Local Laws. This includes the provision of access and facilities for people with disabilities in accordance with the Building Code of Australia.*
2. *This approval has been granted for a proposed shed to be used for personal storage and should not be construed as permission to commence other activities which may require further approval from the City of Swan.*
3. *The applicant/owner is advised to liaise with the City of Swan, in regard to Condition 4, to confirm appropriate plant types that are not bird attracting*
4. *The City of Swan advises that:*
 - i) *the noise generated by activities on-site, including machinery motors or vehicles is not to exceed the levels as set out under the*

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Environmental Protection (Noise) Regulations 1997.

All development works are to be carried out in accordance with control of noise practices set out in Section 6 of AS 2436-1981 or the equivalent current Australian Standard.

No works shall commence prior to 7.00 am without the City's approval.

- ii) *the carrying on of the development must not cause a dust nuisance to neighbours. Where appropriate such measures as installation of sprinklers, use of water tanks, mulching or other land management systems should be installed or implemented to prevent or control dust nuisance, and such measures shall be installed or implemented within the time and in the manner directed by the City of Swan if it is considered that dust nuisance exists.*

The motion was put and carried.

9.6 Proposed Mixed Use Development - Lots 9582, 9723 And 10240 (328) Stirling Highway, Claremont

File 02-50053-3
Agenda Part G
Reporting Officer A/Planning Director Metropolitan
Planning Central

Resolved

Moved by Mr Holloway, seconded by Ms Taylor

That the Western Australian Planning Commission resolves to approve the mixed use development on Lots 9582, 9723 and 10240 (328) Stirling Highway, Claremont subject to the following conditions and advice:

CONDITIONS:

- 1. The lots to be amalgamated prior to issue of a building licence.*
- 2. External materials, colour and finishes to be determined in consultation with the Town of Claremont, to the satisfaction of the Western Australian Planning Commission.*

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3. *Screening to be provided along the southern boundary to prevent overlooking from the pool deck area onto the adjoining residential properties in accordance with the Residential Design Codes.*
4. *Car parking bays, internal driveways and vehicle manoeuvring areas to be designed and constructed with in accordance with AS2890.1-2004 Parking Facilities Part 1: Off Street Parking.*
5. *Crossovers, car parking and manoeuvring areas, and drainage to be designed in consultation with the Town of Claremont, to the satisfaction of the Western Australian Planning Commission.*
6. *Site fencing and pedestrian facilities including crossing points and lighting to be provided during construction, in consultation with the Town of Claremont, to the satisfaction of the Western Australian Planning Commission.*
7. *A 3m x 3m visually permeable sightline to be maintained clear of obstructions including vegetation above a height of 0.3m at the intersection of the right of way and Freshwater Parade road reserve.*
8. *1.5m x 1.5m visually permeable sightline to be maintained clear of obstructions including vegetation above a height of 0.75m at the intersection of the driveways for the basement car parks and right of way.*
9. *Landscaping within the adjoining Stirling Highway and Freshwater Parade verges to be designed in consultation with the Town of Claremont, to the satisfaction of the Western Australian Planning Commission.*
10. *Interpretive signage depicting the history and significance of the former timber Parish Hall (Claremont Hall) and buildings on the site that are listed in the Heritage Municipal Inventory, to be prepared and installed in consultation with the Town of Claremont and Heritage Council of Western Australia, to the satisfaction of the Western Australian Planning Commission.*

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11. *Satisfactory arrangement(s) to ensure use of the ten shared residential and commercial visitor car parking bays, to the satisfaction of the Western Australian Planning Commission.*
12. *Drainage to be designed and constructed to ensure stormwater will be retained on-site.*
13. *Crossovers, car parking areas and Internal driveways, and upgrading of the right of way adjoining the site to be designed and constructed in consultation with the Town of Claremont, to the satisfaction of the Western Australian Planning Commission.*
14. *The portion of the subject site identified for future widening of Stirling Highway as shown on the attached 'Plan A' to be transferred to the WAPC free of cost.*

ADVICE:

1. *The Town of Claremont advises that a full feature survey for the site and adjoining road verges will also be required as part of the building licence application. The survey is to include, but not be limited to:*
 - *finished floor levels;*
 - *drainage levels;*
 - *driveway/pavement levels;*
 - *existing levels;*
 - *boundary dimensions;*
 - *services;*
 - *trees;*
 - *drainage;*
 - *crossovers;*
 - *kerbs; and*
 - *traffic islands.*
2. *The proponent is to provide a management plan to the Town of Claremont and Western Australian Planning Commission outlining the proposed method of disposal of groundwater, prior to the commencement of any dewatering.*
3. *With regard to Condition 9, a detailed landscape plan is to be submitted to show:*

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- existing and proposed trees, shrubs and lawn areas; and
- proposed reticulation.

4. With regard to Condition 4, the WAPC would approve appropriate measures to facilitate the proposed landscaping works and balcony intrusions.

The motion was put and carried.

Moved to item 6.2

10

CONFIDENTIAL ITEMS

B Local Planning Schemes / Local Planning Scheme Amendments / Major/Controversial

10.1 City of Cockburn Local Planning Scheme Amendment - For Final Approval

File	TPS/0382/1
Agenda Part	B
Reporting Officer	Planning Manager Schemes, Strategies and Amendments

Member	Nature of Interest
Mayor Carol Adams	Impartiality

THIS ITEM IS CONFIDENTIAL

Moved to item 9.1

10.2 City of Fremantle Local Planning Scheme No.4 Amendment No.38 - For Final Approval

File	TPS/0350/1
Agenda Part	B
Reporting Officer	Team Leader Schemes, Amendments & Strategies

THIS ITEM IS CONFIDENTIAL

E Minor Local Planning Schemes / Local Planning Scheme Amendments

10.3 Shire of Jerramungup Local Planning Scheme No.2 Amendment No.7 - For Consent to Advertise

File	TPS/0496/1
Agenda Part	E
Reporting Officer	Planning Manager Great Southern Region

Statutory Planning Committee

Minutes
of ordinary meeting 7427
held on Tuesday 24 May 2011

THIS ITEM IS CONFIDENTIAL

10.4 Shire of Jerramungup Local Planning Scheme No.2 Amendment No.6 Location 1321 Bremer Bay Road - For Consent to Advertise

File TPS/0044/1
Agenda Part E
Reporting Officer Planning Manager Great Southern
Region

THIS ITEM IS CONFIDENTIAL

11 General Business

11.1 Welcome to one40 William Street

A location map showing members the means of accessing the new Department of Planning offices was tabled and a copy has been placed on file

11.2 Solar Orientation

With the advent of the 6 star rating that is currently taking place in the building industry there are serious implications as far as solar orientation is concerned. Mr Holloway queried if this is being considered by the Department of Planning seeing that reports currently being presented to SPC are showing many lots with North/South orientation. Mr Prattley offered to make enquiries to the Department of Planning.

12 Items for Consideration at a Future Meeting

Item No.	Report	Request	Report Required by
7416	Directions 2031	Planning Director - Directions 2031 to brief the Committee after release of WA Tomorrow 2011	July/August 2011

13 Closure

The next ordinary meeting is scheduled for 10.00 am on 14 June 2011.

Statutory Planning Committee

Minutes
of ordinary meeting 7427
held on Tuesday 24 May 2011

There being no further business before the Committee, the Presiding Member thanked members for their attendance and declared the meeting closed at 11.38 am.

PRESIDING MEMBER _____

DATE _____

Unconfirmed

INDEX OF REPORTS

Item	Description
9	REPORTS
A	POLICIES
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G	DEVELOPMENTS /SUBDIVISIONAL/SURVEY STRATA
9.2	PORONGURUPS RURAL VILLAGE STRUCTURE PLAN: ENDORSEMENT OF LOCAL STRUCTURE PLAN
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A	POLICIES
10.1	LATITUDE 32 INDUSTRIAL ZONE : PROPOSED MASTER PLAN AMENDMENT NO. 4 - SUBMITTED FOR FINAL APPROVAL
B	LOCAL PLANNING SCHEMES / LOCAL PLANNING SCHEME AMENDMENTS – MAJOR/CONTROVERSIAL
10.2	CITY OF COCKBURN - LOCAL PLANNING SCHEME AMENDMENT - FOR FINAL APPROVAL
E	MINOR LOCAL PLANNING SCHEMES / LOCAL PLANNING SCHEME AMENDMENTS
10.3	PLANTAGENET TPS 3: AMENDMENT 49 FOR FINAL APPROVAL

10.4 CITY OF NEDLANDS - TOWN PLANNING SCHEME
NO.2 - AMENDMENT NO.192 FOR FINAL APPROVAL -
FURTHER MODIFICATIONS

G DEVELOPMENTS /SUBDIVISIONAL/SURVEY STRATA

10.5 CREATE 28 SURVEY STRATA LOTS FOR
RESIDENTIAL PURPOSE INCLUDING
COMMON PROPERTY AND PUBLIC OPEN
SPACE.

H SUBDIVISIONAL/SURVEY STRATA

10.6 SUBDIVISION TO CREATE 17 LOT(S) FOR
INTENSIVE AGRICULTURE PURPOSE,
LOTS 12, 22, 24 AND 19022 JONES ROAD
AND LOTS 50 WESTDALE ROAD,
BEVERLEY.

ITEM NO: 9.1

LATITUDE 32 INDUSTRIAL ZONE : HOPE VALLEY-WATTLEUP DISTRICT STRUCTURE PLAN SUBMISSIONS AND REQUEST FOR APPROVAL

WAPC OR COMMITTEE: Statutory Planning Committee

REPORTING AGENCY: Department of Planning
REPORTING OFFICER: Manager Planning Metro South West
AUTHORISING OFFICER: Director Metro Planning South West
AGENDA PART: A
FILE NO: SPN/0054/1
DATE: 14 June 2011
ATTACHMENT(S):

1. Location Map
2. District Structure Plan (Map)
3. Summary of submissions and changes recommended by LandCorp.
4. Preferred Kwinana Intermodal Freight Terminal Option plan from GHD-Meyrick report.
5. (a) & (b) Modified reservation area for Kwinana Intermodal Freight Terminal.
6. Editorial and content revisions.
7. Matters identified by LandCorp to progress.
8. Modified District Structure Plan Map reflecting additional light industry zoning.

RECOMMENDATION:

The Western Australian Planning Commissions resolves to:

1. *note the receipt of the proposed District Structure Plan (DSP) for the Latitude 32 Industrial Zone and note the submissions received in response to advertising of the DSP.*
2. *approve the DSP subject to the following modifications:*
 - (i) *incorporate the Flinders Precinct Local Structure Plan, and make consequential changes to the text and map annotations to make it clear that the previously approved (Precinct) Structure Plan for the Flinders Precinct is to be regarded as a Local Structure Plan.*
 - (ii) *modify the extent of the Kwinana Intermodal Freight Terminal Rail reservation to incorporate only the train terminal and rail spurs, as identified in the 2007 GHD - Meyrick report, and to modify the*

eastern boundary of the identified rail spurs area to align with the western boundary of Moylan Road, consistent with Attachment 5 (a) & (b).

- (iii) modify the DSP map as follows:*
- a. remove the blue hatching of the North-South distributor road (on and off ramps to proposed Rowley Road) and show the proposed on and off ramps as 'Primary Regional Road', with any additional land potentially required for the construction of these ramps, and located outside the existing road reservation, to be shown as 'Proposed additional Primary Regional Road'.*
 - b. Include an annotation within the legend for the 'Primary Regional Road' and 'Other Regional Road' reservations, as shown in colour white.*
 - c. Remove reference to Land Use Precincts and replace with Land Use Types (e.g. Transport Industry, General Industry, Local Commercial Centre, Rural, Light Industry/Business Park).*
 - d. Include an annotation within the legend for the Resource Recovery Site.*
 - e. Remove the expired Planning Control Area over Long Swamp.*
 - f. Remove the expired Planning Control Area over Rowley Road.*
 - g. Remove reference to Planning Control Areas within the legend.*
 - h. Modify the 'Infrastructure and Reserves' reservation to 'Rail Reserve', consistent with the Master Plan.*
 - i. Remove the 'Master Plan' and 'District Structure Plan' headings within the legend.*
 - j. Remove the 'Infrastructure and Reserves' sub heading under the 'Master Plan' heading within the legend.*
 - k. Include the additional 'Light Industry' zoning to the northern and eastern boundaries of the northernmost section of the DSP Map, as per Attachment 8.*
 - l. Remove the 'Parks and Recreation' reservation over Hendy Road Swamp and replace with a separate colour within the legend that states "subject to further investigation for the preferred land use, including possible wetland conservation".*
 - m. Remove the 'Parks and Recreation' reservation to the 50m buffer of Wattleup/Pearce Road Swamp.*

- 3. request LandCorp to undertake a detailed editorial review of the DSP, and in particular to address those editorial and content revisions listed in Attachment 6.**

SUMMARY:

The key points relating to this report are as follows:

- The existing Hope Valley – Wattleup Master Plan (Master Plan) establishes land use precincts across the redevelopment area, and the permissibility of individual land uses within each precinct. The District Structure Plan (DSP) is consistent with the Master Plan in this regard.

- The DSP has been prepared and advertised in accordance with the provisions of the Master Plan.
- The DSP is intended to provide a framework for more detailed development of infrastructure and to complement the Master Plan in the control of development, land use, and subdivision, as well as to guide future local structure planning.
- The DSP has been prepared in conjunction with Amendment No 4 to the Master Plan, and reflects changes to the precincts of the Master Plan. Amendment No 4 is the subject of a separate report to the Commission.
- Most relevant (to the DSP) of the changes proposed under Amendment No 4 are the identification of an Intermodal (Road-Rail) Freight handling terminal, and the recasting of the previously extensive Commercial Precinct as two smaller, discrete local commercial centres.
- Other changes to the DSP recommended in this report include the incorporation of the Flinders Precinct, modification of the extent of reservation for the Intermodal Freight Handling Terminal area, minor modifications to the DSP Map, and a detailed editorial review.

BACKGROUND:

The Latitude 32 Industry Zone at Hope Valley – Wattleup covers approximately 1400 hectares, and is one of Australia's largest and most significant industrial and commercial redevelopment projects. The proposed DSP covers roughly 90 per cent of this area, with the remaining area (Flinders Precinct) having been the subject of a (local) Precinct Structure Plan previously approved by the Commission in 2008.

Latitude 32 Industrial Zone is intended to become a regional employment centre for Perth's south-west corridor, and is recognised in Directions 2031 as a regional industrial area, as well as being identified in the Industrial Land Strategy 2009 Perth and Peel. The planning and administrative framework for the area was established by the Hope Valley – Wattleup Re-Development Act 2000, and is now covered by a statutory Master Plan (planning scheme) for the area, under which the DSP has been prepared.

The DSP identifies major roads, key infrastructure and broad land use classifications, in accordance with the Master Plan. It provides a broad outline of how the area will be developed, to guide approval bodies when they consider future local structure planning, subdivision and development proposals. The main purpose of the DSP is to provide a framework which will enable further coordinated planning, development and delivery of key infrastructure within Latitude 32 through local structure plans, as well as provide guidance for subdivision and development decisions.

As with DSPs prepared under the auspices of local planning schemes, and in accordance with the requirements of the Master Plan, the Latitude 32 DSP has been advertised for public comment, submissions have been received and responded to by the proponent (LandCorp) and submitted to the Commission. The DSP reflects proposed changes to the Master Plan (Amendment No 4) which have been

developed concurrently and will be the subject of a separate report to the Commission, and subsequent recommendation to the Minister for Planning.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	<i>Hope Valley – Wattleup Redevelopment Act 2000</i>
	Part 3 – Master Plan (sections 10-21)
Master Plan	Part 6 – Special Control Areas Clause 6.2 Development (Structure Plan) Areas
Strategic Plan	
Strategic Goal:	Planning
Outcomes:	State-wide integrated policy frameworks
Strategies:	<ul style="list-style-type: none">• Research and develop economic, environment and community strategic responses based on international research, trends and growth demands;• Develop State and Regional Policy frameworks
Policy	
Number and/or Name:	Directions 2031 – Spatial Framework for Perth and Peel Fremantle-Rockingham Industrial Area Regional Strategy 2000 Industrial Land Strategy 2009 Perth and Peel Kwinana Intermodal Terminal - Site Evaluation and Planning Study 2007 State Planning Policy No. 4.1 Industrial Buffer Policy State Planning Policy No. 4.2 Activity Centres Policy State Planning Policy No. 2.4 Basic Raw Materials Development Control Policy No. 4.1 Industrial Subdivision

DETAILS:

Master Plan provisions relevant to a Structure Plan

The DSP has been prepared and advertised in accordance with the provisions of Part 6 of the Hope Valley – Wattleup Master Plan, which is the equivalent of a local planning scheme for the Hope Valley – Wattleup Redevelopment Area. Under the provisions of the Master Plan, the DSP requires the endorsement of the Commission.

Pursuant to the provisions of clause 6.2.9.2 of the Master Plan, the Commission is to either, approve the Structure Plan, with or without modifications, or refuse the Structure Plan giving its reasons for doing so. In circumstances where modifications are required, and the Commission is of the opinion that a modification is ‘substantial’, it may require re-advertising of the DSP prior to determination.

The DSP is accompanied by Amendment No. 4 to the Master Plan, which proposes a number of changes to the planning precincts and land use permissibility under the Precinct Land Use Table. Principal among these changes is the reservation of land for an Intermodal (Road-Rail) Terminal facility, which is also shown on the DSP (reservation of this area has previously been supported by the Commission). Other

changes include a reduction in the previously extensive area included in the Local Commercial Centre Precinct, and its replacement by two discrete Local Commercial Centres with a total area of around one hectare.

Amendment No. 4 to the Master Plan is the subject of a separate report to the Commission, and subsequent referral to the Minister for Planning for final approval. Approval of the DSP is subject to endorsement of Amendment No. 4. The DSP does not require submission to the Minister.

Scope of Structure Plan

The DSP is intended to provide a framework for the development of infrastructure and to complement the Master Plan in the control of development, land use, and subdivision, as well as guiding future local structure planning. In addition to showing the land use precincts and reserves from the Master Plan (as proposed to be amended by Amendment No. 4) the DSP also identifies a hierarchy of roads (collector roads and indicative local road network), major traffic access to and within the estate, environmental linkages and environmental buffers around existing wetlands.

Also addressed in the explanatory sections of the DSP report are a variety of other matters including a conceptual subdivision design and indicative lot size ranges for each of the precincts, indicative earthworks required to facilitate development, stormwater infrastructure (compensating basins and channelization), and reference to electricity sub-station requirements.

In addition to the specific infrastructure and development proposals outlined in the DSP report, an overview of the Latitude 32 area is provided including its relationship with adjacent areas, connectivity with associated regional facilities (ports, other industrial areas, regional roads and rail) and the role of the estate as a regional employment centre and in the economic development of the region and the state.

GOVERNMENT AND CORPORATE IMPLICATIONS:

The DSP will provide the framework for assessment and determination of applications for development and subdivision and development of infrastructure, as well as provide guidance for future local structure planning.

The reservation of land for the Intermodal Freight Handling Terminal rail infrastructure and reservation of the southern portion of Long Swamp, proposed in the companion Amendment No 4 to the Master Plan, are likely to involve acquisition of land and/or claims for compensation associated with the reservation of the land. These are standard implications associated with reservation of land, and will be addressed through the normal planning and land acquisition processes.

CONSULTATION:

The DSP, in conjunction with Amendment No. 4 to the Master Plan, was referred to relevant government agencies and advertised for public comment by LandCorp for a period of 60 days between May and August 2010. The DSP was also the subject of a number of community workshops organised by LandCorp during that time. A total

of 49 submissions (including a submission by the Department of Planning - Infrastructure Planning and Coordination division) were received by LandCorp during the advertising period, and are summarised in Attachment 3, which includes comments (by the LandCorp Project Team) and recommendations (by LandCorp) for changes to the advertised DSP.

A further late submission was received from LandCorp.

In the preparation of this report, consultation has taken place with officers of LandCorp as well as its consultants TPG Urban Planning & Design and GHD Pty Ltd who, together with Meyrick & Associates, were responsible for the preparation of the *Kwinana Intermodal Terminal – Site Evaluation and Planning Study* report prepared for the Department of Planning in December 2007.

As noted in the summary of submissions, many of the comments received were focused on the overall implementation and delivery of Latitude 32 as a whole, rather than the details of the DSP. According to the LandCorp report, the main issues raised during the advertising period included:

- the size and timing of the Kwinana Intermodal Terminal;
- uncertainty over the land acquisition, including the timing of acquisition and LandCorp's valuation processes;
- uncertainty of the overall timing and staging of development;
- the need for additional commitment and funding across Government to deliver major infrastructure within Latitude 32; and
- management of noise and dust impacts from interim land uses as the area changes from rural to industrial over time.

Other issues of relevance to the DSP and accompanying Amendment 4 (there were numerous issues raised which were not relevant) and which are evident from a reading of the summary of submissions include:

- protection of the land surrounding the Intermodal Terminal (Precinct 4) for uses associated with this facility from inappropriate use and development;
- the need for 'Light Industry' zoning to replace 'General Industry' zoning along the northern and north-eastern boundaries of the Latitude 32 area to provide for an appropriate interface with adjacent rural areas; and
- the adequacy and viability of ecological linkages (these are proposed to be largely accommodated in road and rail reserves and electricity transmission easements).

OFFICER'S COMMENTS:

Response to Submissions (by LandCorp)

The LandCorp project team has prepared a brief response to each of the matters raised in the submissions, and the Planning and Development Committee of LandCorp has made recommendations to modify the DSP in a number of cases.

Landcorp's recommended modifications, which are supported, are contained in Attachment 3 and include:

- additional light industrial zoning on the northern and north-eastern boundaries of Latitude 32 (refer Attachment 8);
- additional comment on Latitude 32's relationship with the regional transport network;
- additional comment regarding future public transport within Latitude 32;
- Modify the DSP by incorporating the most up-to-date Port Plan on Page 17;
- Include a process flow chart in the Implementation Section of the DSP illustrating the management of noise and air quality;
- Briefly note the status and timing of the Development Contributions Plan and that it will be released in draft for public comment; and
- Modify the DSP to include advice from Main Roads Western Australia that road reserve boundaries adjacent to Russell Road and the Fremantle - Rockingham Freeway do not reflect the current Metropolitan Region Scheme boundaries.

In addition to the above recommended modifications, a number of matters raised in the submissions have been identified as requiring further action and advocacy by LandCorp across Government to ensure the successful delivery of Latitude 32. The actions to be progressed are listed in Attachment 7.

DSP Area

The DSP area is described in the introductory part of the report as excluding the Flinders Precinct, on the basis that structure planning for this area has already been completed (which is the case). However, elsewhere in the report, and in the Structure Plan Map 1, the Flinders Precinct is included as part of the DSP and its precincts are specifically listed in the statutory part of the DSP as comprising part of the DSP area. Refer 7.1.6, 7.1.1 and Map 1 – District Structure Plan.

Discussions with officers of LandCorp and its consultants TPG have indicated there would be no difficulty in expanding the scope of the DSP to include the Flinders Precinct, with the existing Flinders Precinct Structure Plan being regarded as a "Local Structure Plan".

On this basis, it is recommended that the DSP report be modified to make it clear that the Flinders Precinct is part of the DSP and that the Precinct Structure Plan previously approved for this area is to be regarded as a Local Structure Plan, to the extent that it includes detail not included in the DSP.

Intermodal Terminal

The DSP shows an *Infrastructure Reserve* designation over the area proposed for the Intermodal Terminal, which corresponds with an area proposed to be included as *Rail Reserve* in Amendment No. 4 to the Master Plan. Elsewhere in the DSP report (section 5.2) this area has been described as the 'Core Area' of the Intermodal

Terminal facility, which appears to be a reference to the *Core Area* as defined in the GHD-Meyrick report prepared for the Department of Planning in 2007.

However, the two areas are not the same, with the Core Area previously defined including sites adjoining the proposed Rail Reserve, and intended to accommodate a range of support and ancillary development, e.g. container parks, warehouses and freight forwarding. In the GHD-Meyrick report, these adjunctive facilities are estimated to involve an area of around 20 ha, which together with the rail facilities would comprise what is termed in that report the Core Area. Refer to Attachment 4.

Concern has been raised in submissions from the Freight and Logistics Council and the W.A. Port Operations Taskforce about the adequacy of the area designated for the Intermodal Terminal and the need to protect an extended area adjacent to the rail reserve, for dedicated transport-related functions. Reference has also been made to the need to prioritise transport functions in the submission by Fremantle Ports, with a request that further investigation be undertaken to determine the adequacy of land available for container parks and the impact of permitted competing land uses within the DSP, *'which may economically exclude container parks'*. The Fremantle Ports submission also requests that consideration be given to the option of Government acquisition of land for the Intermodal Terminal.

The Department of Planning (Infrastructure Planning and Coordination division - IPAC) submission, while supporting the extent of the Intermodal Terminal as shown in the 2007 GHD-Meyrick Report, has previously expressed the view that all of the Core Area (132ha) as illustrated in that report, should be reserved in order to protect the integrity of the Intermodal Terminal in terms of its core day-to-day operating requirements. Only 114ha required for the rail facility is currently proposed to be reserved, which LandCorp has incorrectly stated is consistent with the Core Area identified within the 2007 GHD-Meyrick Report.

While noting the comments of IPAC, reserving the intermodal terminal and adjoining container and warehouse areas imposes a significant potential financial obligation on the Commission to acquire this land in the future. It is appropriate in this instance that use of reservation should extend only to the necessary key terminal infrastructure, being the train terminal itself and the rail spurs (as identified by the 2007 GHD - Meyer report), which are appropriate to be held in public ownership (refer Attachment 5 a & b).

The supporting land use areas can be appropriately held in private ownership, with the use and development of this land protected by the permitted land uses listed in the Master Plan for the surrounding Transport Precinct, and further addressed by future local structure planning.

Reducing the extent of the reservation area, as mentioned above, also warrants a very minor realignment of a portion of the eastern boundary of the area identified for the rails spurs. The reserve area will then line up with the western boundary of Moylan Road. This maintains vehicle access to the existing parcels of land on the eastern side of Moylan Road until this area is developed in the future, and reduces the potential liability on the State to pay severance to the affected landowners.

In response to the concerns raised in the submissions from the Freight and Logistics Council and W.A. Port Operations Taskforce about the need to protect an extended area adjacent to the rail reserve for dedicated transport related functions, it is noted that this land is identified by the Master Plan and DSP as located within the 'Central Transport' precinct. The types of land uses permitted within this precinct include the following, the majority of which are transport dedicated:

- Bulk Goods Handling
- Container Park
- Distribution Centre
- Transport Depot
- Storage
- Warehouse
- Fuel Depot
- Motor Vehicle Wash

Additionally, the DSP locates the land surrounding the Rail reservation within 'Planning Area 5', which identifies the preferred land uses within the Transport Industry precinct as:

'Transport industry (large lots) supporting the Kwinana Intermodal Terminal and new ports at Cockburn Sound, that may include container handling areas, distribution centres, warehousing, storage, and freight logistics.'

The DSP and Master Plan identify clearly the objectives for, and land use provisions of, the Transport Industry Precinct adjoining the Rail Reserve. In addition to reservation of the Intermodal terminal and rail spurs, which identifies the commitment to, and protection of, the future development of this facility, no further protection of this area for dedicated transport related functions is necessary.

Ecological Linkages and Wetland Buffers

Section 3.1.7 (Biodiversity Strategy - 2007) of the DSP refers to the requirement to address the Biodiversity Strategy within the DSP, including:

- Identifying reserves to be set aside for protection and conservation; and
- Acknowledging regional environmental links, particularly between wetland chains.

Section 4.2.9 (Environmental Land Use Buffers) makes reference to buffer requirements for wetlands as one of the *challenges* involved in the development of the DSP. This includes a statement that *'land use restrictions' apply within a 200 metre buffer area, and concludes that industries seeking to locate adjacent to but beyond the 50 metre wetland buffer will need to be low-risk land uses'*.

This conclusion appears to have been drawn from the 2007 Biodiversity Strategy that was prepared for the Latitude 32 area, and which identifies the need for assessment of applications for development within 200 metres of wetlands, with reference to criteria relating to wetland viability and reserve boundaries e.g. size, shape, condition and connectivity.

Section 5.4.2 (Wetlands) goes on to state that the DSP recognises the land use restrictions by designing a local road network that interfaces with the 50 metre wetland setback boundaries of Long Swamp and Hendy Road Swamp East.

Review of the DSP and the more detailed subdivision concept plans for Planning Area 4 (section 6.1.1) reveals that, while the 50 metre buffer is excluded from development, there is relatively poor recognition of any additional buffers areas in the conceptual road layout and associated subdivision. These plans show slivers of land between the edge of the 50 metre buffer and the adjacent roads with few opportunities to address the protection of a more extensive (up to 200 metre) buffer through development control e.g. extensive areas within this wider buffer are separated by a road from the wetland itself.

Concern about wetland protection has been raised in a number of the submissions, notably those by the Department of Environment and Conservation (Cockburn Sound Management Council) and the Wetlands Conservation Society, while other submissions have raised concerns about the viability of the proposed ecological corridors proposed in the DSP. It is noted in relation to the ecological linkages (other than those associated with the wetlands) that the Biodiversity Strategy recognises that:

'Due to the highly fragmented and degraded nature of the remnant vegetation within the HVWRA and a large proportion of the HRWRA being allocated to extractive industries, the opportunity to retain areas of significant remnant vegetation and maintain a continuous ecological linkage through the HVWRA is very limited.'

While the ecological corridors based on road and rail reserves and high voltage electricity easements generally accord with the proposal in the Biodiversity Strategy 2007, it is noted that these areas may be subject to future change at a local planning level due to the need for substantial earthworks associated with road and rail construction. Further investigation and planning will be required in this regard at the local structure planning stage, particularly in respect of limited future opportunities for implementation and ongoing management of these corridors.

In regard to wetland protection, there would appear to be an opportunity to more effectively address the protection of the wetlands and to facilitate their future management by the alignment of subdivisional road boundaries adjacent to the wetland buffer boundaries.

While noting that the DSP is intended to form an overall guide for future land use and development, it is recommended that future local structure planning for the wetland areas incorporate a review of subdivisional road boundaries to coordinate with wetland buffer boundaries, in order to facilitate their future management.

Editorial

There are numerous (generally minor) deficiencies in the DSP. Attachment 6 includes examples of editorial and associated matters which have been identified for review.

CONCLUSION:

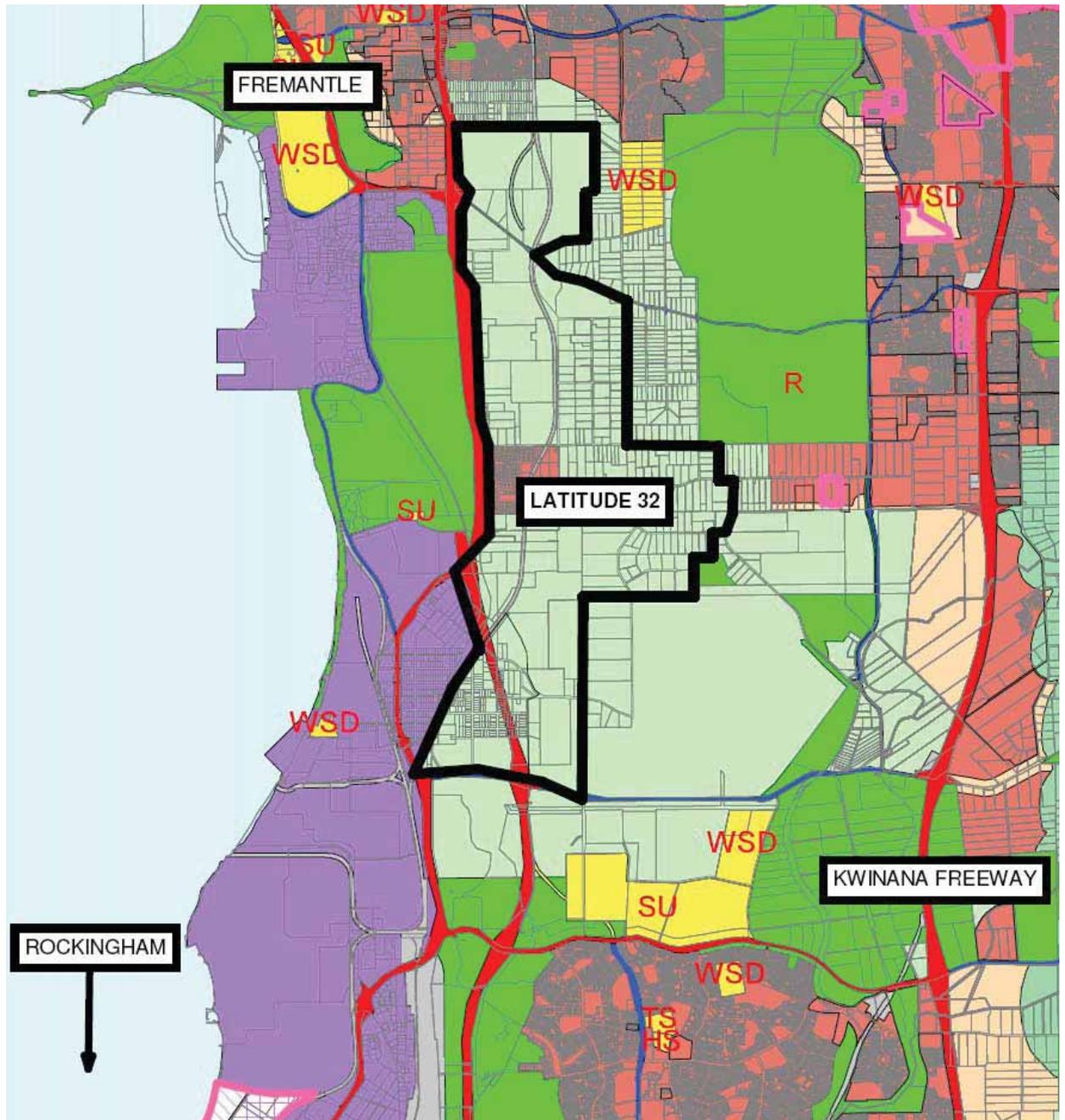
The DSP should be modified to reduce the extent of the Rail Reserve for the Intermodal Freight Terminal to comprise only the terminal itself and rail spurs, as identified in the GHD - Meyrick Report, in addition to a modification to the eastern boundary of the rail spurs area align with the western boundary of Moylan Road.

The DSP is entitled 'Latitude 32 District Structure Plan' and the DSP Map covers all of the Precincts within Latitude 32 (being the whole of the Master Plan area). It is recommended that the DSP be modified to incorporate the Flinders Precinct, with the previously approved Precinct Structure Plan for this precinct being identified as a Local Structure Plan.

In addition to the modifications referred to above, there are numerous other discrepancies in the DSP which need to be addressed in conjunction to the other changes required to the DSP (Refer Attachment 5).

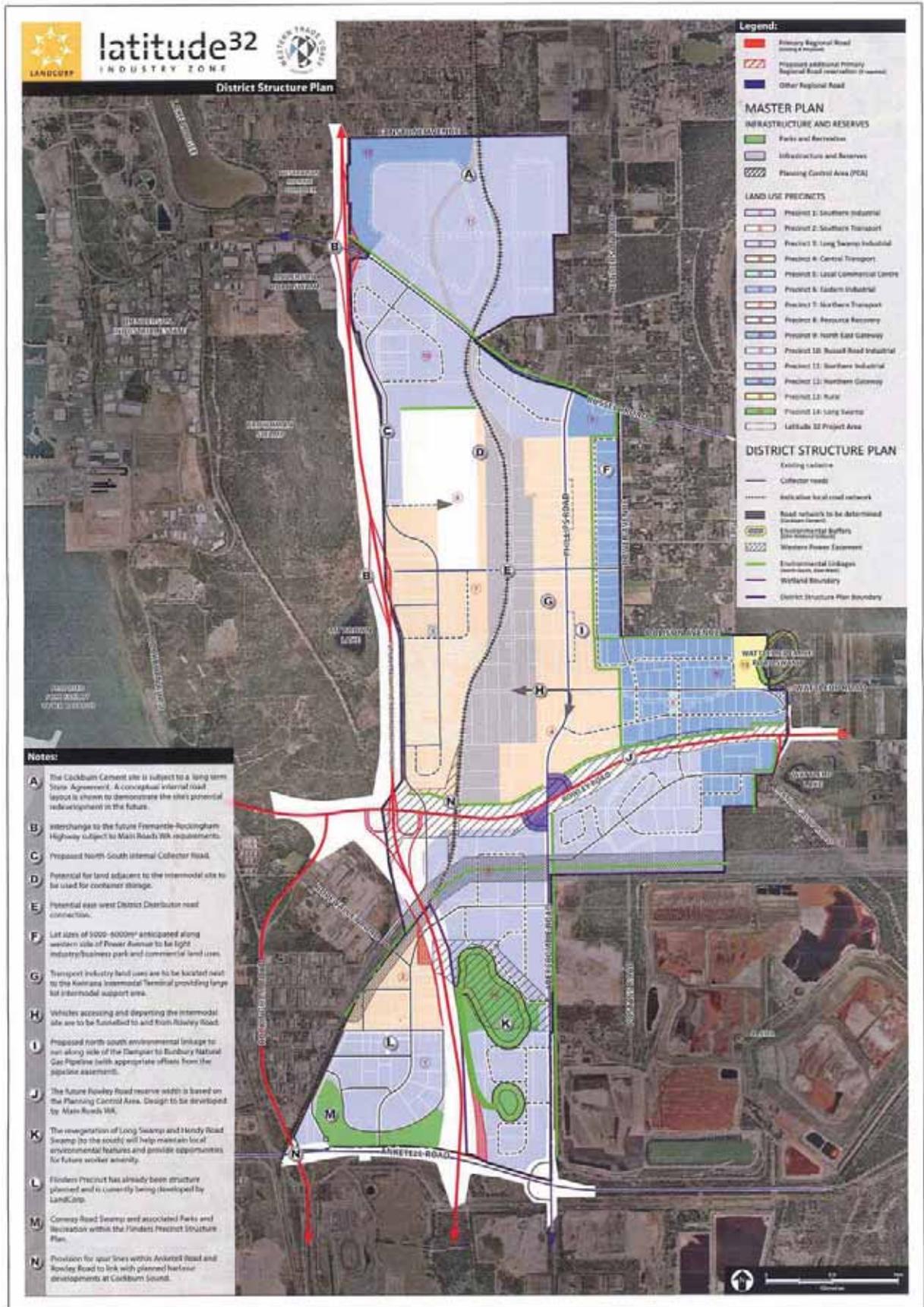
The recommended modifications are not of such substance as to warrant re-advertising of the DSP.

ATTACHMENT 1: LOCATION MAP



- | | | | |
|---|-----------------------------|---|--------------------------|
|  | Adopted by Local Government |  | SPECIAL INDUSTRIAL |
|  | No adoption needed |  | PRIVATE RECREATION |
|  | Cadastre with Lot Numbers |  | RURAL |
|  | URBAN |  | RURAL - WATER PROTECTION |
|  | PUBLIC PURPOSES |  | PRIMARY REGIONAL ROADS |
|  | URBAN DEFERRED |  | OTHER REGIONAL ROADS |
|  | CENTRAL CITY AREA |  | WATERWAYS |
|  | INDUSTRIAL |  | PARKS & RECREATION |

ATTACHMENT 2: DRAFT LATITUDE 32 DISTRICT STRUCTURE PLAN MAP



ATTACHMENT 3: SUMMARY OF SUBMISSIONS AND RECOMMENDATIONS BY LANDCORP

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
1	<p>1.1 The Port Optimum Planning Study - key piece of work impacting on the development of Latitude 32. Specifically, the forecasts of future container movements should be made available as input to related planning.</p>	<p>Noted. This is a reasonable observation but not one that should hold up progress of the DSP.</p>	<p>No changes required to the DSP. LandCorp recognises the importance of this study and will consider in future planning when available. Note that WAPC are responsible for the intermodal terminal size.</p>
	<p>1.2 Size of Intermodal Terminal and road & rail corridors should be reviewed as a result of the forecasts from the Port Optimum Planning Study. Specifically, the core area of 114 hectares outlined in DSP should be checked against previous recommendation of 133 hectares.</p>	<p>Noted. The freight handling area of 114ha (shown in grey on the DSP) represents the Intermodal core area only. The Intermodal core area includes the rail spurs, container handling areas and the freight terminal. The nominated core area is consistent with the previous Meyrick report. In addition the precincts abutting the intermodal core area will allow supporting intermodal land uses such as warehouses, container park etc. The figure of 133 hectares quoted in the Meyrick report includes supporting freight village area / land uses. The transport assessment for the DSP was based on the information in the Kwinana Freight Handling Facility Study, GHD 2007. The road network is able to cope with the proposed Intermodal core area.</p>	<p>Modify DSP to confirm 114ha is core area only and explain what the 'core area' includes. No changes to Intermodal area to be considered until Port Optimum Planning Study released and case proven. Note that any change to the Intermodal core area would be under direction from the WAPC.</p>
	<p>1.3 The Latitude 32 project & wider freight and logistics network should be reviewed in the broader policy context with the preparation of an overall metropolitan freight and logistics strategy to determine the bigger picture.</p>	<p>Noted. This is a reasonable observation but not one that should hold up progress of the DSP.</p>	<p>No changes required to the DSP. This is an issue that sits outside the DSP framework, notwithstanding that the comment is supported.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>1.4 Concern regarding proposed land use surrounding the intermodal core. Suggest land use restricted to activities consistent with a freight village.</p>	<p>Noted. The land use precincts of the HVWRP Master Plan which about the intermodal freight terminal will allow land uses associated with a freight village to be approved by the WAPC (warehouse, container park etc). Any restrictions on other lands within the Master Plan would require an amendment to Table to 1 of the Master Plan. This can be done, but raises the issue of further restricting what private landowners can or cannot do on their land, and the timing implications for the intermodal and associated Freight Village to be built.</p>	<p>No changes required to DSP.</p>
	<p>1.5 Concern over possible operational restrictions including hours of operation and noise.</p>	<p>Noted. The HVWRP Master Plan stipulates that noise restrictions must be in accordance with the EPA's noise regulations. Given the Master Plan provisions for noise management it is not imperative that the DSP address this issue.</p>	<p>Amend DSP to remove reference to specific operational restrictions. Retain DSP reference to Master Plan provisions regarding noise management. Additionally, any comments/outcomes from WAPC noise modelling should be referenced in the DSP if available prior to finalisation.</p>
	<p>1.6 State Government needs to urgently give the development responsibility to an agency able to view the initiative in its broadest context and progress it accordingly.</p>	<p>Noted. This is a matter that requires separate consideration from the DSP process.</p>	<p>No changes required to DSP</p>
2	<p>2.1 Wattleup SD074 - the layout, sizing and arrangement varies significantly from W'Corps current planning. W'Corp requires hydraulic details & modelling of design concept to confirm acceptability</p>	<p>Noted. The Water Corp reference to hydraulic modelling is more like showing the grades of the sewer main (grade out drg) and that this falls within their guidelines together with a catchment plan which will consist of the industrial flow rates only over each catchment (less the landfill and intermodal area). This is more likely to occur at local structure planning level and again shows concern for future quarrying and will sewer be able to be installed that function OK (and catchment boundaries no change).</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>2.2 Particular Concerns: - Replacement of Rockingham Road gravity collection sewer with wastewater pumping stations and pressure mains - Discharge arrangements from pressure mains conveying wastewater from the Latitude 32 area, to the Bibra Lake Main Sewer.</p>	<p>Noted. Cardno's report should be amended to clarify that pumping station/pressure mains are an initial solution and that 900 gravity main to be installed is the final outcome.</p>	<p>No changes required to the DSP, however, the Engineering and Infrastructure Services Report prepared in support of the DSP should be modified to reflect the project team's comments.</p>
	<p>2.3 Water supply - further details being incorporated indicating which of its existing mains will be required to be replaced, modified or removed.</p>	<p>Noted. Meeting with Water Corp indicates water reticulation acceptable and no further work required</p>	<p>No changes required to DSP.</p>
	<p>2.4 WAPC and stakeholder commitment to the implementation of the earthworks concept required to reduce risk for the W'Corp.</p>	<p>Noted. Meeting with Water Corp indicates that any planning now will only be superseded in 10 years time after quarries have been further dug out. Further commitment from either LandCorp and/ or the Minister that project will go ahead.</p>	<p>No changes required to DSP.</p>
3	<p>3.1 Pollution from increase in truck movements. Specifically, the impact on drinking water from collection of rainwater on rooftops.</p>	<p>Noted. Major drainage is to be considered as part of the planning concept designs for N-S Distributor and Russell Road. Principally, road drainage quality is to be treated prior to discharge. This issue is beyond the scope of the DSP or transport assessment. It needs not be resolved during the planning design phase of the distributor roads.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	3.2 Groundwater contamination - currently no scheme water in the area.	<p>Noted. The area currently has the following sources of potential groundwater contamination:</p> <ul style="list-style-type: none"> • animal based industries including poultry farms, piggeries and feedlots • municipal waste landfill sites • horticultural properties including market gardens • unsewered residential areas • petrol stations • electricity generation solid waste (fly-ash) disposal sites • pipelines (oil, fly-ash, shell sand) • cement works. <p>It is expected that an industrial area such as Latitude 32 will result in a reduction in the potential nutrient sources of groundwater contamination. Additionally, any chemicals and hydrocarbons will be managed in accordance with relevant standards.</p>	No changes required to DSP.
	3.3 Oppose the continuation of Philips Road - safety issue raised in relation to the submitters driveway.	<p>Noted. The DSP is an overarching concept plan only. The design and set-out of the North-South Distributor Road (along existing Phillips road corridor) and interchange with Russell Road is a detail design issue that would be resolved on a planning design level. The transport assessment does not provide solutions to individual property access. This issue is beyond the scope of the DSP or transport assessment.</p>	No changes required to DSP. However, recommend further investigation to demonstrate that feasible design / planning solutions exist.
	3.4 Increase in traffic movements along Russell Road as result of intermodal terminal.	<p>Traffic will increase regardless of the Latitude 32. However, the DSP specifies that freight traffic from the Freight Handling Facility (FHF) is to use Rowley Road. Further planning is to conform to this requirement. No changes required to Transport Assessment. Traffic forecasts on Russell Road are addressed as is the likely operational performance of Russell Road. The requirement that freight traffic from the FHF would have to use Rowley Road is stated.</p>	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	3.5 Request continuation of business park/light industrial interface between Philips Road and Railway south of Russell Road.	Based on the earthworks concept, most of this area south of Russell Road will be much lower than the Russell Road grade - industry would be visually hidden and separated by Russell Road. We do not believe there would be a land use interface benefit by rezoning this strip as requested.	No changes required to DSP
4	4.1 Inadequate Government funding to get required infrastructure to project area.	Noted. The issue of funding requires further, detailed consideration by LandCorp but is not a matter which should hold up the progress of the DSP.	No changes required to DSP.
	4.2 Fair compensation not provided and Master Plan doesn't permit any improvements to property.	Interim Land Use Policy currently being prepared by LandCorp in conjunction with WAPC, City of Cockburn and Town of Kwinana. The compensation process is outside the DSP framework	No changes required to DSP.
	4.3 Uncoordinated development desecrating the area.	Noted. Concept staging development plan provided in DSP in response to various development constraints. This will guide and coordinate future planning and development.	No changes required to DSP.
5	5.1 The re-alignment of Wattleup Road intersecting submitters building and restricting access from property.	Noted. The local 'collector' road network of the DSP is indicative - it shows the preferred movement networks whilst achieving regular lot dimensions. The local road network is not 'locked-in' and can be adjusted at the local structure planning stage. Importantly, the proposed local roads can only be constructed when the landowner(s) is ready to subdivide.	No changes required to DSP.
	5.2 Questions: - When is the realignment proposed? - Compensation intentions? - Will the issue be resolved prior to the end of advertising? - When is affected landowner engagement proposed?	Noted. Local road alignments are indicative only and subject to further detailed design at subsequent structure planning phases. The proposed local road can only be constructed when the landowner(s) is ready to subdivide. Compensation provisions are outside the DSP framework.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
6	6.1 That the DSP provides greater certainty and recognition of Cockburn Cement's (CC's) role within the State and Region and recognises CC will continue to operate in the region beyond the life of the structure plan being approx 50 years.	Noted. These are not matters that need further acknowledgment in the DSP. Cockburn Cement's land use is adequately acknowledged in DSP. Conceptual staging plan acknowledges Cockburn Cements long term operation with the associated land being the final stage in development ie stages 8 - 10.	No changes required to DSP.
	6.2 That the DSP includes a proposed program and timeframe for delivery of infrastructure to provide greater certainty for existing landowners to plan their current operations.	This will be developed in parallel with future planning and development. The DSP provides the mechanism for service agencies to plan and coordinate infrastructure delivery.	No changes required to DSP.
	6.3 Any light industrial development proposed within the identified EPP air quality buffer (i.e. Planning Area 5) be restricted to non-sensitive land uses and a memorial be placed on each newly created title advising of the presence of the buffer.	Noted. All precincts within Latitude 32 fall within the EPP air quality buffer. The EPA and WAPC are the relevant authorities which may elect to impose memorials on created titles at the subdivision stage.	No changes required to DSP.
	6.4 That the DSP clarify the future intent of western rail reserve (spur line) - appears extended beyond the current MRS reservation to link up with the Russell Road reservation under the DSP. Exact requirements and indicative timing for the extension of the rail reservation and infrastructure should be contained within the DSP.	Agreed. The DSP mapping data sourced from Landgate appears to be inconsistent with the MRS in terms of the rail spur reservation. The rail spur is shown on the MRS, but not extending as far as Russell Road. The DSP map should be adjusted to conform with the MRS. However, the Western Spur Line (north of Russell Road) will ultimately be removed to make way for the development of precinct 11 (the portion west of the main railway). Changes to the main rail alignment / reserve to be investigated as part of the development of the Freight Handling Facility Layout.	Modify the DSP map to be consistent with the rail spur shown under the MRS.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>6.5 That the DSP clarify the final width of Russell Road reservation. The DSP proposes a 20m landscaping strip. What are the total new road reserve widths required and impact on adjacent land holdings and the timing and requirements for land acquisition.</p>	<p>Noted. Normal reserve requirements are suggested in the Transport Assessment Report. The exact width and impact are to be determined as part of the planning concept design stage, currently underway. No changes are required to the DSP.</p>	<p>No changes required to DSP.</p>
7	<p>7.1 Development Area and Development Contribution Map Development Areas IV and V are shown to straddle the local government boundary between the City of Cockburn and the Town of Kwinana. There is a concern that in the longer term, administration of these development contribution plans would be therefore problematic. It is suggested these development areas be modified to be cognisant of the LG boundaries.</p>	<p>Agreed. This is a reasonable observation, which requires further consideration by LandCorp.</p>	<p>No changes required to the DSP, however, LandCorp should consider the implications of future normalisation of these areas to Local Authority control.</p>
	<p>7.2 Draft District Structure Plan (text) Paragraph 3 (objectives): The key objectives do not address the issue of social sustainability or integrating appropriately with surrounding land uses. Suggest an additional objective similar to: “Provide the framework to ensure surrounding land uses are respected by the development of Latitude 32”.</p>	<p>Noted and agreed in principle. The DSP could include an additional objective to address this issue.</p>	<p>Modify the DSP by inserting an additional objective in Paragraph 3 (Objectives) dealing with Social Sustainability.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.3 Draft District Structure Plan (map) Areas along the northern and eastern boundaries which are currently shown as 'General Industry' are not appropriate. This area needs to interface with the existing rural environment which is expected to remain in the longer term. This interface should be shown similar to the northern gateway and Power Avenue which are 'Light Industry/Business Park'</p>	<p>The Light Industry/Business Park area to the west of the rail line currently exists under the Master Plan. In early discussions with LandCorp, it was agreed that LandCorp did not wish to significantly adjust the Master Plan precinct boundaries, and that the ratio of Light Industry/Business Park zoned land remain similar to what currently exists.</p> <p>However, there is merit in the City of Cockburn's request to rezone the General Industry zone to Light Industry/Business Park, on the basis that this will reduce the intensity of land use along this interface, notwithstanding that it will result in a loss of land for General Industry purposes and the viability of light industrial land uses in this location.</p>	<p>LandCorp to engage with Cockburn Cement regarding change to land-use zoning from General Industry to Light Industry on their land holding.</p> <p>Modify the MP and DSP maps and land area table to rezone area along the northern and eastern boundaries to light industry.</p>
	<p>7.4 Summary of Proposed Modifications to the Masterplan (Amendment No. 4) (map) Proposal No. 2 – suitable interface to rural areas. This map should be amended to also include the entire interface area (see comments above)</p>	<p>Noted. As per 7.3 above but for the Master Plan map.</p>	<p>Refer recommendation at 7.3.</p>
	<p>7.5 Proposal No. 2 – modify boundaries of Precincts 9 and 12 to provide a suitable land use interface with adjacent rural areas This proposal should be expanded to also include the entire interface area (see comments above)</p>	<p>Noted. As per 7.3 above but in relation to the Master Plan</p>	<p>Refer recommendation at 7.3.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.6 Proposal No. 3 – to reclassify and amalgamate Precinct 5 – Wattleup Local Commercial Precinct – into Precinct 4 – Central Transport Precinct – and create two new Local Commercial Precincts</p> <p>Paragraph 3: Proposes the former Wattleup townsite area be included into the 'Central Transport Precinct'. This area contains comparatively small lot sizes which may not be suitable for transport based uses. There is no mention of incentives provided to encourage amalgamation of these smaller lots, or even a requirement for this to be addressed through the relevant local structure plan.</p>	<p>LandCorp currently owns the majority of the former townsite lots, with approximately 10 lots still under private ownership. The existing small lots will be amalgamated and subdivided into larger lots suitable for transport related uses. This will be done at the local structure planning and subdivision stages of planning. LandCorp is currently undertaking an implementation strategy to enable local structure planning to occur over Planning Area 3.</p>	<p>No changes required to DSP or Master Plan.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.7 Proposal No. 9 – to rezone the southern end of Precinct 13 (Rural) to Precinct 6 (Eastern Industrial)</p> <p>Paragraph 2, second sentence states: “The area further east is zoned Rural under the MRS, providing a suitable buffer between Latitude 32 and the urban/urban deferred zoned land further east along Wattleup Rd”.</p> <p>To use an area external to the Latitude 32 industrial area as a buffer is contrary to the intent of the draft SPP relating to industrial buffers. There should be a core of heavier industries surrounded by a buffer of light industry.</p> <p>In consistency with the intent of the draft SPP could lead to existing resident complaints in the short to medium term as well as longer term issues with compliance as the development moves to normalisation.</p>	<p>Agreed. The comment is potentially miss-leading and should be removed from Master Plan report. The DSP does actually provide a transition zone to the Rural area outside of Latitude 32. A Light Industry/Business Park (Precinct 6) will provide a transition to the rural areas, in accordance with the intent of the SPP.</p>	<p>Modify Proposal 9 of the Master Plan report by removing the following statement: “The area further east is zoned Rural under the MRS, providing a suitable buffer between Latitude 32 and the urban/urban deferred zoned land further east along Wattleup Rd”.</p>
	<p>7.8 Interface with the adjoining Rural areas</p> <p>The design ethos mentioned here to protect the amenity of adjacent rural areas is sound. However, this needs to be reflected in the relevant plans for this entire northern and eastern interface.</p>	<p>Noted. As per 7.3 above</p>	<p>Modify the DSP in accordance with the City comments (see 7.3 above)</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.9 Road network It is pleasing to see care will be given to the design of Russell Road to deter use by freight traffic and encourage use of Rowley Rd instead. There is however, a lack of discussion about traffic in the broader regional context which should be provided by a district structure plan.</p>	<p>Agreed. DSP to be amended to provide further detail on regional transport and integration with road network within Latitude 32.</p>	<p>Modify the DSP to provide further comment in relation to the road network and integration with the regional transport network.</p>
	<p>7.10 Heritage The draft District Structure Plan identifies and lists heritage places, however there is no indication of how or when heritage matters are actually proposed to be addressed.</p>	<p>Noted. Heritage sites are protected under the Master Plan. The DSP refers to the need for individual heritage matters to be addressed at the local structure planning and future development works stages.</p>	<p>No changes required to DSP.</p>
	<p>7.11 Latitude 32's Industrial Context Mentions Directions 2031, also consider mentioning the draft Industrial Land Strategy in this section.</p>	<p>Comments regarding the ILS are generally covered off in section 3.2.2. The ILS Perth & Peel can also be mentioned in s2.8.1.</p>	<p>Modify DSP to refer to ILS Perth & Peel in s2.8.1 and note that further detail is provided in s3.2.2.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.12 Efficient Public Transport Solutions Discusses benefits of a shuttle bus service connecting local commercial centres to industry for lunch time trips. There are also potential benefits for mobilising workers from their place of employment to training facilities, particularly apprentices.</p> <p>States: "A shuttle bus option needs to be further investigated as development timeframes become clearer". It is unclear how this will be linked to the next planning process – is it required to be explored as part of the local structure plans? If so, this presents difficulties in coordination as it is a district level issue. Are Landcorp proposing to review this option in a few years time? Is it to be a developer funded option, or is provision expected by the Department of Transport? These broad notions should be given at DSP level rather than left in abeyance.</p>	<p>Agreed. The Transport assessment states: "Due to the importance of sustainable (public) transport it is recommended that a shuttle bus service be considered as a requirement for development; unless it is proven unfeasible in an approved business case study." The details of the shuttle bus service are subject to further study.</p>	<p>Modify the DSP report to provide further comments regarding future public transport within Latitude 32.</p>
	<p>7.13 Adjoining Land Uses (Figure 23 – The Challenges) The figure does not show the areas which have a rural interface correctly. Need to add the portion of the south side of Russell Rd</p>	<p>Noted. This was not included as the area arguably does not directly interface with the Rural area – being separated by Russell Road. The concept earthworks for the area south of Russell Road shows that it will be significantly lower than Russell Road and the Rural area to the north.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.14 Design Principles (Figure 24 – The District Structure Plan) Areas along the northern and eastern boundaries which are currently shown as 'General Industry' are not appropriate. This area needs to interface with the existing rural environment which is expected to remain in the longer term. This interface should be shown similar to the northern gateway and Power Avenue which are 'Light Industry/Business Park'</p>	<p>Noted. As per 7.3 above</p>	<p>Modify the DSP in accordance with the City comments (see 7.3 above)</p>
	<p>7.15 Land Use Amendments (Figure 25 – Proposed Amendments to the Masterplan) Areas along the northern and eastern boundaries which are currently shown as 'General Industry' are not appropriate. This area needs to interface with the existing rural environment which is expected to remain in the longer term. This interface should be shown similar to the northern gateway and Power Avenue which are 'Light Industry/Business Park'.</p>	<p>Noted. As per 7.3 above</p>	<p>Modify the DSP in accordance with the City comments (see 7.3 above)</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.16 Environment Lighting should be designed in such a way as to minimise potential impacts and disturbance to local wildlife. Streetscapes should utilise local native Western Australian (endemic) species rather than Western Australian natives. Local species have adapted to local conditions and use less water and increase the habitat potential of the area.</p>	<p>Agreed. Lighting will be designed to minimize impacts on wildlife. Streetscapes will endeavor to use local native species where ever possible, however there can be issues with commercial availability of suitable plants. If good quality or suitable endemic species are not commercially available, native species may be used instead. Where there is adequate lead in time, there may be the opportunity to undertake seed collection and contract grow species, however the option to use WA natives needs to be maintained. Consistent with the approved Biodiversity Strategy (prepared in accordance with Statement 667) and the Sustainability Benchmarks established for Latitude 32, biodiversity corridors are to be landscaped using 90% local indigenous vegetation. The Sustainability Benchmarks for streetscapes are 90% WA indigenous, however when choosing species, consideration will be given to survival in local conditions.</p>	<p>No changes required to DSP</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.17 Ecological Linkages It is disappointing that apart from the linkage between Conway Swamp and Hendy Swamp that only road reserves are identified as ecological linkages/biodiversity corridors. There is great opportunity to set aside some land that could be utilised as wide ecological corridors that could link the eastern and western portions of the Beeliar Regional Park. These corridors would not need to contain bushland but could be revegetated over time to provide safe passage for fauna (and flora). Rehabilitation of the Western Power easement would offer further ecological linkages. There are still many pockets of good quality bushland that could be set aside for conservation and enhancement which will provide additional POS and habitat for flora and fauna. Examples include Reserve 1712 Russell Road East and many existing rural lots. Fauna underpasses should be utilised in appropriate locations on all road networks</p>	<p>Noted. The approved Biodiversity Strategy (RPS 2007) outlined that most ecological linkages were to be established along railway and road reserves, with these being further refined during the structure planning process. Wider east-west ecological corridors (up to 50 m) will occur, specifically along Rowley Rd. The Western Power easement is proposed as an ecological corridor (according to the Strategen Environment Report, though Western Power vegetation restrictions will apply). The approved Biodiversity Strategy identified a number of areas of remnant vegetation that could facilitate ecological linkages and were to be further investigated. As part of the Structure Planning process three of these areas were considered non-viable, specifically based on viability criteria, issuing of a mining licence for one area and lack of vegetation (area had been previously cleared). The wetlands and some surrounding vegetation will be retained, with drainage areas also likely to provide additional habitat for fauna. Fauna underpasses are not proposed within the development. The ecological corridors have been established primarily for birds and reptiles. It is also noted that fauna underpasses sometimes contribute to predation of native fauna.</p>	<p>No changes required to DSP</p>
	<p>7.18 Movement Networks There is a lack of discussion about traffic in the broader regional context which should be provided by a district structure plan. Notably, this has been provided for cycling further in the document but not for other vehicles.</p>	<p>Agreed. Further detail on regional traffic and transport networks can be provided in the DSP.</p>	<p>Modify the DSP to provide further detail on regional traffic and transport networks.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.19 Public Transport Network Given that the area is to be an employment node there should be adequate provision of public transport connections. Negotiations should continue to ensure that there is adequate provision of public transport rather than just the potential for public transport.</p> <p>Given that oil reserves are declining around the world and that we may already have past peak oil production consideration should be given to relying less on road transport and more on rail. Recent oil spill disasters have increased likelihood that deep water drilling for oil will be terminated this will further impact on existing oil reserves and prices.</p>	<p>PTA was consulted during the DSP process on the principles documented in the transport assessment. Agreed, further negotiations with PTA are required. This will inform the “development of a framework for a bus network strategy” as recommended in the transport assessment. However, this should not delay progress on the DSP.</p>	<p>No changes required to DSP.</p>
	<p>7.20 Public Transport Network – New Bus Service to Southern Rail Line Paragraph 2 (bullet point 2): Discusses options shown on Figure 32 (Potential Public Transport Access) and mentions a potential Cockburn Central-Rowley Road train station loop.</p> <p>A station at Rowley Road is no longer proposed – it is now Mandogulup. Regardless, the route shown is entirely limited to servicing the Latitude 32 development. Suggest consideration be given to broader options which could include catchment/destinations of Henderson Industrial Area and Australian Marine Complex. These areas may have some bus services currently, however these are north-south focused and do not provide the east-west connection to the Southern Suburbs Rail Line.</p>	<p>Advice from DoP is that Mandogalup Station would be within 600m of Rowley Road. The route shown can be amended , beyond Latitude 32, to provide a greater catchment. Further discussions with PTA are required. This will inform the “development of a framework for a bus network strategy” as recommended in the transport assessment.</p>	<p>No changes required to DSP</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.21 Stormwater – Recycled water Notes a Concept Plan has been prepared for alternative industry feedwater to selected industries and precincts. Mentions feasibility should be investigated by developers at local structure plan stage. Notably, the DSP stops short of requiring an alternative supply (presumably so as not to stifle development), however, it could provide some level of incentives which could also apply to waste management generally. For example: Rewarding the promotion of resource recovery technologies Encouraging clusters of industry where better industry ecology outcomes can occur</p>	<p>Noted. The Alternative Feedwater Report and Alternative Energy Report provide a robust platform for further investigation and implementation of initiatives at future local structure planning.</p>	<p>No changes required to DSP</p>
	<p>7.22 Streetscapes Streetscapes should utilise local native Western Australian (endemic) species rather than Western Australian natives. Local species have adapted to local conditions and use less water and increase the habitat potential of the area.</p>	<p>Agreed. Streetscapes will endeavour to use local native species where ever possible, however there can be issues with commercial availability of suitable plants. If good quality or suitable endemic species are not commercially available, native species may be used instead. Where there is adequate lead in time, there may be the opportunity to undertake seed collection and contract grow species, however the option to use WA natives needs to be maintained.</p>	<p>No changes required to DSP</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.23 Innovation and Sustainability States: "...a range of initiatives such as alternative energy use and recycled industry feedwater were investigated during preparation of the District Structure Plan. Whilst these initiatives are not prescribed in the structure plan, these studies will provide a foundation for further development as Latitude 32 progresses".</p> <p>It is not clear how this will happen if there is no connection to the structure planning framework. Consideration should be given to including a range of incentives at DSP level (see comments for section 5.6.5)</p>	<p>Noted. The Alternative Feedwater Report and Alternative Energy Report provide a robust platform for further investigation and implementation of initiatives at future local structure planning.</p>	<p>No changes required to DSP</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.24 Sustainability Performance</p> <p>The DSP should include the need for Building design guidelines at later planning stages to promote sustainable building design and energy efficiency. Commercial premises can be designed sustainably.</p> <p>Facilitation and incentives for a variety of measures could be included in the DSP, such as:</p> <ul style="list-style-type: none"> o Installation of renewable energy generation such as PV cells o district energy generation facility using a gas fired turbine. Local energy production is more efficient than the traditional supply from coal fired power stations. Less electricity is also lost in transmission. o Installation of renewable energy initiatives. Given the proximity to the coast and the prevailing winds there is an ideal opportunity to install medium sized wind turbines. These could be installed at the Henderson Waste Recovery Facility and supply renewable energy to the Lattitude 32 precinct. Medium scale solar power is also an option with solar cells also being installed at the Henderson Waste Recovery Park. o Street lighting should utilise the most efficient technology and equipment available. 	<p>Noted. The Alternative Feedwater Report and Alternative Energy Report provide a robust platform for further investigation and implementation of initiatives at future local structure planning.</p> <p>Design Guidelines will be prepared as part of the Local Structure Planning Phases.</p> <p>The incentives outlined are constructive suggestions and can be referenced in the DSP.</p>	<p>Modify DSP to include the incentives outlined.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.25 Sustainability Performance (Figure 38) Environmental Sustainability (bullet point 6 and 7) “It facilitates the potential for a fit for purpose ‘3rd pipe’ supply for industry feedwater. The concept design is likely to involve sourcing water from bores or treated wastewater that is otherwise discharged into the ocean” “Potential energy efficiency opportunities and specific renewable energy technologies for street lighting and public open space water pumping infrastructure have been investigated as part of the project” The figure purports to contain the triple bottom line performance of the District Structure Plan. The above statements are not performance measures – they are references to initiatives “investigated” but not embodied by this draft District Structure Plan and with no clear direction for how they may be implemented. More correctly, the DSP does not prevent these initiatives, but it does not actively facilitate them either.</p> <p>Consider inclusion of heritage under Social Sustainability.</p>	<p>Noted. The Alternative Feedwater Report and Alternative Energy Report provide a robust platform for further investigation and implementation of initiatives at future local structure planning.</p>	<p>No changes required to DSP</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.26 Planning Areas All precincts are described as having “no public transport services within the area”. Presumably the actions listed for infrastructure planning are wide in scope and include the issue of public transport?</p>	<p>Noted. The statement “no public transport services within the area” in the DSP is describing the current situation and reinforces the need for development of a public transport strategy as planning across Latitude 32 moves forward. Further discussions with PTA are required. This will inform the “development of a framework for a bus network strategy” as recommended in the transport assessment. It is suggested that the “the framework for a bus network strategy” be developed, in consultation with PTA, prior to or concurrently with the preparation of the local structure plan(s).</p>	<p>No changes required to DSP.</p>
	<p>7.27 Planning Areas – Planning Area 3 Legend does not include “General Industry” which is the use proposed for this area. Annotation needed to indicate the proposed 20m wide/550m long road access to the Resource Recovery Site leading north adjacent the railway to access Russell Road.</p>	<p>Agreed. Modify legend to include ‘General Industry’. Confirmation needed from City of Cockburn regarding the access road – reluctant to include this if it has not been approved, or if it is an interim measure for access to the Resource Recovery site.</p>	<p>Modify the legend for Planning Area 3 in the DSP in accordance with the City's comments. LandCorp to confirm ultimate access arrangements to the Resource Recovery site with the City of Cockburn – and modify DSP if access is the ultimate configuration.</p>
	<p>7.28 Planning Areas – Planning Area 4 Figure 40 – ‘Subdivision Concept and Indicative Staging Plan’ indicates that most of these sites will be located on future Industrial lots within Planning Area 4, therefore it is considered that the preparation of a heritage strategy in conjunction with the Local Structure Plan for this area would be appropriate. While this will form part of the Local Structure Plan (Key Action No. 6 for Planning Area 4) the requirement for a heritage strategy could also be included as a Key Action to ensure that it is addressed.</p>	<p>Noted. Significant heritage items / artifacts are protected under the Master Plan. Given a heritage strategy would be prepared as part of the Local Structure Planning process it is not deemed necessary to document as a standalone action.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.29 Planning Areas – Planning Area 5 Figure – area south of Russell Rd shown as “General Industry” should be shown as “Light Industry/Business Park”</p>	<p>This was not included as the area arguably does not directly interface with the Rural area – being separated by Russell Road. The concept earthworks for the area south of Russell Road shows that it will be significantly lower than Russell Road and the Rural area to the north.</p>	<p>No changes required to DSP and Master Plan.</p>
	<p>7.30 Planning Areas – Planning Areas 8, 9 and 10 Figure – area along Fanstone Avenue east of rail line and wrapping around to Russell Rd shown as “General Industry” should be shown as “Light Industry/Business Park” Legend does not include “Light Industry/Business Park” which is a use proposed for this area</p>	<p>Noted. As per 7.3 above</p>	<p>As per 7.3 above. Modify DSP map to provide appropriate interface between the area along Fanstone Avenue east of rail line and wrapping around to Russell Rd.</p>
	<p>7.31 Conceptual Staging Plan Paragraph 3: Mentions costs for major infrastructure may need to be shared for the development to be commercially viable. The DSP is not clear as to the cost sharing method or mechanism. Will a Development Contribution Plan be implemented and at what point in the planning process?</p>	<p>The Master Plan requires a Development Contribution Plan (DCP) to be in place for provision of major infrastructure. A DCP is currently being prepared that will be released in draft 2011.</p>	<p>Modify DSP to briefly note status and timing for implementation of DCP. Note that DCP will be released in draft for public comment.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>7.32 What's happening now? Bullet point 5: District Water Management Strategy (DWMS) currently in preparation. A DWMS should guide a District Structure Plan, not be compiled afterwards. What level of data has been available in drafting the DSP to ensure the DWMS does not significantly alter land use options?</p>	<p>In accordance with Statement 667, a WMS was prepared for Latitude 32, in consultation with the Cockburn Sound Management Council, Water and Rivers Commission, Western Australian Land Authority, Town of Kwinana and City of Cockburn. The WMS was approved by the WAPC in late 2007, which was prior to the release of the Better Urban Water Management guidelines that now stipulate the requirement for water management plans at various stages of the land development process. The WMS outlines objectives and actions for the management of inputs into the Cockburn Sound.</p>	<p>No changes required to DSP.</p>
	<p>7.33 Relationship with the Masterplan Discusses local structure plans – it is unclear whether these will be required to correspond to the precinct boundaries.</p>	<p>There is no requirement under the Master Plan for local structure plan boundaries to correspond to the Master Plan precinct boundaries. The Master Plan does state that a proposed local structure plan may be prepared for all, or part of, a development area.</p>	<p>No changes required to the DSP</p>
	<p>7.34 Statutory Planning Provisions (Map 1 – District Structure Plan) Areas along the northern and eastern boundaries which are currently shown as 'General Industry' are not appropriate. This area needs to interface with the existing rural environment which is expected to remain in the longer term. This interface should be shown similar to the northern gateway and Power Avenue which are 'Light Industry/Business Park'.</p>	<p>Noted. As per 7.3 above.</p>	<p>Refer recommendation at 7.3.</p>
8	<p>8.1 A structure planning exercise is required for the Postans area immediately south of Latitude 32 in order to integrate, plan and coordinate transport and land use with synergies to Latitude 32.</p>	<p>Agreed. However, this is outside the DSP area and should therefore not delay its progress.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	8.2 Traffic modelling and information is required for Abercrombie Road south of Anketell to determine transport volume, mode and road requirements in terms of traffic management and safety through to Thomas Road.	Agreed. The forecast development trips on Abercrombie Rd (south) is 15,630vpd. The 2031 forecast without Latitude 32 is around 14,000. $14,000+15,630=29,630$ vpd. Forecast degree of saturation is 0.79 (level of service C) for a four lane divided clearway.	Modify the DSP to include additional figures (AECOM's figures ref. 10 & 11) for traffic modelling and provide further comment in relation to this issue.
	8.3 Timing of all major road construction needs to be identified.	Noted. The DSP staging plan considers the indicative timing (as far as this is known) of regional road infrastructure. Note that the delivery of regional road infrastructure (including Anketell, Rowley and FRCAH) is outside DSP scope and LandCorp control.	Modify the DSP to include reference to this issue and uncertainty regarding timing of regional road infrastructure outside Latitude 32.
	8.4 Suitable agencies to develop and maintain the environmental and POS areas needs to be identified. The ToK is reluctant to take over these responsibilities.	Noted. There is potential to cover the management costs for these areas in the Developers Contribution Plan. This will be progressed with further consultation with relevant authorities and does not need to be resolved at this stage.	No change to DSP required. However, <i>Figure 11 Management responsibility for key natural areas and ecological linkages</i> in the Environmental Report may need to be amended or deleted.
	8.5 A public transport network and strategy is required for the Latitude 32 employment hub.	Noted. Public transport framework is addressed in Section 6 of the transport report.	No changes required to DSP.
	8.6 Council agreement to maintain Flinders Area "M" POS expires shortly and an alternative agreement is required.	Noted, however this is outside the DSP boundary.	No changes required to DSP.
	8.7 More information relating to the rail connections from and to Latitude 32 and the proposed port is required.	Noted. Information on the rail connections and the proposed port are given in the following sections of the Transport Assessment: 2.2, 2.4, 3.2, 4.2, 4.3. The rail connections and interaction with the proposed port is shown in Fig 5.	No changes required to DSP
	8.8 The issue of Developer Contributions needs to be addressed and discussed with the ToK for the immediate and long term provision of hard and soft infrastructure to Latitude 32.	Noted. A development contribution plan is currently being progressed for Latitude 32 and will be released in the future.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	8.9 The ToK will require more information relating to any retail/commercial or office complexes in Latitude 32 and their relations with the Kwinana Town Centre Strategy/Plan.	The local commercial centres in the DSP are servicing the local industrial catchment area within Latitude 32. The area for the local commercial centre(s) has been reduced significantly from that shown on the Master Plan (Wattleup Commercial Centre) and are arguably less competition to the Kwinana Town Centre.	No changes required to DSP.
	8.10 The intersection land and road land requirements need to be minimised to provide for greater industrial land release.	Noted. The DSP road network has been designed to optimise connectivity throughout the site, whilst minimising impact on effective industrial land supply. The local road networks are indicative, to be confirmed at detailed local structure planning stage.	No changes required to DSP.
	8.11 The legal/statutory position of the DSP/Master Plan and Act needs to be addressed. The ToK wishes to commence discussions on the 'normalisation of land' as soon as possible.	Noted. Does not affect the intentions of the DSP as a guiding document.	No changes required to DSP.
	8.12 The ToK wishes to know the details and participate in the preparation of any developer contribution scheme.	Noted. The DCP is currently being prepared and LGs will be consulted prior to public advertising.	No changes required to DSP.
9	9.1 Inadequate Government funding to get required infrastructure to project area.	Noted. It is acknowledged that funding of infrastructure, including truck infrastructure, is a key issue. The DSP staging plan is driven by the proximity to supply and trunk infrastructure and likely timeframes for delivery. The project team is currently working on the Implementation Plan for Planning Areas 2, 3 and 4 as the priority stages for development based on ability to service areas in the short to medium term. The DSP is an important tool to enable the relevant Service Sgencies to progress planning and delivery of key supply and trunk infrastructure.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	9.2 Fair compensation not provided and Master Plan doesn't permit any improvements to property. Are businesses considered in valuations?	The issue of compensation needs to be considered in parallel with the DSP process, however, it shouldn't impede the progress of the DSP.	No changes required to DSP.
	9.3 Uncoordinated development desecrating the area.	Noted. Concept staging development plan provided in DSP in response to various development constraints. This will guide and coordinate future planning and development.	No changes required to DSP.
10	10.1 An Economic Development Strategy should be prepared prior to the DSP being endorsed to determine the economic employment implications.	Noted. This is a broader Policy issue for Government and most likely required at a sub-regional or regional level.	No changes required to DSP.
	10.2 The DSP should explain the extent of land supply in the context of the WAPC Industrial Land Strategy.	Noted. Additional cross reference should be included.	Modify DSP to include additional cross reference in Section 3.2.2 on pg 32 reflect the extent of land supply in the context of the ILS.
	10.3 It is considered critical for the orderly and proper development of Latitude 32 that the regional road network of Rowley Road, Fremantle-Rockingham HW and Anketell Road and its North-South distributor road are constructed in advance of, and in anticipated of, the Intermodal Freight Terminal.	Noted and agreed. The transport assessment report recognises this. The timing is dependent on market forces, development pressure and available funding.	No changes required to the DSP.
	10.4 Section 5.4 of the DSP needs to be amended to include an appreciation of the importance of the Sound and to apply the Cockburn Sound Catchment Planning Policy.	Agreed. The Water Management Strategy (WMS) summarises the State Environmental (Cockburn Sound) Policy and measures to improve water quality going to the Sound. This can be summarised and added to Section 5.4.	Modify Section 5.4 of the DSP to include a reference to the Cockburn Sound Catchment Planning Policy.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>10.5 A DWMS should be prepared and approved prior to the endorsement of the DSP. The DWMS should demonstrate that the impact of development on Cockburn Sound can be managed against the policy criteria.</p>	<p>In accordance with Statement 667, a WMS was prepared for Latitude 32, in consultation with the Cockburn Sound Management Council, Water and Rivers Commission, Western Australian Land Authority, Town of Kwinana and City of Cockburn. The WMS was approved by the WAPC in late 2007, which was prior to the release of the Better Urban Water Management guidelines that now stipulate the requirement for water management plans at various stages of the land development process. The WMS outlines objectives and actions for the management of inputs into the Cockburn Sound. LandCorp intends to prepare Precinct level Water Management Plans during the local structure planning stage.</p>	<p>No changes required to DSP. The WMS was approved by the WAPC in 2007 as was deemed sufficient to support the DSP. Further LWMS will be prepared prior to Local Structure Planning approval.</p>
	<p>10.6 LandCorp and the WAPC should review the current governance framework within the HVWR Act to determine if a different model is needed for redevelopment.</p>	<p>Noted. This is being addressed in a separate study and is outside the DSP framework.</p>	<p>No changes required to DSP.</p>
	<p>10.7 Concerned with lack of government funding and the impacts of fragmented development and significant cost in achieving coordinated development and provision of major infrastructure. Consideration of further intervention needed to make Latitude 32 a reality.</p>	<p>Noted. As per 9.1 above</p>	<p>No changes required to DSP.</p>
	<p>10.8 Cost sharing arrangements between landowners at this stage appears to be unrealistic.</p>	<p>Noted. This will be considered as part of the Development Contributions Plan.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
11	11.1 Resolution is required for the future alignment of the Fremantle Rockingham Controlled Access Highway. Further detailed planning and necessary environmental clearances to finalise the alignment are required prior to Main Roads final approval.	Agreed. The DSP maintains the existing reserve and alignment for the FRCAH.	No changes required to DSP.
	11.2 Not possible to confirm the interchange (provide access to Lat 32 from FRCAH) location depicted in DSP is feasible unless planning design concept is developed.	Agreed. The final location and layout of the interchange is subject to planning design work, recently commissioned by LandCorp.	No changes required to DSP.
	11.3 Consideration of the area between Russell Road and new interchange which will become surplus once FRCAH is constructed needs to be given about how the area can be integrated into the DSP.	Agreed. However, this is subject to the land requirements to be determined as part of the planning design concept development. See comment above.	No changes required to DSP
	11.4 The DSP does not include any info on the transport impacts that the proposal will have on the surrounding Regional road network. A Traffic Impact Analysis is suggested.	A transport and traffic assessment has been undertaken for the DSP. Further detail on transport and traffic impacts to be provided in DSP report.	Transport and traffic section(s) of DSP to be expanded with additional detail provided on impacts across the regional road network.
	11.5 A review of the planning design concept for Rowley Road is required to tie into the ultimate Latitude 32 sub-division levels.	Noted and agreed. The DSP and proposed distributor road network therein recognises the current alignment of Rowley Road. A review of the planning concept design for Rowley Road should be undertaken by Government to ensure integration with the regional road network and Latitude 32.	No changes required to DSP.
	11.6 No additional vehicle access will be permitted other than those illustrated on the DSP.	Agreed. However, final locations, are subject to the approved planning concept designs.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	11.7 The boundary depicted within the DSP adjacent to the FRCAH & Russell Road interchange do not reflect the current MRS boundaries.	Agreed. These should be consistent	Modify DSP to include advice from MRWA that road reserve boundaries adjacent to the FRCAH & Russell Road interchange do not reflect the current MRS boundaries.
12	12.1 That planning for the Latitude 32 project continue to be given planning priority.	Agreed.	No changes required to DSP.
	12.2 That Kwinana Quay port plan included in the DSP on page 17 be updated with the current port plan.	Agreed. The DSP should be modified accordingly	Modify the DSP by incorporating the latest port plan on page 17.
	12.3 That further investigation be undertaken to determine the relationship between the Kwinana Quay port, the Inner Harbour and the Kwinana Intermodal Terminal.	Noted. Further information was sought by the Project Team during preparation of the DSP. The Port Optimum Planning Study is a key piece of work in this respect and is yet to be released.	No changes required to DSP.
	12.4 A focus of the DSP is on transport and related land uses. This being the case, the capacity of the intermodal terminal should not be restricted to the terminal itself, but must account for all related services surrounding it.	Noted. The DSP has been designed to accommodate future related support industries surrounding the freight handling area. The HVWRP Master Plan enables supporting land uses to occur around the freight handling area.	No changes required to DSP.
	12.5 Early planning of the Kwinana Intermodal terminal recommended that 133 hectares be set aside as a minimum requirement. The DSP now refers to an area of 114 hectares. It is suggested that the difference needs further investigation.	Noted. The freight handling area of 114ha (shown in grey on the DSP) represents the Intermodal core area only. The Intermodal core area includes the rail spurs, container handling areas and the freight terminal. The core area is consistent with the previous Meyrick report (2007). In addition the precincts abutting the intermodal core area will allow supporting intermodal and freight village land uses such as warehouses, container park etc.	Modify DSP to confirm 114ha is core area only and explain what the 'core area' includes. No changes to Intermodal area to be considered until Port Optimum Planning Study released and case proven. Note that any change to the Intermodal core area would be under direction from the WAPC.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	12.6 That the DSP be amended to clarify that the Latitude 32 project area and intermodal terminal are to operate 24 hours a day, 7 days a week and that noise restrictions which limit operations are viewed unfavourably and any impositions should be minimised.	Noted. This is a policy issue. Extended operational hours would reduce traffic impact in peak hours. Transport assessment allows for worst case in peak hours. Noise assessment not part of transport assessment.	No changes required to DSP.
	12.7 That consideration be given as to options for the purchase by Government of land for the Kwinana Intermodal Terminal.	Noted. Outside control of DSP. WAPC to action.	No changes required to DSP.
	12.8 That further investigation be undertaken to determine the adequacy of land available for container parks and the impact of permitted competing land uses within the DSP which may economically exclude container parks.	Noted. The DSP can accommodate the 22.1ha land area earmarked for container parks, as per GHD's report (Kwinana Intermodal Report). It is not LandCorps role to establish how much container park area is required for the intermodal, nor the economic comparisons for allocating land for this use.	No changes required to DSP.
	12.9 Ensure transport corridors are protected by adherence in all subsequent planning and development decisions of the intent and provisions of existing planning documents.	Noted. The Transport assessment identified the primary corridors to be protected. LandCorp has engaged a consultant to prepare planning concept designs suitable to MRS amendment.	No changes required to DSP.
	12.10 That the Latitude 32 initiative become a key component of the Integrated Metropolitan Transport Plan that the Department of Transport is in the process of progressing.	Agreed. LandCorp to progress with Dept of Transport.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
13	<p>13.1 A southward realignment of Russell Road should be considered to improve the buffer between this major traffic route and nearby residents</p>	<p>Noted. Final alignment, land requirements and impacts are to be determined as part of the planning concept design work, commissioned recently by LandCorp. It is noted that a realignment of Russell Road to the south and a lowering of the intersection to Phillips Road may provide an opportunity to provide better road design and potentially better buffer local residences. This issue is beyond the scope of the DSP or transport assessment. It needs not be resolved during the planning design phase of the distributor roads.</p>	<p>No changes required to DSP. Noted and this should be looked at in the design work for Russell Road, however there would be a significant capital outlay involved. It may be possible that a condition of the quarrying of M70/1275 between Moylan and Power Avenue, be used that would require the final land surface to be prepared for any revised road layout. The royalty obtained by the State from the excavation of limestone and sand could be allocated towards offsetting the costs (\$2 - 4 million). The same scenario could apply to between the rail line and Rockingham Road (perhaps \$2 million), where large quantities of high grade limestone will be sterilised unless Russell Road is lowered. The costs of not having to upgrade the existing section of Russell Road between the rail line and Power Avenue might also be considered in helping to offset additional costs.</p>
	<p>13.2 The proposed finished levels shown on the DSP do not maximise the extraction potential of the area. These levels should be considered as concept levels only, requiring further consideration as more detailed planning design occurs.</p>	<p>Noted. The final location and layout of the interchange is subject to planning design work, recently commissioned by LandCorp. It is noted that the sand and limestone resources are constrained within the Perth Metropolitan Area and south of Perth and therefore all possible material should be considered and taken as a result of the design processes. Some adjustments will be possible during the life of the excavation of M70/1275. The preservation and staged taking of high grade limestone and sand is to be encouraged because of the recognised shortages of these basic raw materials.</p>	<p>No changes required to DSP.</p>
14	<p>14.1 DEC recognises that the DSP forms part of the Hope Valley - Wattleup Redevelopment area, that was formally assessed by the EPA in 2004.</p>	<p>Noted.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>14.2 DEC recognises that the Biodiversity Strategy, prepared to address the requirements of Minister Condition 2-1 (Statement 677) identified areas of high conservation value within Latitude 32. DEC supports the preparation of site specific wetland and bushland management plans, prior to subdivision approval, to protect and manage environmental assets.</p>	<p>Noted.</p>	<p>No changes required to DSP.</p>
	<p>14.3 DEC does not consider that the DSP adequately identifies ecological corridors to link the conservation areas within Latitude 32 to the adjacent Beeliar Regional Park. The proposed biodiversity corridors do not appear to be viable or achievable. Wider, more consolidated ecological linkages, particularly between the wetlands, should be considered at further planning stages.</p>	<p>As outlined in the approved Biodiversity Strategy (RPS 2007), prepared in accordance with Statement 667, road verges will be utilised for ecological corridors and vegetation within these corridors will act as habitat and stepping stones for fauna, though particularly birds and reptiles. The ecological corridors have been selected according to the design principles outlined in the approved Biodiversity Strategy, one of which states that "as a minimum for bird species the understorey should form thickets that are more than two metres wide" (RPS 2007). The ecological corridors will form corridors at least this width and up to 50 m which is considered both achievable and viable.</p>	<p>No changes required to DSP</p>
	<p>14.4 Consideration should be given to placement of specific industrial land uses to avoid conflict with adjacent existing and proposed residential areas.</p>	<p>Refinements have been made to the land use table of the HVWRP Master Plan (as part of the Master Plan amendment) to include suitable transitional land uses to the rural lands.</p>	<p>No changes required to DSP or Master Plan. Not supported. Creation of softer 'transitional' industrial precincts is consistent with SPP 4.1, and will protect the long term establishment of the Kwinana Intermodal Terminal through appropriate design and landscaping on the eastern edges of Latitude 32.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>14.5 None of the design principles in Sections 1.6.1 and 5.1 make reference to ensuring amenity for adjacent land uses, providing appropriate industrial interfaces or utilising strategic planning to mitigate impacts.</p>	<p>Agreed. An appropriate design related principle should be included principle should be inserted in Sections 1.6.1 and 5.1</p>	<p>Modify Sections 1.6.1 and 5.1 of the DSP to include a design related principle.</p>
	<p>14.6 The DSP can be planned to place the more odorous industrial facilities further from the residential areas.</p>	<p>Noted. The transitional area (Precinct 9) along Phillips Road prevents incompatible land uses (noise, odour emissions) from occurring in close proximity to the rural areas. Future Development Applications within Latitude 32 will need to comply with the relevant environmental emissions regulations .</p>	<p>No changes required to DSP</p>
	<p>14.7 It is important that specific factors such as noise and odour are addressed early in the planning process.</p>	<p>Noted. The 2004 HVWR Master Plan provides comprehensive environmental criteria (including noise and odour) which future industry must comply with.</p>	<p>No changes required to DSP. The 2004 HVWR Master Plan provides comprehensive environmental criteria (including noise and odour) which future industry must comply with.</p>
	<p>14.8 No reference is made in the document to the existence and implications of the site being within the Kwinana EPP area.</p>	<p>Noted. This issue is mentioned on page 29 (Planning Framework), but should have a 'stand alone' heading as this is an important consideration.</p>	<p>Modify page 29 of the DSP (Planning Framework) by including reference to the 'Kwinana EPP Area' as a stand alone heading.</p>
15	<p>15.1 DSD supports Latitude 32 in providing essential general and transport industry land, protecting the Kwinana heavy industrial area. The DSP is an excellent report however there are several issues that DSD wishes to raise.</p>	<p>Noted.</p>	<p>No changes required to DSP</p>
	<p>15.2 The DSP should be sufficiently flexible to fit whatever position the Government takes on the findings of the Optimum Port Development report.</p>	<p>Noted. Cannot comment on the findings as the Optimum Port Development report has not yet released.</p>	<p>No changes required to DSP. Regardless of the outcomes of the Optimum Port Development report, the major infrastructure associated with Latitude 32 (Rowley Road, Anketell Road, FRCAH, Kwinana Intermodal Terminal) will still be required.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>15.3 The Western Trade Coast Concept is discussed under 2.9. The DSP should give more prominence in the report and indicate earlier how Latitude 32 integrates with the Kwinana Industrial Area, AMC, Rockingham Industry Zone and future James Point and Kwinana Quay.</p>	<p>Agreed. While the WTC Vision and Plan is still in draft it would be appropriate to reference this work in Section 2.9</p>	<p>Modify Section 2.9 of the DSP by including a reference to the WTC Vision and Plan work currently in progress</p>
	<p>15.4 Given Latitude 32's location within the Kwinana Air Buffer, retail outlets, offices and cafes may not be suitable land uses, and would need to be considered in light of supporting risk studies.</p>	<p>Noted. however, the proposed local commercial centres are only small scale operations to service the local workforce needs which is normally lacking in industrial centres. The size of the local centres would not enable broad 'big box' retail to occur (which draws larger populations from outside of the area). It is noted that the existing size of the commercial centre in Wattleup is much larger than what is currently proposed. The amendment reduces this area of commercial land significantly - freeing up more land for industrial purposes.</p>	<p>No changes required to DSP.</p>
	<p>15.5 The "existing rural area" shown in Figure 4 requires a stronger specified land use to prevent urban encroachment from occurring and constraining the development of Latitude 32 and the KIA.</p>	<p>Noted. However, this area is outside of Latitude 32's jurisdiction and are controlled by the two local planning schemes.</p>	<p>Not supported. Figure 4 is a strategic snapshot of general land uses in the area. The existing rural area is already zoned Rural under the MRS and local Town Planning Schemes. No changes required to DSP.</p>
	<p>15.6 The challenges of developing Latitude 32 do not appear particularly abnormal for a redevelopment project of this scale, and seem over emphasised in the report. These negative sentiments are disappointing, given that LandCorp was granted special planning powers under the Act and significant seed capital for the buyout of Hope Valley and Wattleup town sites.</p>	<p>Noted. Notwithstanding the powers of the Act, there are major challenges to the development of Latitude 32, which cannot be under-stated and which will require significant investment and coordination across Government and the private sector. It is important that the DSP is up front about these issues so that there are not undue expectations on the timeframe and responsibilities for delivery of industrial land within Latitude 32. There are only a handful of properties remaining to be acquired in the Wattleup townsite. The former Hope Valley townsite (Flinders Precinct) is currently under development as the first stage of Latitude 32.</p>	<p>No changes required to DSP</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	15.7 Figure 10 does not outline the James Point private port in black, suggesting that LandCorp considers the Kwinana Quay port to be a firmer proposal than James Point.	Noted. The DSP does not support one port proposal over another. The DSP will be amended to ensure that the depictions of both ports are the same.	Modify Figure 10 of the DSP to outline JP private port in black.
	15.8 The DSP should look beyond Latitude 32's boundaries to ensure that its transport infrastructure is properly coordinated with the regional network.	Noted. Latitude 32's integration with the regional transport and traffic network to be expanded in the DSP.	Modify DSP report to expand on integration of Latitude 32's transport and traffic infrastructure with the regional network.
	15.9 Any revised edition of Directions 2031 should label the Western Trade Coast area as "Strategic" industrial area. This should be raised with the WAPC.	Noted. LandCorp to raise this matter with the WAPC, however, it doesn't impact on the DSP.	No changes required to DSP
	15.10 The DSP should factor in the recommendations of the ILS that Alcoa's tailing ponds area be developed for industry in the future, in order to prevent possible urban encroachment.	Noted. Outside the boundary of the DSP; however DSP notes long term nature of this proposal.	No changes required to DSP
	15.11 DSD does not support the change in zoning from transport industry to business park / light industry on the eastern edges of Latitude 32.	Noted. The DSP and Master Plan provide for land uses which 'soften' the interface between Latitude 32 and adjacent rural areas	No changes required to DSP.
16	16.1 DoP would like to register its support for the structure plan and proposed Master Plan amendments.	Noted.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>16.2 DoP understands that some freight groups would like to see an increase in size of the Kwinana Intermodal Terminal, to account for international trade through the new ports at Cockburn Sound. It is DoP's view that before any consideration is given to a larger freight terminal area, further work is needed that directly links very long term demand from the various sectors of the container trade specifically to the Kwinana Intermodal Terminal.</p>	<p>Agreed. However, this need not impede the progress of the DSP.</p>	<p>No changes required to DSP.</p>
	<p>16.3 DoP considers the current size of the Kwinana Intermodal Terminal (as proposed) to be adequate in the context of a medium to long term planning horizon. It is critical that the site in its current format be secured now and the opportunity is not lost.</p>	<p>Agreed.</p>	<p>No changes required to DSP.</p>
	<p>16.4 The core area is 132 hectares, not 114 hectares as mentioned in the DSP document.</p>	<p>Noted. The freight handling area of 114ha (shown in grey on the DSP) represents the Intermodal core area only. The Intermodal core area includes the rail spurs, container handling areas and the freight terminal. The core area is consistent with the previous Meyrick report. In addition, the precincts abutting the intermodal core area will allow supporting intermodal land uses such as warehouses, container park etc. The figure of 133 hectares quoted in the previous Meyrick report includes supporting freight village area / land uses.</p>	<p>No changes required to the DSP while Port Optimum Planning Study not yet released.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>16.5 Consideration should be given to a minor realignment of the rail reserve boundary to bring it into line with the existing land ownership cadastre.</p>	<p>Realignment could be done along the existing land ownership cadastre so that it does not extend into any additional privately owned lots. Some changes would be required to DoP's proposed southern boundary, where it extends into the proposed Rowley Road reserve. The WAPC has the authority to modify the proposed Master Plan amendment 'as it thinks fit to give effect to any submission so received by it'. I.e. there is potential for modifications to the Master Plan without the need to readvertise, should this suggested change be considered warranted.</p>	<p>The realignment of the rail reserve boundary to bring it into line with the existing land ownership cadastre is not supported as it would require re-advertising resulting in additional delays to Masterplan amendment process. This was previously raised by DoP after Amendment No.4 was initiated. LandCorp advised the DoP to formally instruct LandCorp to make any required refinements to the plan when the WAPC provided its consent to advertise. This did not occur. A change to the boundary may now require readvertising and is not supported. This matter requires further consideration by WAPC / LandCorp.</p>
	<p>16.6 It is recommended that the findings of the AECOM noise report on the Kwinana Intermodal Terminal guide future landform development within Planning Area 7.</p>	<p>Agreed. This should be captured in the implementation map for Planning Area 7.</p>	<p>Modify the implementation map for Planning Area 7 in the DSP to include a reference to the AECOM Noise Assessment.</p>
	<p>16.7 DoP supports the designation of the intermodal core area as a railway reserve. It will be necessary for Government to develop a land management / land purchase strategy for the rail reserve area.</p>	<p>Agreed. However, this action needs to occur in parallel with the DSP process</p>	<p>No changes required to DSP.</p>
	<p>16.8 Land within Latitude 32 (such as ex quarries) should be looked as potential container storage locations.</p>	<p>Noted. Container storage is a permitted use in several precincts, however the zoning of these area is flexible and the majority private land ownership will result in land being developed to suit market requirements, which may not necessarily be container parks.</p>	<p>Noted and agreed. Container storage is a permitted use in several precincts, however the zoning of these area is flexible and the majority private land ownership will result in land being developed to suit market requirements, which may not necessarily be container parks. No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	16.9 DoP supports the DSP's position on funnelling the majority of heavy traffic onto Rowley Road, away from Russell Road	Noted.	No changes required to DSP.
	16.10 Consideration should be given to common user parking and on- street loading / unloading areas at the precinct planning level.	Agreed. This a detailed planning issue to be considered at the local structure planning phase.	No changes required to DSP.
	16.11 Future planning approvals need to address parking specifically to the proposed land use.	Noted. The existing Master Plan provides the car parking standards applicable to various land uses within Latitude 32.	No changes required to DSP.
17	17.1 Provide certainty regarding the delivery of the Intermodal facility, including full funding for the facility.	Noted. However, the DSP is an over-arching planning framework which cannot reasonably be expected to provide certainty regarding delivery timeframes in the absence of more detailed investigations, including implementation plans and funding requirements.	No changes required to DSP.
	17.2 Ensure funding of land assembly to ease fragmentation issues.	Noted. Refer 17.1 above.	No changes required to DSP.
	17.3 Work with service agencies to ensure timely delivery of key infrastructure. Forward work plans need to be developed with industry to help identify infrastructure gaps.	Agreed. This is an appropriate course of action which needs to occur as part of further planning and development of Latitude 32.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>17.4 Provide greater certainty in land supply. Plans need to be revised to allow for small number of strategic large lots, ranging in size from 10-50ha, and should be in Precinct 5. Will be a higher demand from the transport industry and that Precincts 3, 10 and 11 will be needed for transport uses.</p>	<p>Noted. The lot configurations shown in the DSP are only indicative to demonstrate how the areas could work.. The conceptual lots can be amalgamated as the end user requires. The future local structure planning and subdivision stages of these Planning Areas, such as Area 5, could accommodate the suggested lot sizes. In relation to Precincts 3, 10 and 11: Land uses associated with transport industry, such as 'Transport Depot' , 'Warehouse' and 'Storage' can still be approved by the WAPC based on the existing land use table of the HVWRP Master Plan.</p>	<p>No changes required to DSP.</p>
	<p>17.5 To provide greater certainty in land supply implementation plans with indicative timelines for delivery need to be developed by LandCorp in co-ordination with the private sector, service agencies, other Govt departments and Local govt.</p>	<p>Agreed - this is canvassed in Section 6.2 of the DSP and is currently being worked on by LandCorp as part of the next stages of the implementation plan.</p>	<p>No changes required to DSP.</p>
	<p>17.6 Design Guidelines need to be developed with the private sector to ensure a balance between design and cost outcomes.</p>	<p>Agreed. The HVWRP Master Plan requires design guidelines to be prepared at the local structure planning stage.</p>	<p>No changes required to DSP.</p>
18	<p>18.1 Land within the Intermodal core area, no private development potential, no timeframe for development land is sterilised.</p>	<p>Noted.</p>	<p>No changes required to DSP.</p>
	<p>18.2 Planning Area 7 no development potential until 20+ yrs</p>	<p>Noted. Based on the information available, this area requires the extension of infrastructure from the west, and quarrying activities to cease before any development can occur.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	18.3 The immediate and short term developments are comprised predominantly of government owned land.	The DSP staging plan considers a number of factors including proximity to supply/trunk infrastructure and access to road and transport network. The early stages of development are the least constrained with respect to provision of essential services and access to the existing road network. The State Government (LandCorp) own the former Hope Valley townsite and the majority of the Wattleup townsite.	No changes required to DSP.
	18.4 Reluctance of government to initiate infrastructure into areas which will encourage private development	Statement is not supported. The DSP will provide the blue print for the Service Sgencies to progressing infrastructure planning across Latitude 32. The provision of infrastructure will logically extend from existing trunk infrastructure (water, sewer and power) located in the Rockingham Road corridor. The DSP staging is based on infrastructure delivery generally proceeding in a west to east direction from the Rockingham Road corridor.	No changes required to DSP.
19	19.1 Provide a definition for 'Noxious Industry' to be included in Schedule 1 - Dictionary of Defined Works and Expressions.	Noted. Noxious Industries are not considered suitable for Latitude 32. The Department's submission refers to a LandCorp study (HVWRP Study for Food Processing Precinct, 2003). The findings of this Study are not consistent with the long term vision for Latitude 32. Presently, a noxious industry proposal could be accommodated as a use not listed under the Master Plan without the need in amend the Master Plan. It is recommended this definition not be included as part of this round of amendments to the Master Plan - which are specifically related to facilitating the implementation of the DSP. Suggest the Dept. of Agriculture should put forward their own Amendment request to the WAPC to address this matter.	No changes required to Master Plan.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	19.2 Amend Table 1 - Precinct land use to identify 'Noxious Industry' as an 'A' or 'D' permissions in Precinct 3 and Precinct 6. Consider Amending Table 1 to identify 'Noxious Industry' as an 'A' or 'D' permission in Precinct 2.	Not Supported. Refer comment in 19.1 above. The request to include 'Noxious Industry' as a 'D' use in Precinct 6 (near Dalison Avenue) is not supported as it is in close proximity to a Rural Residential area.	No changes required to Master Plan.
20	20.1 Food manufacturing is consistent with the overall Latitude 32 objectives and purpose, but fails to consider the needs of the food manufacturing and associated industries. Need to consider recommendations from LandCorp 2003 study 'Hope Valley Wattleup Food Processing Precinct' Feasibility and Structure Plans.	Noted. There is some potential for food industries that could comply with the General Industry classification.	The findings of the 2003 study referred to are not consistent with the long term vision and objectives for Latitude 32.
	20.2 Food processors in particular 'Noxious Industry' have been excluded from most industrial estates.	Noted. There is some potential for food industries that could comply with the General Industry classification.	No changes required to DSP.
	20.3 The Dept sees Latitude 32 as an important and strategic location for agri-industry including grain and meat sectors	Noted.	No changes required to DSP.
	20.4 Definition, zoning and use class issues associated in the associated Masterplan need to be resolved under the current proposed Amendment No.4 in relation to Noxious Industries.	Noted. As per comment for 19.1 above.	No changes required to Master Plan.
	20.5 The Dept's consultation with food and livestock industries has identified the need for new sites close to Perth to accommodate existing and new businesses.	Noted.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>20.6 The core land use precinct themes described do not provide or identify any role for food processors.</p>	<p>Agreed. There is scope to include some commentary regarding the potential for food industries in Latitude 32 that comply with the General Industry classification i.e. they don't have to be noxious.</p>	<p>Modify the DSP by including an appropriate reference to food processor industry opportunities.</p>
	<p>20.7 Consideration for the inclusion of food processors within all planning areas is requested.</p>	<p>Do not agree with a blanket inclusion of food processor industries across all Planning Areas - due to potential sensitivities of activities in close proximity rural residential areas to the north and east of Latitude 32.</p>	<p>No changes required to DSP or Master Plan.</p>
21	<p>21.1 Concern raised with the approval of interim land uses located in close proximity to the rural landowners to the North of Latitude 32. Specifically - noise, dust, amenity. Do the EPA 1000m guidelines need to be abided by? Does the DSP allow for similar uses within Planning Area 5 in the future?</p>	<p>Noted. The Master Plan states that development must comply with the Environmental (Noise) Regulations 1997 as well as the requirements outlined in Section 7.3.5. If this operation includes any prescribed activities in relation to air quality, it will be subject to a Works Approval and subsequent licensing by the DEC in addition to the requirements outlined in Section 7.3.4 in the Master Plan.</p>	<p>No changes required to DSP. Interim uses permitted in Latitude 32, provided conditions are met. Outside scope of DSP.</p>
	<p>21.2 When will the management measures be put in place to keep future traffic off Russell Road.</p>	<p>The proposed Distributor Road network, including future upgrades to Russell Road, are yet to be designed. Traffic control measures will be considered during the design process and implemented at the time the contributing area of Latitude 32 is developed and road upgrades triggered (likely to be in the medium term).</p>	<p>No changes required to DSP.</p>
22	<p>22.1 Concern raised with the approval of interim land uses located in close proximity to the rural landowners to the North of Latitude 32. Specifically - noise, dust, amenity. Do the EPA 1000m guidelines need to be abided by? Does the DSP allow for similar uses within Planning Area 5 in the future?</p>	<p>Noted. Refer to comment in 21.1 above.</p>	<p>This issue is outside the scope of the DSP. No change to the DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	22.2 Buffer along the entire northern boundary Latitude 32 south of Russell Road	Noted. Based on the earthworks concept, most of this area south of Russell Road will be much lower than the Russell Road grade - industry would be visually hidden and separated by Russell Road. Industry is required to comply with the Environmental (Noise) Regulations 1997.	No changes required to the DSP or Master Plan.
	22.3 When will the management measures be put in place to keep future traffic off Russell Road.	Noted. Refer to comment in 21.2 above.	No changes required to DSP.
23 - 31	23.1 Concern raised with the approval of interim land uses located in close proximity to the rural landowners to the North of Latitude 32. Specifically - noise, dust, amenity. Do the EPA 1000m guidelines need to be abided by? Does the DSP allow for similar uses within Planning Area 5 in the future?	Noted. Refer to comment in 21.1 above.	This issue is outside the scope of the DSP. No changes required to the DSP.
32	32.1 Concern raised that improvements have been made to the land and buildings over the years (market garden) but that Council has not made any improvements to the area; no sewerage or scheme water; nothing has happened for so many years.	Noted. It is acknowledged that funding of infrastructure, including truck infrastructure, is a key issue. APP is currently working with LandCorp and other relevant technical consultants on the Implementation Plans for Planning Areas 2, 3 and 4 with a view to 'de-constraining' additional land within Latitude 32.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
33	<p>33.1 Specific Issues: - Buffer along the northern portion of Latitude 32 south of Russell Road - Management measures to keep freight off Russell Road - Errors in Mineral Haulage and Earthmoving management plan - EPA guidelines not being abided by.</p>	<p>Noted. The planning concept design for Russell Rd (west of Power Ave) is to include a noise study to determine required treatments. The transport assessment states: Freight traffic accessing the proposed Kwinana freight handling facility will be required to use Rowley Road (through appropriate road design, intersection treatments, and the operation of the freight handling facility itself) in order to keep freight traffic off Russell Road. <i>The Russell Road route could be engineered to be even less attractive by reducing the capacity for eastbound right turns and southbound left turns at the Russell Road – North-South Distributor intersection – either by means of geometry or signalization. In addition, a roundabout could be provided at the Russell Road – Henderson Avenue intersection with uncomfortable movements for heavy vehicles.</i> The specific details regarding noise treatments and traffic management for Russell Road are to be determined during the Planning Concept Design Stage. LandCorp has commissioned a consultant to look into this. This is a DA compliance issue - not directly related to the DSP.</p>	No changes required to DSP.
34	<p>34.1 Concern raised with the approval of interim land uses located in close proximity to the rural landowners to the North of Latitude 32. Specifically - noise, dust, amenity. Do the EPA 1000m guidelines need to be abided by? Does the DSP allow for similar uses within Planning Area 5 in the future?</p>	Noted. Refer to comment in 21.1 above.	This issue is outside the scope of the DSP. No change to the DSP.
	<p>34.2 When will the management measures be put in place to keep future traffic off Russell Road.</p>	Noted. Refer comment in 22.3 above.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
35	<p>35.1 The proposed 50m ecological linkage alongside the proposed FRCAH is considered inadequate. Any mitigation of wildlife between the two wetlands would be severely impacted by the presence of the highway.</p>	<p>Noted. The FRCAH will not be at grade with the ecological link - so there will be a physical height separation from the highway and this environmental linkage - providing only a direct connection between the two wetlands. Presence of the highway may create higher noise levels in the area than currently occur, however establish of a vegetated buffer may reduce potential impacts.</p>	<p>No change to the DSP.</p>
	<p>35.2 Recommend the 50m building setback buffer around the two wetlands be increased to the full 200m recommended by the EPA. Allow for a much shorter and direct north-south linkage between the two wetlands effectively joining them into one system which could then become part of the Beeliar Regional Park.</p>	<p>Noted. The 200m setback buffer stipulated by the EPA relates to the restriction of certain types of land uses from operating - it does not recommend 'no-development'. If a 200m 'no-development' setback was applied it would sterilise a substantial area of land which would otherwise be used for industrial purposes. In accordance with Statement 667, a Biodiversity Strategy was prepared for Latitude 32, on advice from the Department of Environment, Department of Conservation and Land Management, Water and Rivers Commission, Town of Kwinana and City of Cockburn. The Biodiversity Strategy was approved by the WAPC in late 2007, and included the requirement for no development to occur within 50m of Resource Enhancement or Conservation category wetlands within or adjacent to Latitude 32. It also defined 'low' risk development as the only development that can occur between 50-200m of these wetlands. The linkage that has been created between Long Swamp and Hendy Rd Swamp East is longer, however this does allow more creation of habitat in this area.</p>	<p>No change to the DSP.</p>
	<p>35.3 The loss of development lots is considered small for the much more robust environmental outcome.</p>	<p>Noted. There needs to be an appropriate and sensible balance between development and environmental outcomes, which the DSP has endeavoured to provide. Further considerations about lot sizes vis a vis environmental factors will be considered as part of the local structure planning process.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	35.4 The extension to the setback buffer zone would also help maintain local environmental features and create more opportunities for future worker amenity with revegetation and monitoring of biological parameters.	Noted. In accordance with the Biodiversity Strategy, bushland and wetland management plans will be prepared for Hendy Rd Swamp East and Long Swamp to enhance the existing environment in these localities. Additionally, a number of other POS areas will be established for worker amenity purposes (including those associated with drainage areas).	No changes required to DSP.
	35.5 The (N-S) linkage corridor being pushed west along the highway in order to fit more lots in is not justified on ecological grounds and not acceptable to the Wetlands Conservation Society.	Noted. The main north-south linkage proposed in the approved Biodiversity Strategy was along the railway line, however no vegetation is allowed within the railway reserve for safety reasons. The main north-south linkage was therefore moved east to run along two roads (crossed by Rowley Rd).	No changes required to DSP.
36	36.1 Currently located within Kwinana Air Quality Buffer Zone - Concerned about being located within close proximity to the outer Lat 32 boundary and the impact to property value from being within the Industrial Buffer Zone.	Noted. The site will remain in its current zoning (Rural) under the City of Cockburns Town Planning Scheme No.3. The DSP does not propose any change to the existing EPP Kwinana Air Quality buffer.	No changes required to DSP.
	36.2 Is there a possibility of rezoning the rural block (321 Wattleup Road) or an opportunity to subdivide.	Noted. The land sits outside of the Latitude 32 project area - it is under the jurisdiction of the City of Cockburn and its Town Planning Scheme No.3. Queries relating to rezoning and subdividing the land should be directed to the City of Cockburn.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>36.3 Wattleup structure plan to the east and Latitude 32 to the west, seems to be no clear vision of future opportunity for submitters land.</p>	<p>A review of the Kwinana Air Quality Buffer was done in May 2008 - a draft position paper was released for the Department of Planning/DEC/DOIR. The position paper provides an indication of the WAPC's current thinking with regard to land use constraints in the form of sulphur dioxide, risk, dust, noise, light and odour. Currently it states that this area may still be subject to offsite impacts from the Alcoa Residue Storage Area, and therefore this land should remaining in the buffer until more information is available regarding Alcoa's emissions. Note that the City of Cockburn has identified this area as being a land-use buffer between Latitude 32 and the surrounding urban areas.</p>	<p>No changes required to DSP.</p>
37	<p>37.1 Valuation - prime land located close proximity to Fremantle and the Coast. Each resident needs to be kept updated with current valuation guidelines given to valuers. Naturally with up to date infrastructure this would be most valuable.</p>	<p>Noted. The Community Liaison Group and LandCorp are able to provide details on the process / guidelines for private landowners seeking valuation advice. Note that this issue is outside the scope of the DSP.</p>	<p>No changes required to DSP.</p>
	<p>37.2 Financial compensation and relocation concerns.</p>	<p>Noted. Refer to comments in 37.1 above.</p>	<p>No changes required to DSP.</p>
	<p>37.3 Water management needs to be addressed immediately. Fire risk. Concerns with power loss and subsequently no water as pump wont operate.</p>	<p>Noted. Refer comment in 7.32 above.</p>	<p>No changes required to DSP.</p>
	<p>37.4 Existing infrastructure requires upgrading. Specifically - roads, telephone and internet connect and sewage.</p>	<p>Agreed. This is being considered as part of the Implementation Planning process.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
38	<p>38.1 Recommends the infrastructure requirements for the additional functions caused by international freight from the Outer Harbour Ports to the intermodal freight terminal be included in the structure plan.</p>	<p>Noted. If these details can be provided to LandCorp, they can be included in the DSP where appropriate. Note that the Ports Optimum Planning Study is yet to be released.</p>	<p>No changes required to DSP.</p>
	<p>38.2 Undertake a review to determine if the rail and road corridors to the outer harbour have sufficient capacity in light of the Port Optimum Planning Study outcomes.</p>	<p>Noted. However, comment can only be provided when the Port Optimum Planning study is released. If these details can be provided to LandCorp ASAP, they can be included in the DSP where appropriate. No changes to DSP while Port Optimum Planning study not yet released to inform the DSP.</p>	<p>No informed changes to the DSP can be made until the Port Optimum Planning study is released. LandCorp recognise the importance of this Study and will consider it in future planning when available. No change to DSP proposed.</p>
	<p>38.3 Provide and protect land surrounding the core terminal area for container management. Area identified in DSP is considered insufficient to cater for the future needs of the Port facilities planned for the Cockburn Sound.</p>	<p>Noted. The Intermodal area of 114ha identified in the DSP represents the Intermodal core area only. The Intermodal core area includes the rail spurs, container handling areas and the freight terminal. The nominated core area is consistent with the previous Meyrick report (2007). In addition the land-use precincts abutting the intermodal core area will allow supporting intermodal land uses such as warehouses, container park etc.</p>	<p>No informed changes to the DSP can be made until the Port Optimum Planning study is released. LandCorp recognise the importance of this Study and will consider it in future planning when available. No change to DSP proposed.</p>
	<p>38.4 The size of the intermodal terminal needs to be reconsidered in light of the anticipated dramatic increase in international container movements in the vicinity of Lat 32. It is considered that the Port Optimum Study needs to be considered when determining this size.</p>	<p>Noted. As per comments in 38.3 above.</p>	<p>No informed changes to the DSP can be made until the Port Optimum Planning study is released. LandCorp recognise the importance of this Study and will consider it in future planning when available. No change to DSP proposed.</p>
	<p>38.5 An un-restricted 24/7 operation needs to be the primary focus of Latitude 32 to realise its potential contribution to metro freight logistics.</p>	<p>Noted. This is a policy issue. Extended operational hours would reduce traffic impact in peak hours. The DSP refers to noise regulations that are stipulated in the HVWRP Master Plan, that are subject to compliance with the EPA (Noise) Regulations 1997.</p>	<p>No changes required to DSP or Master Plan.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	38.6 Recognised that the development needs to meet noise restrictions however additional restrictions considered to have severe consequences for freight operations.	Noted. However, this is a policy issue. The comments in the DSP refer to 'possible measures' only. The statements are in keeping with the existing provisions of the Master Plan.	No changes required to DSP or Master Plan.
	38.7 The first carriageway of Rowley Road should be developed in short term to ensure surrounding residents don't become used to low ambient noise levels. Rowley Road should incorporate all possible noise abatement techniques such as the inclusion of appropriate road surfaces, operational speeds, grading and screening.	Noted. The need for Rowley Road is recognised. Timing will be dependent on government funding. Planning of Rowley Road is done by DoT. Not relevant to the DSP - this is a implementation matter.	No changes required to DSP or Master Plan.
	38.8 The implementing agency needs to recognise that the intermodal terminal are low margin operations unlikely to generate income of other land uses and that this is an exercise in enhancing Perth metro freight logistics not one for seeking maximum returns form land.	Noted.	No changes required to DSP.
	38.9 The Latitude 32 project & wider freight and logistics network should be reviewed in the broader policy context with the preparation of an overall metropolitan freight and logistics strategy to determine the bigger picture.	Noted. This is a broader policy issue for Government which shouldn't impede the progress of the DSP.	No changes required to DSP.
	38.10 A separate team with similar powers to a RA should be set up to undertake the detailed work of planning, infrastructure design, land protection and construction.	Noted. The matters raised are currently outside LandCorp's role as defined in the HVWRA, and outside the scope of the DSP.	No changes required to DSP

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>38.11 The Lat 32 initiative represents the only major new freight and logistics complex currently being developed in metro area. It is considered imperative to have the complex functioning on time, at peak operational effectiveness and with minimal cost.</p>	<p>Noted. The DSP accommodates the Kwinana Intermodal Terminal proposal as documented in the most recent Meyrick report (2007). Implementation of the Intermodal will require the commitment of a range of State Gov Agencies.</p>	<p>No changes required to DSP.</p>
	<p>38.12 The Port Optimum Planning Study needs to be released as a vital contributor to the size of the proposed intermodal terminal, provision of land for container management and the capacity of the rail and road corridors.</p>	<p>Agreed. The DSP accommodates the Intermodal core areas as documented in the previous Meyrick report (2007). This is the most recent technical information available.</p>	<p>No informed changes to the DSP can be made until the Port Optimum Planning study is released. LandCorp recognise the importance of this Study and will consider it in future planning when available. No change to DSP proposed.</p>
39	<p>39.1 Government needs to commit to providing the required infrastructure to Latitude 32 and the proposed outer harbour.</p>	<p>Noted. The DSP is the catalyst for key Service Agencies to progress the required infrastructure planning studies.</p>	<p>No changes required to DSP.</p>
	<p>39.2 Concern that the timeframe associated with the staging plan confirms that the exercise has been about land banking which has subsequently had an impact for land owners with land sterilisation.</p>	<p>Noted. The staging considerations are based n a number of important considerations including land ownership, availability of infrastructure and funding, all of which need to be worked through by LandCorp as part of the Implementation Planning process.</p>	<p>No changes required to DSP.</p>
	<p>39.3 Structure Plan has concentrated its staging development primarily on Government owned land. Need further information for private development which isn't included because of the lack and cost of major infrastructure in the middle and eastern corridor.</p>	<p>The DSP staging plan considers a number of factors including proximity to supply/trunk infrastructure and access to road and transport network. The early stages of development are the least constrained with respect to provision of essential services and access to the existing road network. The State Government (LandCorp) own the former Hope Valley townsite and the majority of the Wattleup townsite. Gov investment in development of these areas will provide seed infrastructure that will ultimately facilitate development to the east.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	39.4 WAPC needs to provide land owners with a social transition strategy (timing and resumptive policies) for the Intermodal terminal area.	Noted. Project team unable to offer any specific comment. However, this doesn't impede the progress of the DSP.	No changes required to DSP.
	39.5 How will the different land uses identified (e.g. retail and commercial blocks) have an effect on land owners values?	Noted. This is a valuation/market related issue which is outside the Project Team's expertise. However, it doesn't impede the progress of the DSP.	No changes required to DSP.
	39.6 Major roads - Rowley and Phillips need to be prioritised to encourage private development.	Noted. However this will be dependent on available funding and, in the case of Rowley Road, government funding.	No changes required to DSP
	39.7 Special task force needs to be set up to administer interim land use applications.	Noted. LandCorp have established a compliance and interim landuse working group with WAPC, City of Cockburn and Town of Kwinana.	No changes required to DSP>
	39.8 Topography and gas pipeline easements between Phillips and Power Ave will require extensive planning scrutiny and development costs may render in this area need to be fully informed about these issues so they can consider their options.	Agreed.	No changes required to DSP
	39.9 The social transition document needs to be updated to clarify that, valuations on rural properties being considered for purchase by LandCorp under the hardship clause be assessed by valuers as to attain the highest end use value.	Noted.	No changes required to DSP.
	39.10 Further support for the Latitude 32 development needs to come from Government.	Noted. There is already a strong commitment form Government, through LandCorp, to Latitude 32.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>39.11 ILS outlines shortfall in Industrial land however there is no commitment from Government to bring a larger portion of land within Lat 32 on line sooner.</p>	<p>The development of Flinders is progressing and APP is currently working with LandCorp and other relevant technical consultants on the Implementation Plans for Planning Areas 2, 3 and 4 with a view to 'de-constraining' additional land within Latitude 32.</p>	<p>No changes required to DSP.</p>
	<p>39.12 Landowners need to be kept informed with regards to the timing of proposed resumption processes.</p>	<p>Noted. Landcorp to address this issue.</p>	<p>No changes required to DSP.</p>
	<p>39.13 Structure Plan land uses should remain flexible to allow for market conditions in the event Government does not construct the new port.</p>	<p>Noted. The existing HVWRP Master Plan controls the types of land uses that can be considered in Latitude 32. The land use table does provide flexibility in the types of industrial land uses that can occur. The DSP reflects this intent of being flexible for changing market needs.</p>	<p>No changes required to DSP or Master Plan.</p>
40	<p>40.1 Concern that the upgrade of Rockingham Highway to the FRCAH will have on the patronage and subsequent profit of the existing Wattleup shopping centre. Will there be any compensation?</p>	<p>Noted. Vehicle access will still remain from Rockingham Road to the commercial premises until FRCAH is eventually developed. MRWA has not included the construction of the FRCAH in its medium to long-term plans. The local road system shown in the DSP is indicative only. This will be refined at the local structure planning stage, which could include the possible retention of the Wattleup Road reserve.</p>	<p>No changes required to DSP or Master Plan.</p>
	<p>40.2 Is it possible to leave the existing commercial zoning and retain Wattleup Road as it is with dual access across both existing sections of Rockingham Road for cars and trucks to enter and leave the site with ease.</p>	<p>The DSP must plan for the long term redevelopment of the area. The proposal raised is not likely to be feasible given the long term demands of the local and regional road network. The local road network shown in the DSP is indicative only to show how areas could be developed. Detail design of the roads would be undertaken at the next planning stage (local structure plans) for the area. The proposal could be considered further at this stage. The existing commercial uses can remain as is.</p>	<p>No changes required to DSP or Master Plan.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	40.3 Can Main Roads provide any further timing for the proposed construction of the FRCAH?	The timing for FRCAH is still unknown. Forecasts suggest that, by 2021 the network (especially the northern part of the South West Sector) will experience excessive congestion if it is not built.	No changes required to DSP.
41	41.1 The PRNRM advises they have recently completed a comprehensive guideline " <i>Guidelines for Industrial Development, May 2010</i> " that may be of some use in providing further information and guidance in developing and applying the innovation and sustainability opportunities.	Noted.	No changes required to DSP.
	41.2 Agency keen to provide any assistance in the specific design or implementation of the sustainability principles.	Noted.	No changes required to DSP.
42	42.1 Concern with the approval of interim land uses within the Latitude 32 area. Consider the adjoining land owners should be consulted before approval granted.	Noted. Refer to comment 21.1 above.	No changes required to DSP.
	42.2 Any temporary approval granted under previous versions of the MP should when evaluated for temporary renewal or conversion to a permanent approval be subject to the provisions of the amended approved uses.	Noted and Agreed.	No change to DSP or Master Plan.
	42.3 We request that mechanisms for compliance monitoring become more transparent.	Noted. A Compliance Working Group has been established to address this issue. The Compliance Working Group is comprised of LandCorp, WAPC, CoC, and ToK.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	42.4 Compensation requested for planning approval given by the WAPC which results in adverse effects on surrounding land owners.	Noted. The matter raised is outside the scope of the DSP. Any request or claim for compensation should be directed to the WAPC and will be governed by the relevant statutory provisions.	No changes required to DSP.
	42.5 Immediate clarification of future land levels in PA6 to allow homogeneity.	Noted. The proposed design levels have been prepared based on requirement to retain levels to satisfy existing roads and servicing constraints.	No changes required to DSP.
	42.6 Recognition of the long timeframe for development in PA6 and the subsequent effects of land sterilisation.	Noted. LandCorp will address this issue in more detailed as part of the Implementation Planning phases.	No changes required to DSP.
	42.7 Having regard to the proposed land levels under MP4 and DSP the resulting isolation of PA6 from other areas in the development area and the opportunity to create a true buffer between industrial and surrounding areas, most of PA6 should remain rural.	<p>The function of Planning Area 6 is not to provide a physical buffer to the adjoining rural areas. The Light Industry/Business Park zone provides a transition from the Transport industry related land uses to the nearby rural land uses.</p> <p>The area will have three vehicle access points, being off Russell Road, a mid-way connection from the proposed Phillips Road, and from Wattleup Road to the south. Design guidelines will be required to be prepared by future developers to ensure the built form and landscaping along Power Avenue is of a high quality. The concept earthworks levels successfully achieves gradients of less than 2% in Planning Area 6 for industrial lots within the proposed Light Industry/Business Park zone. Road gradients for major roads in the sector less than 8% which are within standard subdivision guidelines.</p>	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
43	43.1 Concern that there will be an impact from development within Lat 32 on properties outside which will contradict the HVWRP MP which indicates there should be nil impact on surrounding areas and communities.	Noted. The DSP and Master Plan amendments incorporate a transition zone for land uses between the existing Rural Residential areas to the east and north of the project area and the existing Transport and General Industrial Precincts within the project area. These areas provide for higher order, low impact land uses associated with minimised noise, odour, and light emissions which would be more compatible with the existing Rural Residential zoned land. The development of the intermodal site must comply with the Environmental (Noise) Regulations 1997 as well as the requirements outlined in Section 7.3.5 in the Master Plan. This also includes the need for a Works Approval and licensing by the DEC for air quality.	No changes required to DSP or Master Plan.
	43.2 The impact proposed heavy haulage numbers will have on the surrounding residents of Russell and Rowley Roads.	Noted. Russell Road does allow trucks up to 27.5m and will see traffic (incl. truck) increases. However, heavy haulage trucks are to use Rowley Road. Rowley Road is planned to be an expressway for freight. The design (alignment, cross section, intersection treatments, noise measures) is to cater for the impacts.	No changes required to DSP.
	43.3 Concerned with increased traffic congestion and hazardous driving conditions and dangerous and hazardous goods haulage on human health and the environment.	The transport assessment found that the roads would generally not be congested. All roads are to be designed according to acceptable safety standards. The development and operation of the intermodal site must comply with the Environmental (Noise) Regulations 1997 as well as the requirements outlined in Section 7.3.5 in the Master Plan.	No changes required to DSP.
	43.4 Concerned about noise pollution through construction stage, terminal activities such as train shunting and the continual entering and exiting of heavy haulage vehicles and trains from the area.	Noise study associated with future construction activities was beyond the scope of the Traffic and Transport assessment undertaken to support the DSP.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	43.5 Decrease in property value as a result of the intermodal terminal.	Noted. It is outside the scope of the DSP to respond to this comment, however, LandCorp can inform / assist landowners with obtaining a valuation over their property.	No changes required to DSP.
	43.6 That there are a number of commercial estates within the metro area which are not fully utilised , concern same will happen in Lat 32 and will attract undesirable problems.	Noted. The draft Industrial Land Strategy: Perth & Peel 2009 identifies a shortage of industrial land in the short to medium term across majority of industrial estates in metro area. Latitude 32 has an important role to play in meeting the metropolitan area's industrial land supply targets.	No changes required to DSP.
	43.7 Dust pollution and effect on rainwater tanks.	Noted. This issue is a compliance matter for existing planning approvals / extraction licences. As Latitude 32 developments this issue would be addressed through conditions on subdivision / development. All future development will need to be compliant with EPA guidelines / regulations.	No changes required to DSP.
	43.8 Further impact on air quality within the region.	Noted. Activities in relation to air quality will need to be subject to a Works Approval and subsequent licensing by the DEC in addition to the requirements outlined in Section 7.3.4 in the Master Plan. As stated in Environmental Report in regards to air quality: Future individual industries conducting prescribed activities will be subject to a Works Approval and subsequent licensing by the DEC in addition to the requirements outlined in Section 7.3.4 in the Master Plan.	No changes required to DSP or Master Plan.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	43.9 Request more informative timeframes for development.	Noted. Latitude 32 is a long term (30+ years) project. The western areas (Planning Areas 2 - 4) of Latitude 32 are likely to develop first given their proximity to existing trunk infrastructure in Rockingham Road and could supply industrial land for the next 10 years. The staging is likely to move in a west to east direction following the roll-out of trunk infrastructure (water, sewer, power) to support development. The central and western areas (Area 5 - 7) are likely to be developed over 10-20 years. The northern areas of Latitude 32 are controlled by Cockburn Cement and are not likely to be developed in the medium term with a 30+ years State Agreement in place. The DSP staging and timeframes are indicative only and does not preclude any area being developed if the area can be serviced.	No changes required to DSP.
	43.10 A full need analysis needs to be conducted.	Noted. Unclear of the context of this comment, however, it sits outside the DSP framework.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	43.11 Further community consultation is requested.	<p>Noted. Consultation regarding the intermodal proposal was undertaken by the DoP, not by LandCorp. However, considerable consultation has occurred to-date with government agencies regarding the DSP and Master Plan. Cockburn and Kwinana Councils have been consulted as follows:</p> <ul style="list-style-type: none"> - Membership on Project Control Group (2 meetings in 2009) - Membership of Technical Reference Group (3 workshops in 2009) where MP amendments were tabled for discussion - Briefings of key Council staff on Master Plan amendments <ul style="list-style-type: none"> - February and March 2010 - Meeting of Project Control Group to outline Master Plan amendments - April 2010, including DG of DoP and CEO's of LandCorp, Town of Kwinana and City of Cockburn. In addition, LandCorp established a Community Reference Group (CRG) which was regularly consulted. 	No changes required to DSP.
	43.12 Social effects need to be considered as highly as economic effects.	Noted. The DSP and Master Plan amendments incorporate a transition zone for land uses between the existing Rural Residential areas to the east and north of the project area and the existing Transport and General Industrial Precincts within the project area. Traffic planning and design has been done to keep trucks off Russell Road.	No changes required to DSP.
	43.13 Greater Stakeholder consultation is required. City of Cockburn not being consulted as part of the DSP preparation.	Noted. Refer comments in 43.11 above.	No changes required to DSP.
	43.14 No environmental impact study being undertaken as part of DSP. Consideration for wildlife in the area needs to be undertaken.	Noted. An Environmental Review was conducted as part of the structure planning process, including consultation with fauna specialists.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>43.15 State Government and agencies need to be committed to govern the intermodal terminal process to ensure the safety and well being of affected constituents.</p>	<p>Noted. This a broader policy issue for Government which shouldn't impede the progress of the DSP.</p>	<p>No changes required to DSP.</p>
	<p>43.16 The intermodal terminal should be positioned further south within Latitude 32 as the current location is considered to impact highly on rural property owners outside of Lat 32.</p>	<p>The alternative location, further to the south, was considered by DoP and found to be less desirable than the current location. A study was undertaken (Report for Kwinana Intermodal Terminal, Review of Terminal Options, September 2009, GHD) which considered an alternative site option put forward by the City of Cockburn, however it was concluded that the proposed alternative site option south of Rowley Road had no significant advantages over the DoP's preferred option located between Rowley Road and Russell Road.</p>	<p>No changes required to DSP.</p>
44	<p>44.1 Concerned about the impact of Latitude 32 on remaining Wattleup townsite owners - additional airborne dust and sand and security the majority of the townsite being demolished.</p>	<p>Noted. LandCorp is committed to the acquisition/purchase of the remaining properties within the townsites.</p>	<p>No changes required to DSP.</p>
	<p>44.2 Concerned about the impact on the profitability on their market garden. Want to maximise the return on the property.</p>	<p>The Latitude 32 area has been transitioning from Rural to Industrial since 2000 when FRIARS was released.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>44.3 Request that the proposed sizes of lots in Precinct 4/7 are re-evaluated and designed smaller to facilitate development potential for support services to the transport industry.</p>	<p>The collector road system is indicative only. There may be scope to adjust the collector road alignments, subject earthworks levels, and traffic engineering design. The lot configurations shown are also indicative. There is scope to have a range of lot sizes to meet future support services for the transport industry. Some of the area in Precincts 4 and 7 will be subject to the proposed Kwinana Freight Terminal and supporting area, so at this stage it is anticipated that the majority of lots in this area will need to be larger to accommodate transport industry. This level of detail would be addressed at the local structure planning and subdivision stages.</p>	<p>No changes required to DSP.</p>
	<p>44.4 Realignment of proposed roads either collector or internal networks be evaluated to ensure maximum potential for smaller size lots is realised.</p>	<p>Indicative alignments are the result of a finding a balance between accommodating existing constraints, satisfying required design standards and maximising development. The alignments are to be refined during the planning concept design stage to optimise these objectives.</p>	<p>No changes required to DSP.</p>
	<p>44.5 Due consideration be given to contours and finished levels to accommodate the smaller lot sizes.</p>	<p>Noted. Refer comments in 44.3 above.</p>	<p>No changes required to DSP.</p>
	<p>44.6 Alternative land uses should be considered as there potential scope to initially extract sand and quarry limestone in various locations within PA 4/7.</p>	<p>Noted. Sand and quarry limestone extraction can potentially occur in these areas subject to suitable application process being undertaken.</p>	<p>No changes required to DSP.</p>
45	<p>45.1 Groundwater - Surface - Storm Water The DSP needs to emphasise referral to and approval by DoW in relation to Water management. A number of sections in the DSP could direct developers and local government on how this is to be implemented.</p>	<p>Noted. Refer to comments in 7.32 above.</p>	<p>No changes required to DSP.</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	45.2 Concerns over groundwater, surface and storm water management. What party will review and enforce conditions? The DSP could refer to how these issues will be implemented and managed	Noted. Refer to comments in 7.32 above.	No changes required to DSP.
	45.3 Wetlands DSP does not appear to provide any extra assurance in terms of buffer sizes and restricted land uses within the 200m buffer around wetlands.	Noted. The approved Biodiversity Strategy includes the requirement for no development to occur within 50m of Resource Enhancement or Conservation category wetlands within or adjacent to Latitude 32. It also defines 'low' risk development as the only development that can occur between 50-200m of these wetlands.	No changes required to DSP.
	45.4 There does not appear to be enough land set aside to maintain both functional wetlands and wildlife corridors and meet objectives stated.	Noted. The approved Biodiversity Strategy outlines the requirement for a minimum 50m buffer to be applied to Resource Enhancement and Conservation Category wetlands. Long Swamp and Hendy Rd Swamp East are connected by an ecological corridor (approximately 50m wide) with some additional vegetation either side of Long Swamp also retained.	No changes required to DSP.
	45.5 Ecological - Biodiversity Corridors Do not believe the biodiversity corridors will be viable or achievable particularly if all corridors follow transport and transmission corridors or lines.	Noted. As outlined in the approved Biodiversity Strategy (RPS 2007), prepared in accordance with Statement 667, road verges will be utilised for ecological corridors and vegetation within these corridors will act as habitat and stepping stones for fauna, though particularly birds and reptiles. The ecological corridors have been selected according to the design principles outlined in the approved Biodiversity Strategy, one of which states that "as a minimum for bird species the understorey should form thickets that are more than two metres wide" (RPS 2007). The ecological corridors will form corridors at least this width and up to 50 m which is considered both achievable and viable.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	45.6 Suggests more estate be dedicated to extra North-South and East-West biodiversity corridor. It is felt the corridors need to be much wider and longer	Noted. Ecological corridors have been established that extend north-south and east-west to the Latitude 32 boundaries. Most corridors are along roads, with some being up to 50m wide.	No changes required to DSP.
	45.7 Air Quality - Dust - Noise The plan does not outline or refer to how coordination will occur and how management of air quality will be undertaken.	Noted. As stated in Environmental Report in regards to air quality: Future individual industries conducting prescribed activities will be subject to a Works Approval and subsequent licensing by the DEC in addition to the requirements outlined in Section 7.3.4 in the Master Plan.	No change to DSP proposed.
	45.8 The DSP needs to dedicate a section to explaining how future community complaints and concerns over dust and concerns over dust and other air quality issues will be managed.	Noted. Refer comments in 45.7 above.	No change to DSP proposed.
	45.9 The section should also address potential complaints over noise associated with construction at first and on-going noise after the intermodal facility becomes operational.	Noted. Refer comments in 45.7 above.	No change to DSP proposed.
	45.10 Vegetation - Landscaping Concern over the degree of levelling that will be required and the greater the chance of alteration to groundwater and hydrological processes	Noted. It is noted in the Vegetation – Landscaping section that there is a need to emphasis a good balance of canopy, mid-storey and understorey native vegetation and encourage tree plantings. It isn't currently in the table and should be incorporated. Item 225 regarding the scale of levelling that will be required to meet max 4% grade Proposed earthworks will be undertaken to retain as much vegetation as possible with acknowledgement that future mining is still to occur	Modify the DSP by incorporating in the table in the Vegetation-Landscaping section a reference to emphasis a good balance of canopy, mid-storey and understorey native vegetation and encourage tree plantings.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	45.11 The DSP should refer planners to a dieback management strategy and if does not exist it is suggested to develop one.	The strategies mentioned would be prepared at the subdivision stage - not the DSP stages.	No change to DSP.
	45.12 Construction and Earthworks Dust will need suppression and constant control during construction and areas where earthworks occur. Adopting principles to have development and clearing closely linked and stating them in the DSP would be a positive attribute. Should encourage best development practices.	Noted. Refer comments in 45.7 above. Earthworks will require development approval which will be appropriately conditioned.	Modify the DSP by including a process flow chart in the Implementation Section of the DSP illustrating the management of noise and air quality.
	45.13 Complaint Management The DSP needs to outline how complaints will be handled.	Noted. Refer comments in 45.7 above.	Modify the DSP by including a process flow chart in the Implementation Section of the DSP illustrating the management of noise and air quality.
	45.14 In order for the DSP to meet its stated objectives as outlined it considers inserting directions for an accord or other instrument.	Noted. Context of comment not clearly understood.	No changes required to DSP.
	45.15 The CSMC believes mid to lower level controls systems and approvals for future development will need effective enforcement and compliance.	Noted. This is outside of the DSP framework.	No changes required to DSP.
46	46.1 Should be a proactive plan to develop high quality public transport linked to the adjoining residential, commercial and industrial areas.	Noted. The public transport framework for Latitude 32 has been discussed in the transport assessment. Further planning and consultation with PTA and DoP/DoT is required to develop the framework further and to agree on the public transport facilities and services for the area.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	46.2 Provision for an optic fibre network running North-South and connect to new optic fibre in Anketell Rd and Rowley Rd and existing conduits along Kwinana Fwy.	Noted. A review of optical fibre network to be undertaken with Telstra and/or relevant carriers during detailed planning stage	No changes required to DSP.
	46.3 The alignment and configuration of the Fremantle-Rockingham Hwy must be resolved for its full length early.	Noted. The planning for the FRCAH is the responsibility of Main Roads WA. The DSP recognises the current alignment in the MRS. LandCorp will continue to liaise with MRWA to progress integration of Latitude 32's road network with the regional road network.	No changes required to DSP.
	46.4 Structure Planning for the Postans area needs to commence soon and provision made for rail connectivity.	Noted. Outside the DSP framework.	No changes required to DSP.
	46.5 Part of the Latitude 32 development should include the remediation of Mt Brown, buffering between eastern edge of Latitude 32 and residential properties and enhancement of buffer area Kwinana Area.	Noted. The suggestion to incorporate an adequate buffer to the eastern edge of the development is recognised and will be investigated during finalisation of the DSP. Buffering to the KIA is largely part of the Flinders precinct and so has already been addressed as part of those works. In the area north of the Flinders Precinct, there is the opportunity to provide buffering if LandCorp considers this an option they want to pursue. The suggested remediation of Mt Brown is a positive initiative; however, Mt Brown is located out of the Latitude 32 area and outside the scope of the DSP.	No changes required to DSP.
	46.7 Traffic modelling is required to the north and south on Thomas and Russell Rd to determine impacts.	Noted. Further comment, from a broader network perspective, will be added to the transport assessment. It is suggested that further ROM modelling be done, using the latest regional modelling for the area, including the latest figures for Latitude 32 to determine impacts. This modelling would however be beyond the scope of the current DSP.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	46.8 Anketell and Rowley Rd needs to be constructed through to Tonkin Hwy as part of initial development.	Noted. The issue is to be raised with DoT / MRWA and is subject to a separate study.	No changes required to DSP.
	46.9 The configuration of rail connections to and from Latitude 32 and the links to the port need to be detailed.	The rail connections and interaction with the proposed port is shown in Fig 5. Further work is required to give more information. This is beyond the scope of the Traffic and Transport assessment undertaken to support the DSP.	No changes required to DSP.
	46.10 The long term management of the POS and environmental corridors needs to be resolved.	Agreed. This issue will need to be progressed in parallel with the DSP and subsequent local structure planning phases.	No changes required to DSP.
	46.11 Arrangements for the DCS need to be agreed with City of Cockburn and Town of Kwinana	Noted. Both Councils will be consulted as part of the DCS process.	No changes required to DSP.
	46.12 Need to ensure that unacceptable levels of noise do not encroach beyond the boundary of Latitude 32.	Noted. The Master Plan states that development must comply with the Environmental (Noise) Regulations 1997 as well as the requirements outlined in Section 7.3.5. Refinements have been made to the land use table of the HVWRP Master Plan (as part of the Master Plan amendment) to include suitable transitional land uses to the rural lands to assist in the placement of appropriate land uses.	No changes required to DSP.
	46.13 Land required as a port gateway for the expansion of port capability to be identified and secured by James Point Pty Ltd or Fremantle ports as soon as possible.	Noted. This is a broader policy issue outside the DSP framework.	No changes required to DSP.
	46.14 LandCorp should commence a project for the provision of 20,000 free native seedlings to adjoining landowners and for remediation of adjoining regional parks.	Noted. LandCorp to provide comment in relation to this issue.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	46.15 The timing of development of Anketell Rd, Rowley Rd the Kwinana Freight Terminal should be linked with the expansion of port capability in Cockburn Sound.	Noted. The expansion of the port capability is a key driver for these infrastructure components. However, since other developments along Rowley Road are heavily dependent on Rowley Road for access, there may be a case for development of Rowley regardless of the port.	No changes required to DSP.
47	47.1 Renewable Energy Sources If Sustainability performance is a component of this plan these technologies should be implemented and maximised.	Noted. The Alternative Feedwater Report and Alternative Energy Report provide a robust platform for further investigation and implementation of initiatives at future local structure planning. Design Guidelines will be prepared as part of the Local Structure Planning Phases to further address sustainability related initiatives at the development stage/s.	No changes required to DSP.
	47.2 Recycled Materials needs to emphasized and incorporated where possible.	Noted. Refer to comments in 47.1 above.	No changes required to DSP.
	47.3 Support the plans mandatory target for emissions reductions maybe considered for Latitude 32 as part of future precinct level design guidelines.	Noted. This will be developed in conjunctions with future local planning and development.	No changes required to DSP.
	47.4 Consideration on how to accommodate passenger rail transport infrastructure to decrease employees dependence of cars for work, and encourage an integrated community environment between the industrial area, commercial areas and parks.	Noted. Refer to comments in 7.19 above.	No changes required to DSP
	47.5 The potential environmental impacts on areas such as Long Swamp, Hendy Road Swamp need to be minimised and properly managed.	Noted. Refer to comments in 35.4 above.	No changes required to DSP

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>47.6 Inadequate buffers surrounding industrial area The 50m buffer zones are not sufficient given the increased level of freight and commuter traffic producing runoff, air pollution, noise and potential leaks.</p>	<p>Noted. The Master Plan states that development must comply with the Environmental (Noise) Regulations 1997 as well as the requirements outlined in Section 7.3.5. If this operation includes any prescribed activities in relation to air quality, it will be subject to a Works Approval and subsequent licensing by the DEC in addition to the requirements outlined in Section 7.3.4 in the Master Plan.</p>	<p>No changes required to DSP</p>
	<p>47.7 Section 4.2.9 states industries seeking to locate to and beyond the 50m wetland buffer will need to be low risk. Who will determine if an industry is low risk?</p>	<p>Noted. Industries are controlled through the Masterplans landuse precincts and associated landuse table.</p>	<p>No changes required to DSP</p>
	<p>47.8Is a 50m buffer between the protected wetlands and road network sufficient.</p>	<p>Noted. The 200m setback buffer stipulated by the EPA relates to the restriction of certain types of land uses from operating - it does not recommend 'no-development'. If a 200m 'no-development' setback was applied it would sterilise a substantial area of land which would otherwise be used for industrial purposes. In accordance with Statement 667, a Biodiversity Strategy was prepared for Latitude 32, on advice from the Department of Environment, Department of Conservation and Land Management, Water and Rivers Commission, Town of Kwinana and City of Cockburn. The Biodiversity Strategy was approved by the WAPC in late 2007, and included the requirement for no development to occur within 50m of Resource Enhancement or Conservation category wetlands within or adjacent to Latitude 32. It also defined 'low' risk development as the only development that can occur between 50-200m of these wetlands. The 50m buffer is considered both achievable and viable.</p>	<p>No changes required to DSP</p>
	<p>47.9 How will runoff from the roads be captured.</p>	<p>Noted. Refer to comments in 7.32 above.</p>	<p>No changes required to DSP</p>

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	47.10 Who will be responsible for Environmental Protection Enforcement	Local Government, DEC, DOW will request various conditions be included on Development and Subdivision Applications.	No changes required to DSP
	47.11 Who will control and monitor the pollutants released by the proposed industries	Noted. Activities in relation to air quality will need to be subject to a Works Approval and subsequent licensing by the DEC in addition to the requirements outlined in Section 7.3.4 in the Master Plan.	No changes required to DSP
	47.12 Section 5.4 explains that Long and Hendy Swamps will not only be protected but will also be rehabilitated. What will be done and who is responsible for the maintenance.	Noted. The approved Biodiversity Strategy outlines the requirement for a minimum 50m buffer to be applied to Resource Enhancement and Conservation Category wetlands. Long Swamp and Hendy Rd Swamp East are connected by an ecological corridor (approximately 50m wide) with some additional vegetation either side of Long Swamp also retained. The Local Government will be required to undertake future maintenance.	No changes required to DSP.
	47.13 Water Supply Is Thompsons Lake listed for protection under RAMSAR What impact will that have on regional water availability What impact will this have on the health of Cockburn Sound	Noted. Refer to comments in 3.2 above.	No changes required to DSP.

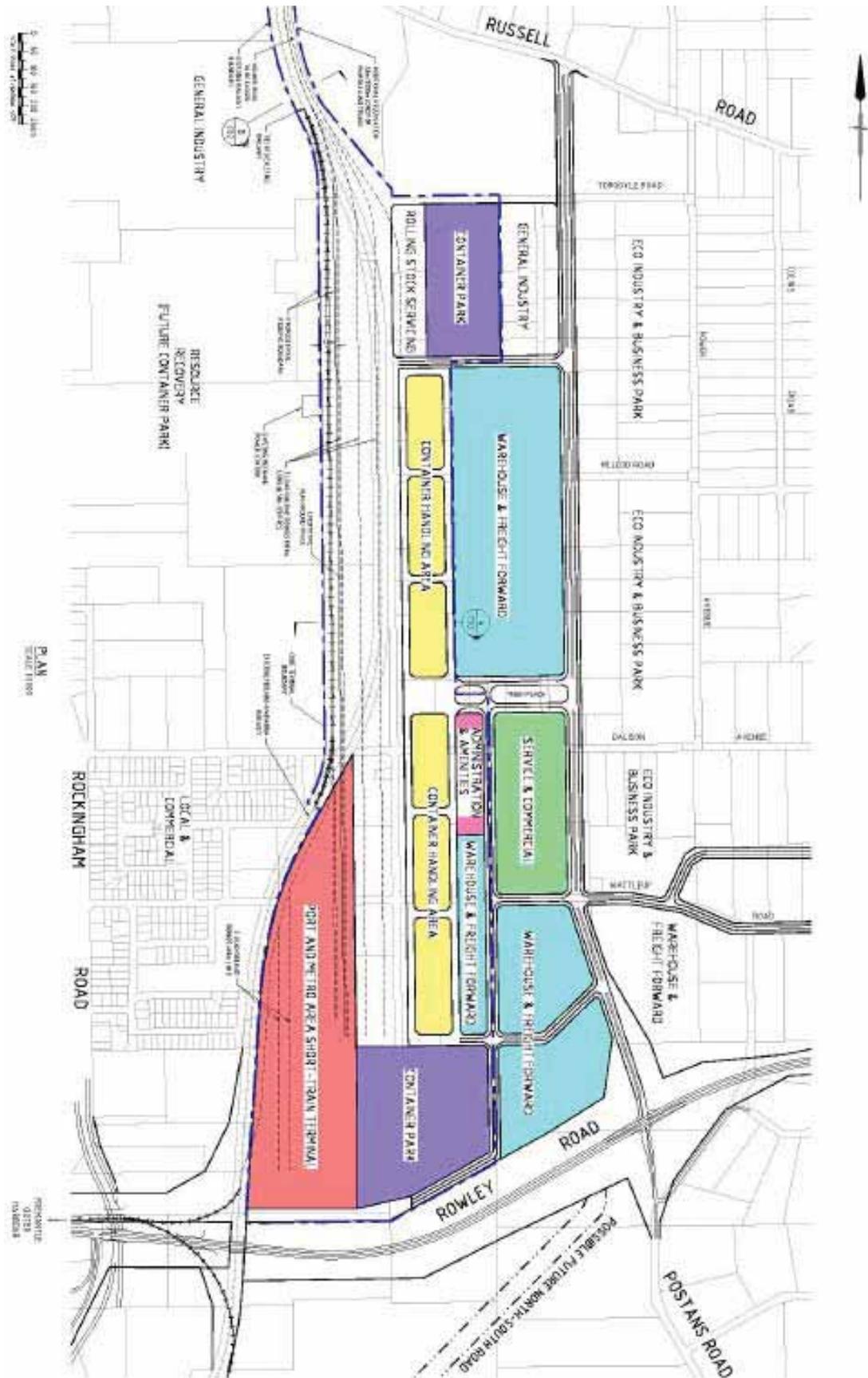
No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	47.14 How are sufficient widths for ecological linkages determined? Are the proposed wildlife corridors located next to existing and/or future roads	As outlined in the approved Biodiversity Strategy (RPS 2007), prepared in accordance with Statement 667, road verges will be utilised for ecological corridors and vegetation within these corridors will act as habitat and stepping stones for fauna, though particularly birds and reptiles. The ecological corridors have been selected according to the design principles outlined in the approved Biodiversity Strategy, one of which states that "as a minimum for bird species the understorey should form thickets that are more than two metres wide" (RPS 2007). The ecological corridors will form corridors at least this width and up to 50 m which is considered both achievable and viable.	No changes required to DSP
	47.18 How will the plan monitor dust impacts on rainwater collection and water supply.	The Master Plan states that development must comply with the Environmental (Noise) Regulations 1997 as well as the requirements outlined in Section 7.3.5. If this operation includes any prescribed activities in relation to air quality, it will be subject to a Works Approval and subsequent licensing by the DEC in addition to the requirements outlined in Section 7.3.4 in the Master Plan.	No changes required to DSP.
	47.19 Have other options for public transport besides bus routes been considered.	Noted. Refer to comments in 7.19 above.	No changes required to DSP.
	47.20 Have transport links to ports at James Point and Cockburn Sound been considered.	Noted. Refer to comments in 15.8 above.	No changes required to DSP.
	47.21 If the James Point port is used for vehicle imports do the rail freight and road linkages to Lat 32 accommodate this	Noted. Refer to comments in 15.8 above.	No changes required to DSP.
	47.22 Has a comprehensive assessment of heritage values been done? Are these studies available to the public.	Noted. Refer to comments in 7.10 above.	No changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	47.23 Have local elders been consulted in the process.	No. Noted. Refer to comments in 7.10 above.	No changes required to DSP.
	47.24 What plans have been put in place to protect these key sites. Who will be in charge of maintenance and monitoring of these sites.	Noted. Refer to comments in 7.10 above.	No changes required to DSP.
	47.25 Do the four identified sites still have the same heritage status.	Noted. Yes.	No changes required to DSP.
48	48.1 Given the lack of basic infrastructure the Government should make a positive capital contributions towards infrastructure to attract private sector investment.	Noted. Refer to comments in 9.1 above.	No changes required to DSP.
	48.2 Intermodal Facility When will it be built? Will it be State owned? What are the resumption policies?	The proposed Intermodal Terminal will require Cross-Agency (WAPC, DoT / PTA, and LandCorp) planning and commitment. At this stage, there is not a committed timeframe to delivery the Intermodal and it is not likely to occur in the short to medium term (next 10 years). The ownership structure for any Intermodal would be developed once there is a commitment from the State Government and an operator (private or public). Once the DSP is approved and the Intermodal Core area reserved, WAPC would implement a land acquisition strategy.	No changes required to DSP.
	48.3 The assessed value should reflect the real highest end use value of properties.	Outside the scope of the DSP.	N/A
	48.4 Concern with the approval of the interim landuse on the corner of Noylan Road and Russell Road, Henderson	Noted. Refer to comments in 21.1 above.	LandCorp to validate comments.

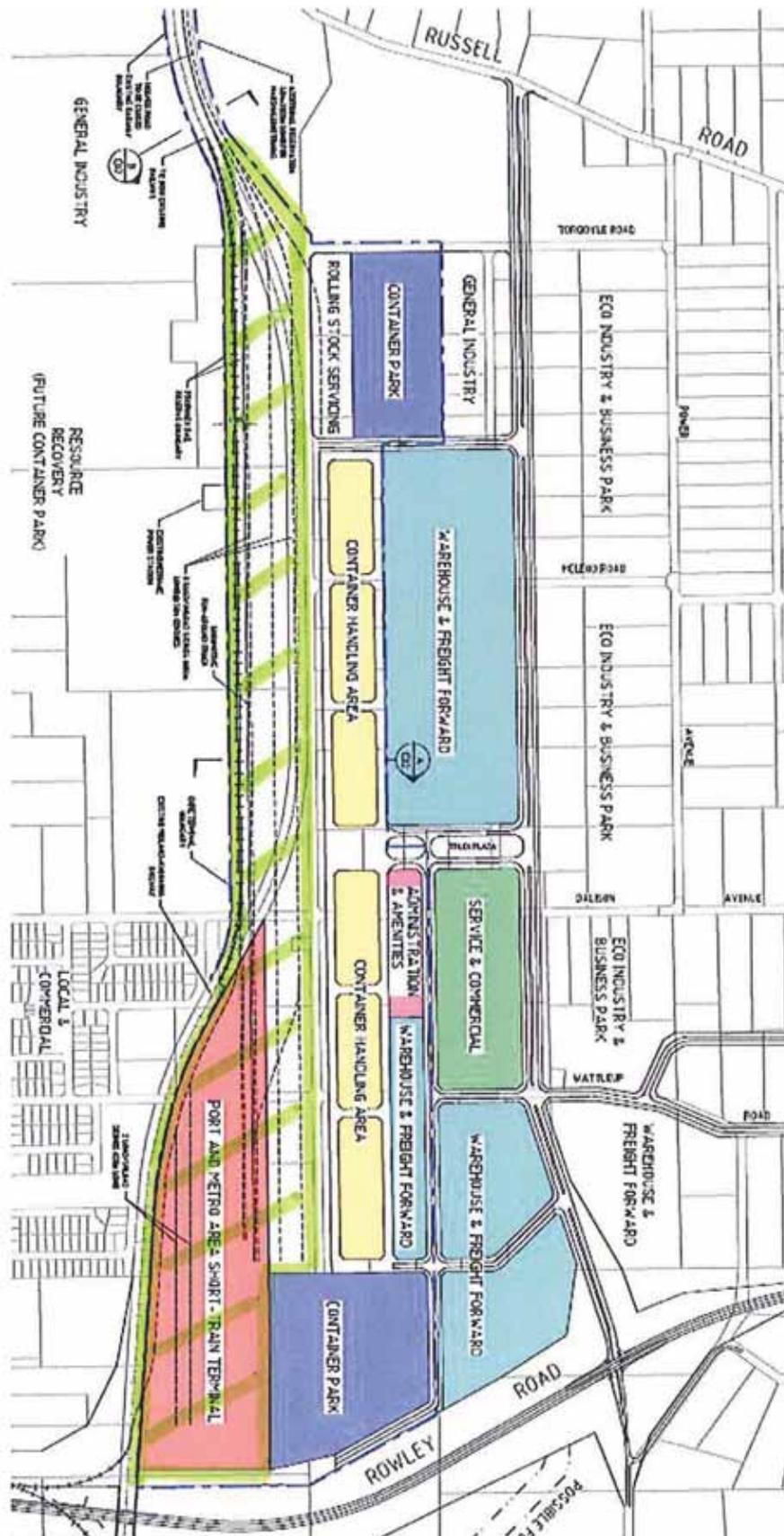
No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	48.5 Financial compensation and relocation concerns.	Noted. Refer to comments in 37.1 above.	No changes required to DSP.
49	49.1 Planning The outer harbour functions need to be accounted for in considering the capacity of the terminal.	Noted. Refer to comments in 38.1 above.	LandCorp to validate comments, however no changes required to DSP.
	49.2 Capacity of Complex Review the corridors provided in light of the findings in the Port Optimum Planning study results to ensure the rail corridors have adequate width.	Noted. Refer to comments in 38.2 above.	No changes required to DSP. LandCorp recognises the importance of the this study and will consider it in future planning when available.
	49.3 Operational Restrictions Unrestricted 24/7 operation must be the primary objective. It is a concern that the Lat 32 SP provides for various operationa restrictions which impact on viability.	Noted. Refer to comments in 1.5 above.	No changes required to DSP.
	49.4 Project Implementation Defining the land requirements is a particular concern because of the fragmented land ownership.	Noted. Refer to comments in 12.7 above.	No changes required to DSP.
	49.5 Priority Actions The Port Optimum Planning Study should be released as a vital contributor to related discussion.	Noted. Refer to comments in 1.1 above.	No changes required to DSP. LandCorp recognises the importance of the this study and will consider it in future planning when available.
	49.6 The size of the terminal, provision for container storage and road and rail corridors need to be reviewed to ensure they meet the envisaged future demands outlined in the Port Optimum Planning Study.	Noted. Refer to comments in 38.4 above.	LandCorp to validate comments, however no changes required to DSP.

No.	COMMENTS/ISSUES	PROJECT TEAM COMMENTS	RECOMMENDED CHANGES TO DSP
	<p>49.7 Implementation Program required to: Definition and protection and acquisition of land Rail, road and services design and construction Commerical contracts with private operators.</p>	<p>Noted. Refer to comments in 38.8 above.</p>	<p>No changes required to DSP.</p>

ATTACHMENT 4: PREFERRED KWANANA INTERMODAL FREIGHT TERMINAL OPTION PLAN FROM GHD-MEYRICK REPORT



ATTACHMENT 5: MODIFIED RESERVATION AREA FOR KWINANA INTERMODAL FREIGHT TERMINAL



ATTACHMENT 6: EDITORIAL AND CONTENT ISSUES FOR REVIEW

The following is a list of editorial and content issues which have been identified in the course of the assessment, and which are considered to warrant re-consideration. Not all of these matters are critical to the operation of the DSP, and the re-consideration of these issues is not a required modification of the DSP, although some of the changes identified may be required in consequence of those modifications.

1. Part 1 (Overview) appears to be intended as a form of Executive Summary, and summarises a number of matters included in the subsequent parts of the DSP. This is generally consistent with the arrangement of other DSPs. However, Section 1.2.2 (in the section headed 'What is a District Structure Plan') includes 'Key Objectives' for the DSP, which are not to be found in the subsequent text of the DSP. It is suggested the 'Key Objectives' be included in the Statutory Provisions of the DSP.
2. Section 1.3 includes an overview of the location and context of the Latitude 32 area, and is accompanied by a 'Location Plan' (Figure 1). It is suggested this plan be amended to illustrate the functional relationships which exist with the other regional facilities referred to and to highlight the regional transport linkages which are referred to in the text. N.B. Canning Vale is referred to in the text as a 'light' industrial area, which appears not to accurately reflect its predominant character and regional function.
3. Section 1.4 refers to the DSP area as being 1269 ha, which compares with a total area of Latitude 32 of 1426 ha. If the Flinders Precinct is to be included as part of the DSP (as recommended in this report) then appropriate adjustments will need to be made to the text and associated table. Reference to, and description of the Core Area in relation to the Intermodal Terminal should be reviewed in light of the recommended modifications to this area.
4. Section 1.5.1 refers to 'local retail and commercial centres' within Latitude 32 servicing both workers 'and the surrounding community'. Commercial services to surrounding communities is not consistent with the purpose of the estate and it would not be desirable for adjacent communities to be drawn into the industrial area for local commercial services which should be available elsewhere, i.e. in those communities.
5. Section 1.5.2 – there is no reference in the text to Figure 5, which shows the extent of 'long term quarry operations'. Some reference should also be made to the 'priority resource extraction areas' as identified in the Commission's Basic Raw Materials Policy SPP 2.4. This is referred to in section 3.2.6 of the DSP, which notes the extensive areas of priority resources and the requirements of the policy

for these resources to be extracted before industrial development takes place.

6. Section 2.4.1 and section 2.4.2 refer to Rockingham Road and the future Anketell and Rowley Roads as 'expressways'. This does not seem an appropriate term with which to describe these roads.
7. Section 2.6 refers to the DSP being supported by a concept bulk earthworks and levels plan that will guide coordination of levels and earthworks as the redevelopment of Latitude 32 progresses, and this is also referred to in Section 5.3. However, there is no reference to this in the statutory planning Part 7 of the DSP, by which the proposals in the DSP are given statutory effect.
8. Section 2.6.2 refers to 'altered watering regimes'. Perhaps this is intended to refer to alterations to the groundwater hydrology, as it is doubtful that remnant vegetation was subject to any watering regime prior to occupation of the area.
9. Section 2.7.1 refers to 'indigenous' heritage in relation to the registration of Aboriginal Sites. There is no reference to the term 'indigenous' in the Aboriginal Heritage Act 1972, and it is suggested this term be replaced by 'Aboriginal'.
10. Sections 2.8 and 2.9 may be better incorporated into the following Part 3, which outlines the strategic and statutory planning context. The preceding and following subsections of section 2 focus on the site characteristics, while sections 2.8 and 2.9 deal extensively with the prospects for future development and the interrelationships which will be developed in the future. If these sections were to be transposed to section 3, consideration might be given to a more general title to the section, e.g. Strategic and Statutory Planning Context. It is also noted that some or all of the matters addressed in section 2.9 (The Western Trade Coast Concept) are addressed in section 4.1 (Opportunities), e.g. 4.1.1 Western Trade Coast, 4.1.4 Kwinana Freight Terminal.
11. Section 2.9.3 refers to an impending decision by the EPA late in 2010. This needs to be updated.
12. Section 2.9.5 refers to the reservation of the Core Area for the Intermodal Freight Terminal. If it is accepted that there should be a distinction between the rail reserve and the remainder of the Core Area and that not all of the Core Area needs to be reserved, then appropriate re-wording of this should be made.
13. Section 3.2.2 needs to make reference to Figure 21.
14. Section 5.1 lists nine 'key elements' which form the DSP, and these are discussed in the following sections. However, the subsequent order and headings do not accord with the listing. Consideration might also

be given to aggregating the transport elements in the list, e.g. Movement Networks (5.5), Public Transport (5.5.5) and Pedestrians and Cyclists (5.5.6). N.B section 5.5.6 precedes Section 5.5.5 in the text.

15. Section 5.2 identifies 'likely' land uses within each of the related precincts, and it is not clear how this relates to the list of permissible land uses in the Master Plan (Table 1 – Precinct Land Uses). Rather than replicate the list of land uses from the Master Plan, it may be preferable to merely reference the land use control provisions of the Master Plan.
16. Section 5.2.1 outlines the changes proposed by Amendment No 4 to the Master Plan, which include the reduction and redistribution of commercial floor space of the Wattleup Local Commercial Precinct. Section 5.2.2 subsequently expands on this single change, under the heading 'Providing for Local Amenity'; none of the other changes are further detailed. The level of detail provided in relation to this one change is out of context.
17. Figure 26, which accompanies this additional text, appears to be an attempt to illustrate the conceptual arrangements of land use within a local centre, but includes a number of uses which are not now proposed to be permitted in the Local Centre Precinct under Amendment No 4, e.g. Industry/Showroom, Industry, Large Commercial (which would probably fall within the use class Showroom). It is also noted that in response to submission 15.14 by the Department of State Development (in which it expresses concern about the extent of commercial development) the Project Team has responded by stating that 'the size of Local Centres would not enable broad 'big box' retail to occur'. It is suggested Section 5.2.2 and the accompanying Figure 26 be deleted.
18. Sections 5.2.3 (Noise Management) and 5.2.4 (Built Form) do not appear to fit neatly under the general heading of 5.2 (Land Use) and might be better re-located elsewhere in the DSP, perhaps with reference to Design Guidelines and/or Development Control as a general heading. Submission 7.24 by the City of Cockburn also seeks a more fulsome reference to Design Guidelines, although it is accepted the guidelines themselves should not form part of the DSP.
19. Section 5.3 includes numerous references to 'quarry operations' which might be better expressed as 'extractive industry' so as to cover the extraction of sand.
20. Section 5.3.1 includes some important development requirements which should be incorporated into the statutory provisions of the DSP, either in substance or by reference.

21. Section 5.6 (Infrastructure) includes a list of 'key infrastructure works' required to service Latitude 32. These are subsequently discussed under separate headings, except that: Section 5.6.2 (Telecommunications) is not included in the initial list; 'Gas' has no section number; 'Recycled water' does not appear to fall within the scope of 5.6.5 (Stormwater), and is more closely related to 'Water' under Section 5.6.3. The contents list also needs to be amended by the deletion of the list of key infrastructure preceding 5.6.1.
22. Section 5.6.1 (Power Supply) refers to the need for a Terminal Substation and a number of Zone Sub-stations as well as the possibility of adjustments to the alignment of existing high voltage transmission lines. While it is accepted that the details of these works are not available at this time, it would be useful if the DSP could explain how the necessary sites would be acquired and realignment of easements effected. Reference might also be made to this infrastructure in the Statutory Provisions, as it has implications for the subdivision and development of land which the DSP is intended to guide.
23. Section 5.6.3 makes reference to the possibility of developers being required to pre-fund the construction of distribution water mains, and reference is also made in Section 5.6.4 (Wastewater) to pre-funding requirements for trunk sewers. The concept of 'pre-funding' generally involves subsequent reimbursement, and this may not necessarily be the case for some proportion of these costs if the works were to be included as part of a development contribution plan. An appropriate re-wording of either or both of these sections is therefore suggested.
24. Section 5.6.5 (Stormwater) suggests that stormwater can be satisfactorily managed at source, because of the prevailing sites conditions such as a 'deep water table and high ground permeability'. However, a more fulsome discussion of this issue in Section 5.7.3 (Stormwater Treatment / Drainage Landscape Areas, suggests that on-site management will not be adequate by itself.
25. Section 5.7 includes reference to 'ecological linkages' and these are illustrated, together with 'Indicative Drainage Locations' on the accompanying Figure 35 (Landscape Linkages Plan). This plan would appear to be a significant component of the DSP, particularly as it indicates the need for land outside reserves to be set aside and used as part of an integrated stormwater management system and as landscape/ecological linkages. It is suggested therefore that the plan be included or at least referred to as part of the Statutory Provisions, and that an explanation of how and at what stage this land is to be secured is included.
26. Section 5.7.5 (Landscape Implementation) makes reference to areas that are part of limestone extraction being subject to post-operational

rehabilitation. Such rehabilitation would presumably also be required for other extractive industry sites, e.g. sand.

27. Section 5.8.1 (Renewable Energy) includes reference to a green star rating tool 'currently under development'. It is understood that the rating tool being referred to is the Green Building Council of Australia rating tool for industrial buildings, which has since (February 2011) been finalised. Accordingly this text needs to be updated.
28. Section 6.1 refers briefly to the 'likely staging of development' within Latitude 32, and this is indicated by the sequence of planning area numbering in Figure 42. This same plan is reproduced as Figure 43, with staging being addressed more comprehensively in Section 6.2. It is suggested the reference to staging be removed from Section 6.1 and that Figure 43 be deleted, with reference to that figure being amended to refer to Figure 42. This would of course require renumbering of subsequent figures and references to those figures.
29. Section 6.1.1 refers to an 'overall subdivision concept plan' as Figure 40. This should be Figure 42. The 'Key Features' tables which follow appear to relate to the respective 'Planning Areas' but this could be made clearer with a reference to the respective planning areas on the heading to each table, i.e. Key Features – Planning Area 2. If it is decided to incorporate the Flinders Precinct into the overall DSP, additional material and planning area map should be included in this section.
30. Section 6.1.1 and its accompanying Figure 42 (Subdivision Concept) while conceptual in nature, is an important element of the DSP and, together with the reference to lot sizes in the accompanying Key Features tables, should be included (or at least made reference to) in the Statutory Planning Provisions of the DSP. One of the principal purposes of a structure plan is to guide subdivision, and this concept plan provides valuable guidance in that respect. Appropriate explanatory text should of course be included in the Statutory Provisions to make it clear that variations or departures from the subdivision design concept are to be considered.
31. Section 6.2.1 includes a brief discussion of the costs of major roads and service mains, concluding that these may need to be shared for development to be commercially viable. Some reference should be included here to the option of including such works in a Development Contribution Plan, which of course is not part of the DSP. This issue was also raised in the City of Cockburn submission 7.31, with a response from the Project Team that this matter requires further LandCorp comment. None appears to have been included in the response to submissions or in the Other Issues for LandCorp to Progress. N.B. Reference has been made to a 'Developers Contribution Plan' in the Project Teams response to the Town of Kwinana submission 8.4, and advice is included in the response to

submission 8.8 and 8.12 that a Development Contribution Plan is currently being progressed.

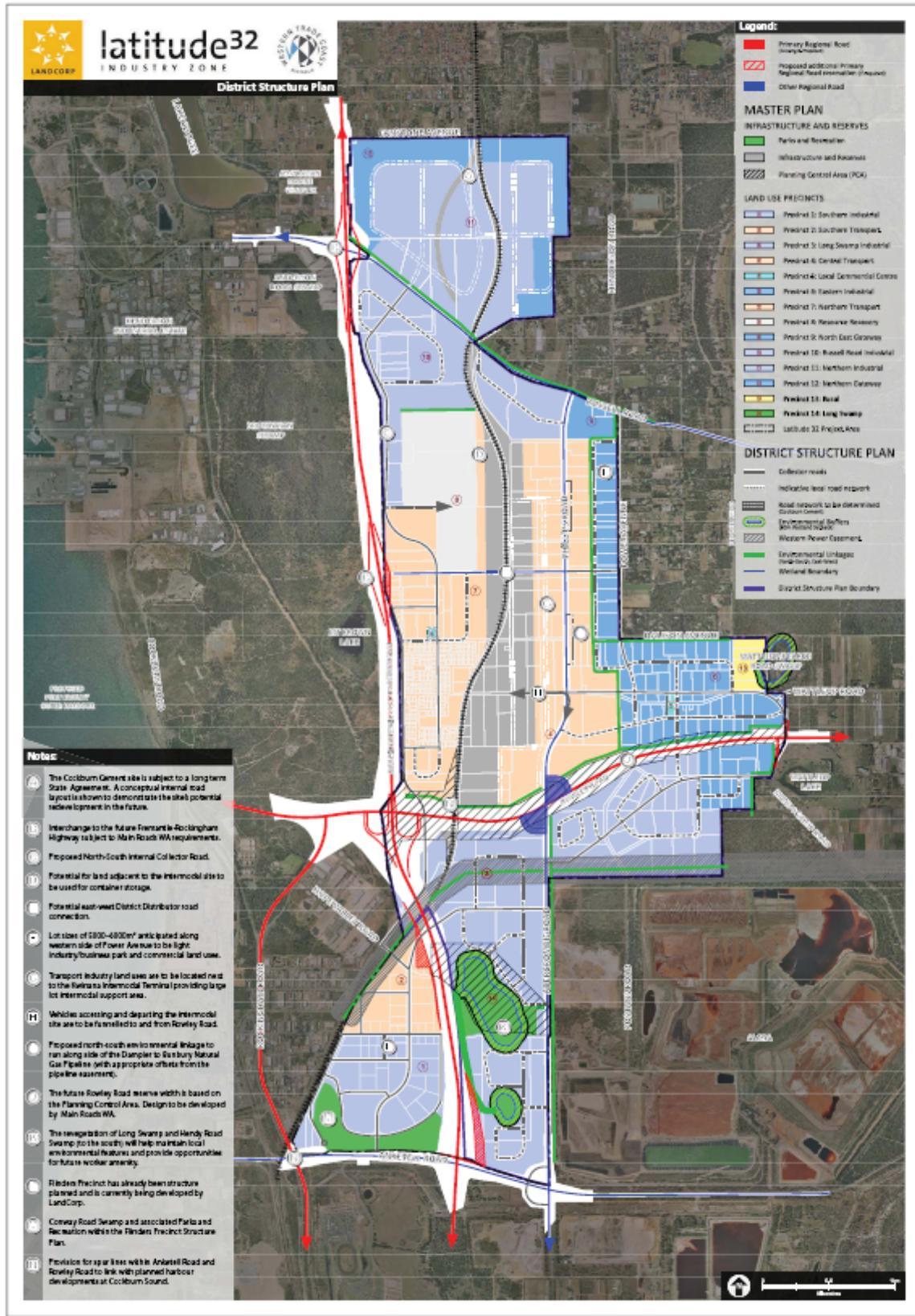
32. Section 6 (Planning Area 7) requires annotation of the implementation map as stated in the response to submission 16.6 by the DoP) to include reference to the AECOM Noise Assessment.
33. On the DSP Map 1 (also reproduced in Figure 24) it is not clear in which precinct the land immediately to the West of Power Avenue is situated. This has been raised in a late submission on behalf of one of the landowners in this area (Mr Dillon) but was not included or responded to in the summary of submissions.
34. Replace the word 'likely' with 'preferred' land uses under Section 5.2 (Land Use).
35. Remove the word 'precincts' from 'land use precincts' under the legend for each Planning Area within the DSP document.

ATTACHMENT 7: MATTERS IDENTIFIED BY LANDCORP TO PROGRESS

1	LandCorp to continue advocating for Government commitment and certainty for delivery of the Intermodal terminal in Latitude 32 and other regional transport infrastructure critical.
2	LandCorp to continue to advocate for increased land acquisition within Latitude 32 by freight industries and associated government agencies.
3	LandCorp to liaise with Freight Logistics Council to confirm LandCorp's role and responsibility within Latitude 32, and look for win win opportunities.
4	LandCorp to actively engage with Water Corp to progress water and sewer planning for the DSP area and priority stages such as Planning Area 2 including the Wattelup townsite.
5	LandCorp to continue to engage with Cockburn Cement in relation to land use planning and land acquisition matters.
6	LandCorp to liaise with Local Authorities and WAPC regarding future administration of Development (or Planning) Areas post normalisation.
7	LandCorp to continue to advocate the public transport initiatives identified in the DSP with PTA and Local Authorities.
8	LandCorp to engage with WAPC, Local Authorities and other stakeholders during drafting of Development Contribution Plan.
9	LandCorp / MRWA are jointly developing a brief to validate the planning concept design for the FRCAH. There is merit in progressing this work concurrently with the planning design for Latitude 32's Distributor Road network currently underway by GHD. LandCorp to continue working cooperatively with MRWA.
10	LandCorp to continue to engage with WAPC, DoT, and Port stakeholders regarding the optimal planning for the Kwinana Intermodal Terminal.
11	LandCorp to liaise with DSD regarding matters raised in their submission and reinforce the challenges, assistance and Government investment required to deliver Latitude 32.
12	LandCorp to continue to make WAPC aware of the acquisition obligations enforced through the reserving of the Kwinana intermodal site for railway purposes.
13	LandCorp to engage with Department of Agriculture regarding the opportunities for food processing industries within general industrial areas of Latitude 32, in particular compliance with the existing land use definitions within the Master Plan.
14	LandCorp to continue working with WAPC and the local authorities to provide a suitable framework for interim land use approvals and to address planning compliance issues within Latitude 32.
15	Modify DSP to include a flowchart in the implementation section of the DSP.
16	LandCorp to publish intermodal FAQ's to assist landowners understand process, timeframe and agency responsibilities.
17	LandCorp to continue engagement with landowners and Community Liaison Group regarding its valuation process.
18	LandCorp to work with Kwinana Air Quality Buffer Committee to ensure appropriate buffer is maintained around Latitude 32, including possible extension where appropriate.

ATTACHMENT 8: MODIFIED LATITUDE 32 DISTRICT STRUCTURE PLAN MAP REFLECTING ADDITIONAL LIGHT INDUSTRY ZONING.

MAP 1 - DISTRICT STRUCTURE PLAN



ITEM NO: 9.2

PORONGURUPS RURAL VILLAGE STRUCTURE PLAN: ENDORSEMENT OF LOCAL STRUCTURE PLAN

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Regional Manager, Great Southern
AUTHORISING OFFICER:	ED, Regional Planning & Strategy
AGENDA PART:	G
FILE NO:	SPN/0234/1
DATE:	3 May 2011
ATTACHMENT(S):	<ol style="list-style-type: none">1. Minister's advice to Local Government2. Structure Plan maps3. LG Schedule of Modifications4. Precinct C map5. draft LPS map6. PRVSP Precinct Plan7. Schedule of Submissions8. Additional Submission9. Extract form draft LPS10. Submissions form landowners within Precinct C11. Previous design of village12. Staging Plan
REGION SCHEME ZONING:	N/A
LOCAL GOVERNMENT:	Plantagenet
LOCAL SCHEME ZONING:	Proposed Rural Village zone via Amendment 49
LGA RECOMMENDATION:	Request WAPC Endorsement of Structure Plan
REGION DESCRIPTOR:	N/A
RECEIPT DATE:	31 March 2011
PROCESS DAYS:	30
APPLICATION TYPE:	N/A
CADASTRAL REFERENCE:	N/A

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

1. **endorse the Porongurup Rural Village Structure Plan subject to the following:**
 1. **verification of the suitability of the on-site waste disposal prior to lodgement of any strata subdivision and/or development application within the plan area;**

- II. verification of the potable water supply collection and storage to meet domestic demand prior to lodgement of any strata subdivision and/or development application within the Structure Plan area;
- III. verification of the 1:100 year flood event levels prior to any subdivision and/or development application within the Structure Plan area.
- IV. submission of a Fire Management Plan in accordance with the Commission's relevant planning policy prior to the lodgement of any subdivision and/or development application within the Structure Plan area;
- V. modifications in accordance with Plantagenet Shire's Schedule of Modifications (Attached); and
- VI. to address concerns raised in some submissions that vacant lots would create problems with respect to visual impacts from "for sale" signs, overgrown lots and fire hazards which would be exacerbated if many lots were created and not built on, the local government to give consideration to amending the Structure Plan to include a requirement which sets the maximum number of lots to be created at any one time, and the minimum number of lots to be built on prior to the creation of any more lots.

2. *advise the Plantagenet Shire Council of its decision accordingly.*

SUMMARY:

The Shire of Plantagenet has requested the WAPC's endorsement of the Porongurup Rural Village Structure Plan. The structure plan will provide guidance for subdivision and land uses within the locality which has been identified as a rural village in relevant regional and local planning strategies. The WAPC's conditional endorsement together with the Shire's requested modifications is recommended.

BACKGROUND:

In March 2008 the local government initiated Amendment 49 which would:

- introduce a new Rural Village zone into Town Planning Scheme Number 3. The zone would provide a blanket zoning with all subdivision and development guided via the provisions contained in a Schedule specific to the zone, and a Structure Plan;
- zone land in the Porongurups to the new zone;
- introduce provisions for the preparation of structure plans into the scheme text; and
- identify land in the Porongurups requiring the preparation of a structure plan.

The WAPC previously considered Amendment 49 in October 2009 and recommend that the Minister defer consideration of the amendment subject to undertaking the preparation of the structure plan (Attachment 1). In January 2010, the Minister approved the WAPC's recommendation. This was on the basis that preparation of the Structure Plan would resolve issues raised in submissions that predominantly related to the form of the village rather than statutory matters contained in the amendment.

In March 2011 the Shire of Plantagenet adopted the Porongurup Rural Village Structure Plan (Attachment 2) subject to modifications (Attachment 3) and forwarded to the WAPC for endorsement.

The Porongurup village is 23 km east of Mt. Barker in the Great Southern region. It currently contains a general store (convenience shop/ restaurant/ petrol sales), chalets, caravan park, 2 heritage listed homesteads offering accommodation and reception facilities (Karribank and Bolganup), a winery with cellar door sales, and approximately 10 single houses.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Planning and Development Act 2005*

Section: Part 10, Section 135

Strategic Plan

Strategic Goal: Regulation

Outcomes: Effective, consistent and enforceable regulation

Strategies: Improve, streamline and simplify regulatory processes within a risk based framework

Policy

Name: State Planning Policy 3 - Urban Growth and Settlement
Development Control Policy 2.2 - Residential Subdivision

KEY ELEMENTS OF PLAN:

The development of a rural village is identified within Precinct C of the endorsed Porongurups Rural Strategy (1996), and Precinct 1 of the draft LPS granted consent to advertise by WAPC in February 2011 (Attachments 4 and 5).

The Structure Plan contains a Precinct Plan which indicates the compatibility of land uses proposed in the Structure Plan with those land uses proposed for the balance of the precinct (Attachment 6).

The Structure Plan has been prepared over only part of the precinct. It extends to the north of the precinct to match with current cadastral boundaries, and in so doing, provides for larger lots and hence a variety of lot sizes, whilst retaining the building envelopes on these lots predominantly within the current precinct boundary.

The Structure Plan, following modifications required by the Council to reduce the number of lots, provides for:

- a total of 119 lots (originally 135 lots);
- a variety of freehold housing options with lot sizes including 31 x 2000m², 12 x 5000m²-1ha, 7 x 1-2ha, and 9 x 2-23 ha lots;
- three residential / tourist strata schemes totalling 60 lots x 300m² min, with Design Guidelines to ensure compatibility of form with the existing and future tourist potential of the village. The area required for the proposed communal

waste water treatment system for each strata scheme, and the reliability of water supply for each strata scheme however has not been verified;

- potable water via roof water collection and storage. Department of Agriculture and Food WA has confirmed that potable water can be provided for each single dwelling via roof water collection and storage in a drying climate with 300m² roof area and 100kL storage giving 98% reliability for domestic purposes with lots large enough to accommodate the required infrastructure;
- onsite effluent disposal via Alternative Treatment Units for each freehold lot with the suitability confirmed via on site testing;
- reticulated electricity which has been confirmed by Western Power;
- drainage and storm water treatment to Department of Water's Better Urban Water Management Strategy standards;
- sealed roads;
- foreshore reserves (although the 1 in 100 year flow path has yet to be verified);
- public open space for community facilities and possibly a future community hall / multipurpose building (to be funded by Council); and
- additional parking at the Public Open Space area.

Included within the Structure Plan is an Environmental Management Strategy which, along with details contained in the Structure Plan, addresses the matters raised through the amendment process.

A Fire Management Plan (FMP) was prepared at the time of initiating Amendment 49, with a revised plan indicated as being required in the Structure Plan. In accordance with the WAPC's interim guidelines *Planning For Bush Fire Protection Edition 2* an updated FMP will be required at the time of lodgement of any subdivision of the land, with the Fire and Emergency Services Authority advising of its acceptance of this approach.

PLANNING CONTEXT:

The Lower Great Southern Strategy 2007 identifies the Porongurups as a Rural Village where alternative infrastructure is to be investigated. The development of a rural village has been identified within Precinct C of the endorsed Porongurups Rural Strategy (1996) and Precinct 1 of the draft LPS granted consent to advertise in February 2011.

SUBMISSIONS AND CONSULTATION:

Amendment 49 attracted 64 submissions including 30 in favour, 29 opposed and 5 of conditional support, many submission raising issues to be addressed by the structure plan .

The Structure Plan was advertised and a public meeting held by the Shire and the proponents. Twenty-three submissions were received to the Structure Plan consisting of 17 objections, 5 of no objection, and 1 letter of support (Attachment 7). An additional submission has also been recently received from 16 signatories including the major landowner to the south objecting to the Structure Plan (Attachment 8).

The principle grounds of the objections relate to the following:

- *Creating a suburban form for the village which is contrary to the current open rural landscape / tourist village form.*

The Lower Great Southern Strategy 2007 (LGSS) states that rural villages are characterised as *a small settlement where a general store and/or fuel depot serves the daily needs of the local and agricultural community and assessment of their growth potential is required in the context of each local government's local planning strategy.* The LGSS also lists numerous rural villages throughout the LGS area, such as Wellstead, Elleker, Torbay Hill, Kalgan, Manypeaks etc. The varied cadastre pattern of the listed rural villages indicates that there is no specific urban form envisaged for a rural village. The draft local planning strategy granted consent to advertise by the WAPC in February 2011, anticipates residential development to be a component of the growth of the village (Attachment 9), which is consistent with the growth strategy proposed in the Lower Great Southern Strategy

- *Extending development beyond that which would constitute a village.*

Some submissions propose to have no residential development within the village, which would result in population growth in the locality being restricted to adjacent rural residential areas designated in the draft LPS.

Some submissions suggest restricting the village area to a maximum of 50 lots, however 50 lots is an arbitrary lot number, albeit designed to ensure a small scale settlement.

The Porongurup Rural Village Structure Plan provides for living opportunities closer to the existing general store and the proposed open space and community facilities. Such living opportunities would be less car dependent for each journey to the store and future community facilities than from adjacent rural residential areas.

The Structure Plan provides for a total of 119 lots of various sizes, both green title and strata-title, in different landscapes, the majority of which are within 500m of the existing general store. It also provides for expanded tourism opportunities in the Karribank and Mayfield Enclaves (heritage homestead stays, caravan park, chalets, wineries, day visits).

The Structure Plan therefore creates variety and compactness and in a settlement form consistent with other rural villages in the LGS region.

- *Loss of amenity caused by loss of privacy, inadequate Council services, visual pollution (particularly from "for sale" signs), increased noise from vehicles and housing, and intrusion of cats and dogs.*

There is no doubt that development of the rural village as envisaged by the structure plan will modify the amenity currently existing within the village. This modification will be incremental and ongoing and consistent with that experienced in a developing area.

In relation to loss of amenity created by impacts on vegetation and views, the Department of Environment and Conservation (DEC) has advised that the sensitivity contained in the structure plan towards minimising impacts upon native vegetation and maximizing natural landscape qualities are both strongly supported. DEC also are particularly pleased to note that views of the area from the nearby Porongurup National Park have been taken into consideration as well as *in situ* view-sheds.

It is noted that of the 20 separate landowners in the village (excluding the applicants) who will be most affected by the development due to its proximity to their land, 6 made no submissions on either Amendment 49 or the structure plan, and one made a submission of support (Attachment 10). Other submissions from these affected landowners were either totally opposed to development of any sort, or raised issues that have been addressed by modifications to the structure plan e.g. prohibiting cats, increasing distances from development to existing houses on Boxhill Road, and ensuring Boxhill Road is not used for vehicular traffic for the development.

It is recommended that the commission determine the submissions on the structure plan in accordance with the attached schedule of submissions (Attachment 7).

DISCUSSION:

The previous design of the village included with Amendment 49 had a total of 170 lots (with many as small as 1003m²), numerous roads and lots which did not respond to either the landscape or the existing tourist uses on Karribank homestead, and an additional commercial area (Attachment 11). The design of the village has now been modified, in part to respond to the previous issues raised by objectors, by:

- creating a lesser total number of lots from 135 to 119;
- creating lots with varying lot sizes ranging from 2000m² to over 2 ha;
- creating smaller lots lower in the landscape and therefore less visually prominent;
- creating 3 strata schemes over the existing Karribank Homestead, the existing chalets, and an existing house adjacent to Porongurup Road designated for residential / tourism on the Structure Plan;
- including detailed design guidelines to ensure the built form of the existing tourist facilities are retained; and
- deleting the additional commercial area.

Consultation with the major land owner to the south regarding development options over their land for residential, community, commercial, recreational and other uses as part of the village form was undertaken by the Department of Planning. The landowner indicated that they objected to the current proposal, did not want any development on their land, and wished their land to be shown as agricultural. The designation of their land as agriculture has been reflected in the Precinct Plan included in the Structure Plan. Not designating this land for development at this time is not considered a fatal flaw of the proposed Precinct Plan as the Structure Plan provides for adequate public open space and future community building to create a village centre around the existing general store, as well as a variety of residential and tourist opportunities. Also, not designating any land for industrial / employment purposes at this stage is not seen as a fatal flaw as suitable land exists outside the

Structure Plan area which could be developed for this purpose if required at a later date.

A staging plan has been included within the Structure Plan (Attachment 12). The strata-lot developments A, B, and C are proposed to be developed at any time independent of the freehold lots. The staging plan does not limit the number of stages to be developed at any one time, or even sequentially (after Stage 1). Concerns were raised in some submissions that vacant lots would create problems with respect to visual impacts from "for sale" signs and being overgrown, which would be exacerbated if many lots were created and remain vacant at the one time. This could be addressed by requiring a maximum number of lots to be created at any one time, and a minimum number of lots to be built on prior to the creation of any more lots. The local government should be requested to consider the inclusion of such a provision into the Structure Plan.

MODIFICATIONS:

The local government submitted a schedule of modifications with the Structure Plan. The modifications, generated primarily in response to submissions, reduce lot numbers and apply the design guidelines over the whole structure plan area, thereby further reducing impacts of development as envisaged by the Structure Plan, and are supported.

CONCLUSION:

The local government, via the proponent for the amendment, has now prepared and adopted a Structure Plan for the land proposed to be zoned Rural Village. The Structure Plan has now been adopted by the local government subject to modifications, and forwarded to the WAPC for endorsement.

The Structure Plan is suitable for endorsement by the WAPC subject to the following:

- Verification of the suitability of the on-site waste disposal prior to lodgement of any strata subdivision and/or development within the plan area;
- Verification of the potable water supply collection and storage to meet domestic demand prior to lodgement of any strata subdivision and/or development within the Structure Plan area;
- Verification of the 1:100year flood event levels prior to any subdivision and/or development within the Structure Plan area.
- Submission of a Fire Management Plan in accordance with the Commission's relevant planning policy prior to the lodgement of any subdivision and/or development within the Structure Plan area;
- To address concerns raised in some submissions that vacant lots would create problems with respect to visual impacts from "for sale" signs, overgrown lots and fire hazards which would be exacerbated if many lots were created and not built on, the local government to give consideration to amending the Structure Plan to include a requirement which sets the maximum number of lots to be created at any one time, and the minimum number of lots to be built on prior to the creation of any more lots; and
- Modifications in accordance with Plantagenet Shire's Schedule of Modifications.

Our Ref: TPS/0196
Your Ref: O14318
Enquiries: Stephen Petersen (9892 7300)

28 January 2010

Chief Executive Officer
Shire of Plantagenet
PO Box 48
MOUNT BARKER WA 6324

Dear Sir

**TOWN PLANNING SCHEME No 3
AMENDMENT No 49**

I refer to your letter of 2 September 2008 and advise that the Minister for Planning has deferred consideration of the above amendment for a period not exceeding six months, within which time the Shire is requested to prepare a Structure Plan over that land proposed to be included in Structure Plan Area No 1 (SPA 1) (as modified by inclusion of additional land to the south of Mt Barker Porongurup Road) and which is advertised and adopted by Council and submitted for endorsement to the Western Australian Planning Commission (WAPC).

It was considered that the preparation of a Structure Plan over the Porongurup Village Area (ie. the enlarged Precinct C area as identified by Council) would assist in resolving the issues raised in submissions, including the extent of the future development area, the standard of infrastructure, and the provision for, and location of, community facilities.

The Minister has deferred his determination of the recommendation by Plantagenet Shire Council not to proceed with introducing the new "Rural Village" zone and rezoning land to the 'Rural Village' zone. This recommendation was not supported by the WAPC as it was considered that this approach would delay implementation of the Structure Plan process as it would necessitate future rezoning to other zones already in the scheme. The Minister therefore considers it a more time-effective approach to defer determination of Amendment 49 until a Structure Plan had been prepared, leaving open the options of either proceeding with Amendment 49 as initially proposed with the introduction of the "Rural Village" zone, or determining the amendment as requested by the Council and not introduce the new zone.

The procedure for preparation of the Structure Plan is readily available from the WAPC, and Council is at liberty to undertake additional community consultation should it deem this appropriate. The Structure Plan shall include an assessment of, but not be limited to, and the Council is at liberty to add to, the following matters:

- a. The appropriateness of the existing zones in the scheme to implement the desired outcomes for the Structure Plan or whether a better outcome can be achieved by a "blanket" Rural Village zone with appropriate land use permissibilities and provisions contained in the Structure Plan.
- b. Effluent disposal via a Limited Effluent Scheme or on-site methods, and grey water reuse.
- c. Potable and non-potable water demand and supply.
- d. Drainage and stormwater reuse.
- e. Ethnographic and Heritage issues.
- f. Visual Impact.
- g. Protection of existing vegetation.
- h. Bush fire management.
- i. Traffic management.
- j. Road design, pedestrian networks and streetscapes.
- k. Community facilities.
- l. Public Open Space and method of contribution.
- m. Commercial areas village core.
- n. Staging.
- o. Employment and economic initiatives.
- p. Energy generation and use including domestic heating.
- q. Density of development.
- r. Possible subdivision pattern.
- s. Appropriate extent and limits to growth of the village.
- t. The need for cost sharing arrangements for infrastructure.

It is expected that the proposed Structure Plan will encompass the following supporting documentation:

- a. Land Capability.
- b. Environmental Management Plan.
- c. Foreshore Management Plan.
- d. Infrastructure and Servicing Report, including Storm Water Management Plan.
- e. Landscape and Visual Impact Study.
- f. Design Guidelines.
- g. Fire Management Plan.

I trust this advice has been of assistance. Should you have any queries in relation to the process for preparing a Structure Plan please contact the Albany office of the Department for Planning on 9892 7300.

Yours faithfully



FOR TONY EVANS
SECRETARY
WESTERN AUSTRALIAN PLANNING COMMISSION

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**PORONGURUP RURAL VILLAGE
 Karribank Enclave Plan
 KEY**

-  Karribank Boundary
-  Contours
-  Internal Private Roads
-  Future Home Sites
-  Future Public Parklands
-  Future Green Title Boundaries
-  Bolganup Creek and Tributary

Lot A to contain Karribank Lodge and 15 home sites subdivided by Strata Title with remaining open space and roadways in common property.

Lot B to contain existing chalets and 18 home sites subdivided by Strata Title with remaining open space and roadways in common property.

Lot C to be subdivided to create 12 Green Title lots (See main plan).

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NOTE
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Scale @ A3 1:2000

 DWG No 12419-148

Karribank Lodge to remain for tourist accommodation.

Future communal Alternative Treatment Unit waste treatment system to support all development on Lot A (managed under strata title management agreement)

Future access road into the Porongurup Rural Village.

Island kept as parkland feature.

Future Parking Bays

Existing Karri-lined driveway to remain part of the property to maintain the connection to the Karribank Lodge.

Village parklands to act as a central feature for Porongurup and include picnic, BBQ and playground facilities. Area to be vested in the Shire of Plantagenet and subject to further landscape planning.

Foreshore Management Plan to be developed and implemented for Bolganup Creek.

New private access into Lot B.

Creekline weeds removed and revegetated in accordance with the Porongurup Rural Village Foreshore Management Plan.



Home sites on lots A & B are to be controlled by Design Guidelines and strata management agreements to ensure house design, materials, bulk and colours are complementary to the Karribank heritage buildings.

Fire escape route to Boxhill Road

Chalets to remain for tourist accommodation (managed under strata title management agreement).

Emergency access between Lot A and Lot B.

Internal driveways to employ hotmix and be coloured in earth tones. Driveways to be maintained by Strata Company.

Future communal Alternative Treatment Unit waste treatment system to support all development on Lot B (managed under strata title management agreement)



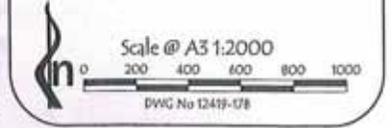
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**PORONGURUP RURAL VILLAGE
 Mayfield Enclave Plan**

- KEY**
-  Mayfield Boundary
 -  Contours
 -  Internal Private Roads
 -  Footpaths (Indicative only)
 -  Future Homesites
 -  Community Site and Public Open Space/Foreshore Protection
 -  Vegetative Screening
 -  Bolganup Creek & Tributary

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SHIRE OF PLANTAGENET
PORONGURUP RURAL VILLAGE STRUCTURE PLAN
SCHEDULE OF MODIFICATIONS
MARCH 2011

No.	Modification	Reason
<u>Text</u>		
1.	Page 16 – 3.3.3 – 2 nd sentence – change ‘135’ to ‘119’. – 1 st dot – change ‘35’ to ‘31’. – 2 nd dot – change ‘19’ to ‘12’. – 5 th dot – change ‘65’ to ‘60’.	The total figure was originally 133 lots not 135 as stated in the document. The 19 large residential lots was actually 18 on the plan. A reduction in lots is in response to submissions – see modifications 3 and 13.
2.	Page 35 – Figure 12 – lot B – delete 3 strata lots on east side and relocate 4 th strata lot south of the 3 to be further west to provide separation from Boxhill Road properties.	Response to submissions and earlier agreed change.
3.	Page 35 – Figure 12 – lot C – delete the north eastern most 4 lots from the conventional residential area.	Response to submissions as area outside the 500m radius.
4.	Page 35 – First para after Figure 12 – delete ‘twelve (12)’ and replace with ‘eight’.	Reflects 3 above.
5.	Page 35 – Second para after Figure 12 – change ‘(33)’ to ‘(30)’ in line 1.	See 2 above.
6.	Page 35 – Introduce new para after second para after Figure 12 as follows: ‘The Karribank Lodge may include a restaurant/café. The eastern side of lot B is to ensure there is adequate separation from the lots fronting Boxhill Road and the Strata Management Statement needs to recognise the	Response to submissions.

	semi rural activities on the lots in Boxhill Road will continue.'	
7.	Page 36 – 4 th dot point – after 'orientation' add: 'whilst maintaining adequate separation from lots fronting Boxhill Road.'	Response to submissions.
8.	Page 36 – After dot point 5 add a new dot point as follows: • The prohibition of the keeping of cats and dogs in the Strata Management Statement.'	Response to submissions.
9.	Page 37 – 7.1.3 – line 5 – insert '30 home' in place of 'Home'.	Clarifies number of house sites.
10.	Page 38 – Figure 14 – delete the north eastern most 4 lots to reflect 3 above.	See 3.
11.	Page 38 – last para – second sentence – after 'Guidelines' insert 'which will be enforced by caveats on the Certificates of Title'.	Response to submissions.
12.	Page 39 – Figure 15 – delete the north eastern most 4 lots to reflect 3 above.	See 3.
13.	Page 39 – Figure 15 – reduce the number of large residential lots from 18 to 12.	Response to submissions.
14.	Page 40 – 1 st para – after 'Guidelines' in second sentence insert 'which will be enforced by caveats on the Certificates of Title'.	Response to submissions.
15.	Page 40 – Figure 16 – change residential lots and large residential lots to reflect 3 and 13 above.	Response to submissions.
16.	Page 40 – 3 rd para after Figure 16 – add the following sentence after 'Codes.', 'The Design Guidelines will be enforced by caveats on the Certificates of Title.'	Response to submissions.

17.	Page 41 – para above Figure 17 – delete and replace with: 'At the time of subdivision, land identified for vegetation protection is to be included within conservation covenants with the Department of Environment and Conservation and/or the National Trust.'	Response to submissions.
18.	Page 41 – Figure 17 – change residential and large residential lots to reflect 3 and 13 above.	Response to submissions.
19.	Page 41 – after Figure 17 add the following – 'The Design Guidelines will control development on these lots and these will be enforced by caveats on the Certificates of Title.'	Response to submissions.
20.	Page 41 – 7.2.1 para 3 – after 'landscaped' in line 3 insert 'and include the provision of picnic facilities, BBQ, gazebo, seating and play equipment.'	Response to submissions.
21.	Page 41 – Figure 18 – change large residential lots pattern to reflect 13.	Response to submissions.
22.	Page 42 – dot point 2 – after 'spot' include 'incorporating seating and a gazebo'.	Response to submissions.
23.	Page 42 – dot point 3 – add the following sentence: 'The new facility should be a multifunction community use building including a variety of activities being managed by an Incorporated body operating under a lease from the Council. In the future the community will need to work with the Shire to plan for this site.'	Response to submissions.
24.	Page 53 – Figure 25 – change residential and large residential lots to reflect 3 and 13.	Response to submissions.

Precinct 1 Structure Plan

25.	Relocate Fire Escape Route off the battleaxe to lot 12 to north.	Owner of lot 12 opposed.
26.	Include a note for land west of lots 1, 2 and 4 Boxhill Road stating:	Response to submissions.

	'Buffer required for separation from semi rural lots in Boxhill Road'.	
27.	Heading – insert 'r' into 'Structure Plan'.	Typographical.
28.	Key – insert 'r' into 'Boundaries'.	Typographical.
29.	Key – delete 'Small' from 'Small Residential lots'.	Typographical.
30.	Key – insert 'c' into 'Precinct' in note after Heritage Site.	Typographical.

Village Structure Plan

31.	Relocate Fire Escape Route off the battleaxe to lot 12 to the north.	Owner of lot 12 opposed.
32.	As with modification 26 insert note about buffer adjacent to lots 1, 2 and 4.	See 26.
33.	Add to note at top regarding Bush areas the following: 'by Conservation Covenants'.	Response to submissions.
34.	Delete north eastern most 4 lots from conventional residential area and reduce number of large residential lots from 18 to 12.	Response to submissions – see modifications 3 and 13.

Karribank Enclave Plan

35.	Add note to Karribank caption at top left to state 'may include restaurant/café'.	Response to submissions.
36.	Add caption on eastern side referring to 'Buffer from semi rural lots in Boxhill Road'.	Response to submissions.
37.	Delete 3 future home sites south of existing chalets and relocate 4 th future home site south of the 3 to the west.	Response to submissions.
38.	Key – under 'Future Home Sites' insert '30 @ 300-400m ² '.	Clarification
39.	Scale bar – change 200, 400, 600, 800 and 1000 to 20, 40, 60, 80 and 100.	Correct scale.

40.	Delete north eastern most 4 residential lots from lot C.	Response to submissions – see modification 3.
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Mayfield Enclave Plan

41.	Key – under ‘Future Home Sites’ insert ‘30@ 400 – 500m ² ’.	Clarification.
42.	Scale bar – change in accordance with 39 above.	Correct scale.

Appendix D

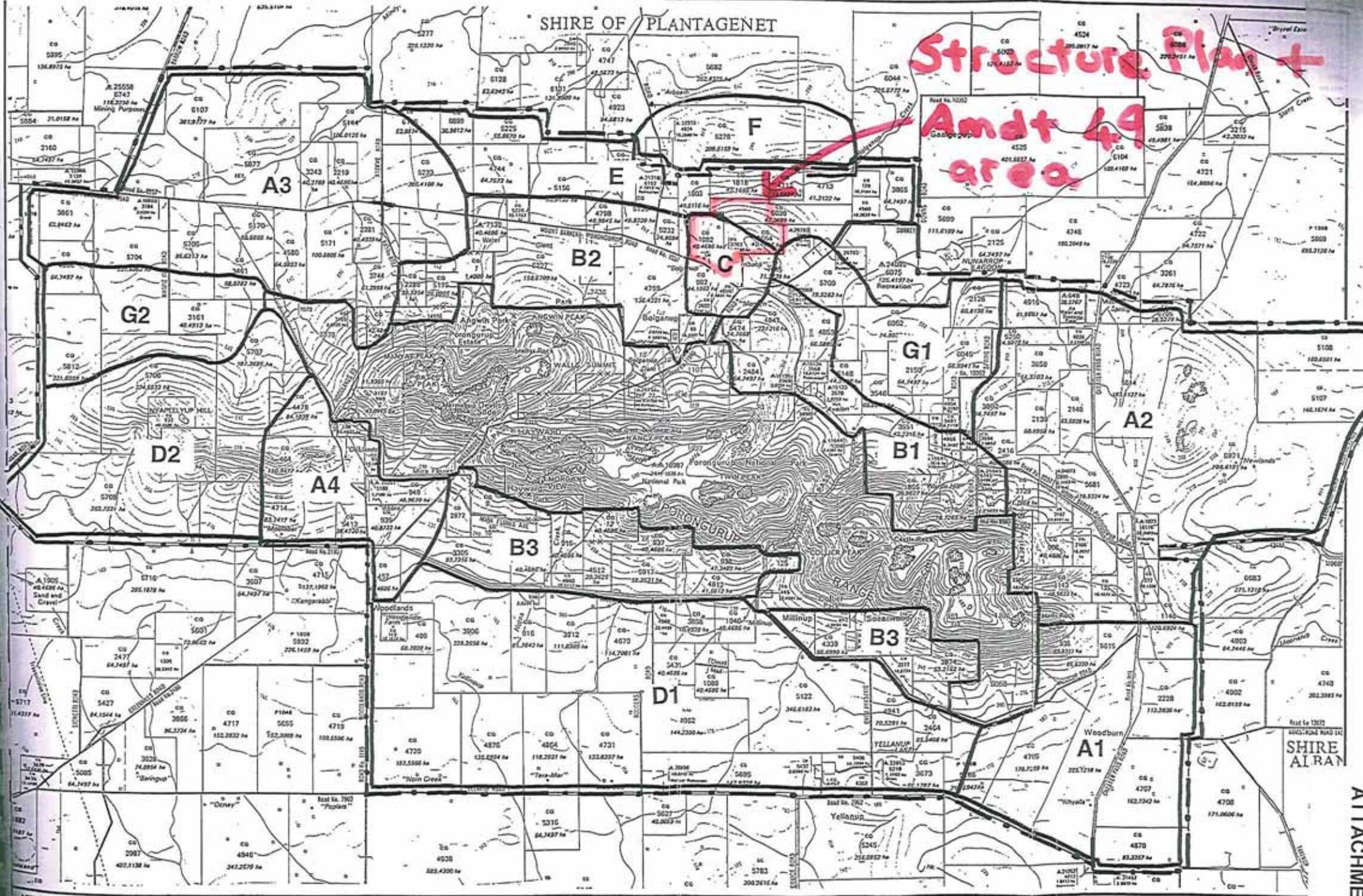
43.	Design Guidelines – page 1 – 1.2 second para – after ‘to’ in line one insert ‘all of’ and delete ‘Mayfield - Karribank’ from line two.	This will ensure the Guidelines apply to all residential.
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Environmental Management Strategy

44.	7.6 Monitoring – 2 nd para – after ‘should occur’ insert ‘in conjunction with the DOW for a two year pre development phase and’	Response to DOW submission.
45.	7.7 Implementation – change ‘12.0’ to ‘11.0’.	Correct section.
46.	9.6 – Table 3 – adjust speci list in weed management program to include additional speci listed in submission 20.	Response to submissions.
47.	15 References – 4 th document – correct the description of this reference to read: ‘WILKINS, P, GILFILLAN, S, WATSON, J and SANDERS, A 2006 <i>The Western Australian South Coast Macro Corridor Network – a bioregional strategy for nature conservation</i> , Department of Environment and Conservation and South Coast Natural Resource Management Group, Albany, Western Australia, January 2006.’	Response to DEC submission

SHIRE OF PLANTAGENET

Structure Plan +
Amdt 49
area



PORONGURUP RURAL STRATEGY - Planning Precincts - Fig 9

AYTON, TAYLOR & BURRELL
Consultants in Town Planning and Civic Design
11 Duke Street, Albany, W.A. 6330
Phone 098 422304 Fax 098 491340

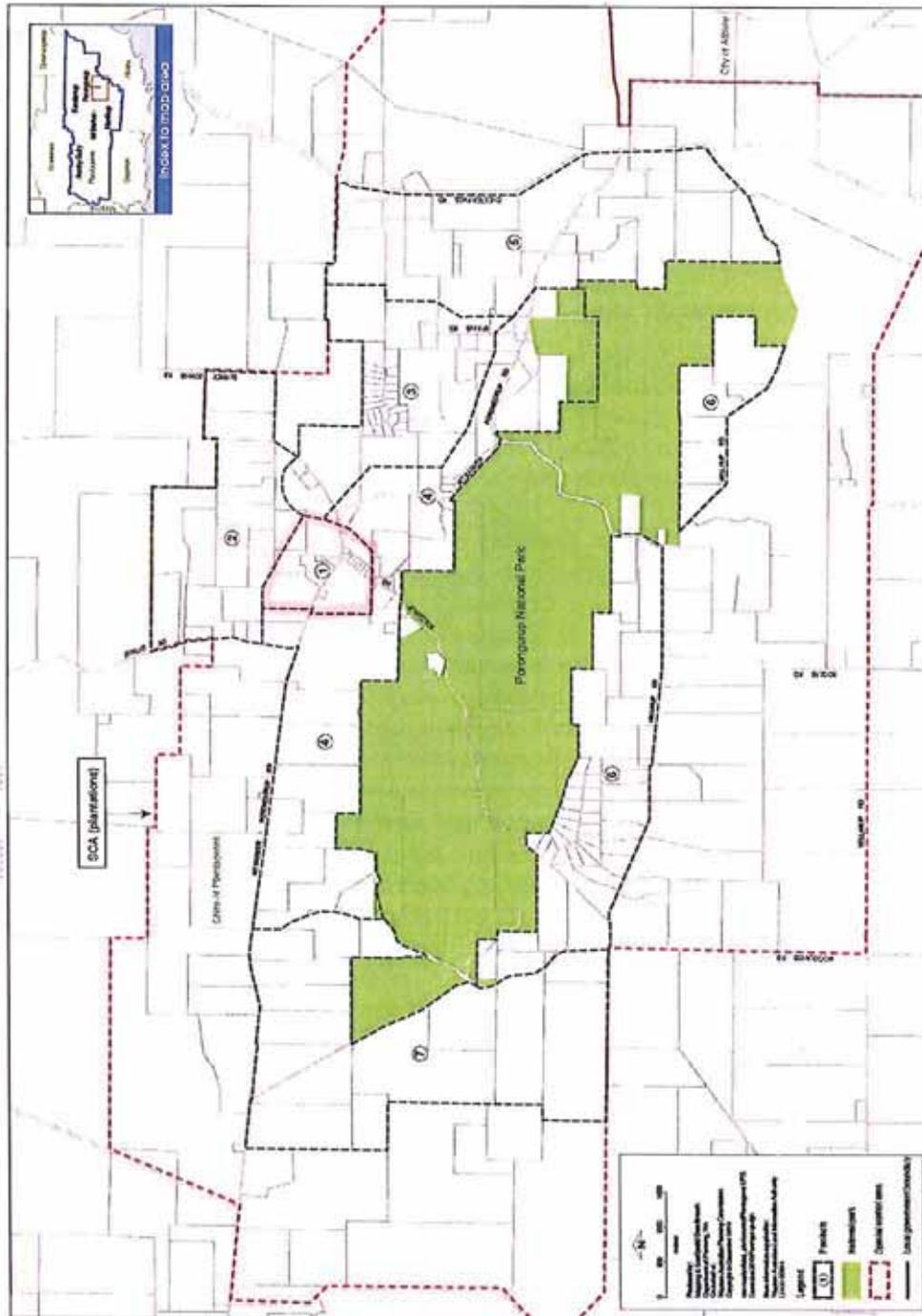
Agenda Page 140

ATTACHMENT 4

10. PORONGURUP RURAL PROPOSALS

10.1 Precincts

- 10.1.1 The 1997 Porongurups Rural Strategy sets the framework for assessing subdivision and development proposals for the freehold owned land around the National Park.
- 10.1.2 The precincts have been rearranged and renumbered as shown on the following plan.



Shire of Plantagenet Local Planning Strategy - December 2010
Porongurup



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PORONGURUP RURAL VILLAGE AND ENVIRONS
Precinct 1 Structure Plan

KEY

- Precinct Boundaries
- Area outside of Precinct 1 included in the Structure plan due to being closely associated with the village precinct
- Village Centre
- Tourist Accommodation
- Rural Landscape (Farming and Viticulture)
- Residential / Tourist Enclaves (Strata Title)
- Small Residential lots (2,000 - 5,000m²)
- Large Residential lots (5,000 - 10,000m²)
- Rural Residential Lots (10,000 - 20,000m²)
- Bush Lots (2ha +)
- Village Parklands and Community Facilities
- Waterway Protection
- Remnant Vegetation Protection
- Fire Escape Routes
- Tourist Route
- Other Roads
- 500m Radius of Village Centre
- Heritage Site

This Plan is not a zoning plan. It illustrates the broad use of land within the Porongurup Rural Village Precinct. Appropriate controls on subdivision and development are to be incorporated into the Local Planning Scheme and Shire Policies.

Refer to Town Planning Scheme Policy No.18 Appendix 4 for details on Precincts 2, 3 and 4.

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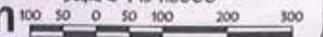
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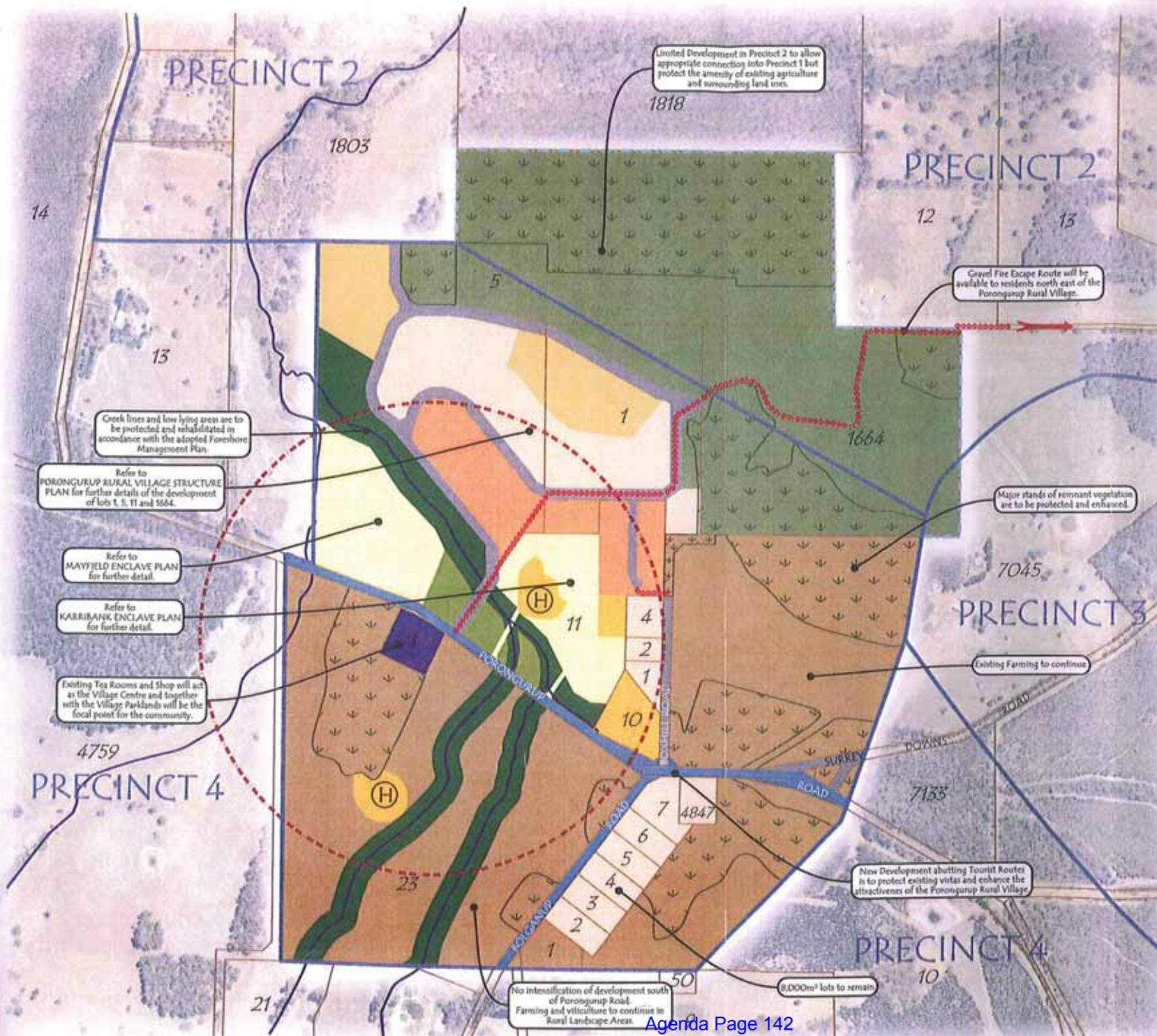
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DWG No 12419-168





**TOWN PLANNING SCHEME NO. 3 – AMENDMENT NO. 49 – STRUCTURE PLAN
SUMMARY OF SUBMISSIONS**

Submission No.	Name/Address of submitter	Summary of Submission	Council Comment	WAPC Resolution
1.	FESA 5 Hercules Crescent Albany	<p>The Structure Plan gives due cognizance to the fact that the original Fire Management Plan prepared for the Scheme Amendment by Opus Consultants requires some adjustment to allow for:</p> <ul style="list-style-type: none"> • The new Structure Plan, and • Edition 2 of Planning for Bushfire Protection. <p>The recommendations made at Section 8 of Appendix (Environmental Management Strategy) are fully supported by FESA. Moreover, besides the restrictive covenants placed on each title where houses may be constructed within 100m of a bush fire hazard, it may be practicable to identify building envelopes in these instances and the corresponding BALs along with the corresponding AS3959 Construction Section as per Table 3.</p>	<p>Noted.</p> <p>Noted. This can be addressed in the Amendment once the Structure Plan is agreed.</p>	Noted. A revised FMP will be required at the time of sub in accordance with WAPC policy at the time.
2.	Department of Education 151 Royal Street East Perth	No objections.	Noted.	Noted
3.	Department of Mines and Petroleum Mineral House 100 Plain Street East Perth	There is no known mineral resources nor granted mining, petroleum or geothermal tenements in the proposal area. The Department does not oppose this proposal.	Noted.	Noted

4.	Peter Faulkner Bolganup Homestead Porongurup (postal address: 86 Sewell Street East Fremantle)	<p>Oppose the Proposal as it is not in the public interest</p> <p>This proposal has been approved in all its various forms by a Council in financial difficulties that needs more rate payers, and a Council-promised community consultation process has not occurred. The structure plan underlying the proposed subdivision represents bad planning and is not in the public interest as it will have a negative impact on Porongurup. Why then is it proposed? Primarily private and Council financial interest. For these reasons it should not proceed in its current form.</p> <p>Why is it not in the public interest? The structure plan has been prepared by the developers, not the Council and so is biased to their interest.</p> <ul style="list-style-type: none"> • Consultation with nearby landowners has not occurred, just Q&A's after the fact. • The 'village' is a useful term to disguise the fact that it's actually a Mount Barker suburb 22km from any services. 	<p>Submitters opinion which is incorrect in respect to the financial position and consultation. Community consultation has been constantly carried out on this proposal. The SAR was advertised for 60 days, Amendment No. 49 was advertised for 42 days, this Structure Plan was advertised for 42 days and there have been three workshops / information sessions since June 2008. There have been 144 days of formal submission periods.</p> <p>This proposal has been earmarked in the 1997 Porongurups Strategy and the Council's 2010 Planning Vision.</p> <p>This is normal practice when the rezoning proposals are on behalf of landowners. There have been 144 days of formal submission periods and three workshops/information sessions.</p> <p>Submitters opinion.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted</p> <p>The locality is similar to many rural villages in the Great Southern.</p>
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		<ul style="list-style-type: none"> • On page 16 the proponents report recognises that ‘many in the community wished to see the total number of lots be much less than what is proposed by this Structure Plan.’ Where therefore is the public interest in this development proceeding? The June 3rd 2008 community workshop report makes the community’s desires plain and that the community was highly concerned about any development of over 50 lots. • The development far exceeds current area population growth estimates, particularly in the light of the number of other large developments recently created and planned in Porongurup and Mount Barker. • The development isn’t designed to create and support a village. It’s designed to maximise land value based on the land available to the developers. If it really was about creating a rural village then only the two eco-village enclaves would have been included and not all the lots stretching across and over the hill. It would also have a clear proposal for a real village centre that has both community and commercial/tourism facilities. • The plan is based on the logic that you need a large development to make a developer interested. That is private interest logic and not public interest logic. • While the Council’s recent publicly stated commitment to providing support services, both in terms of community facilities as well as management of the creekline and other public spaces for the development is admirable, it has to date struggled financially and its track record of environmental management in the area is not good. This doesn’t inspire confidence in the community in its ability to deliver. Poor delivery will result in a collection of diverse strata management organisations, no viable village core and environmental damage. There needs to be a clear commitment by Council in terms of resourcing and staffing to support such a development. • There is no detail provided on how exotic plant species will be managed. The National Park is in crisis and introducing 400+ new people into the area will only exacerbate that crisis. 	<p>Submitters opinion. The number of lots have been reduced to a total of around 135 from previous 170. This development is likely to occur over a period of up to 15 years.</p> <p>This development will occur over a period of up to 15 years. Population growth estimates of the WAPC for 2021 were already exceeded in 2008 for the whole Shire.</p> <p>There is the ability for the area for the hall to be a multi purpose structure. Modify Structure plan to make this clear.</p> <p>This is not a large development considering a 15 year time frame.</p> <p>Submitter opinion which is incorrect and misleading.</p> <p>A weed eradication plan will be required.</p>	<p>50 lots is an arbitrary figure, albeit to limit the size of the village. The village as proposed provides housing and tourism variety in a compact form.</p> <p>Noted. The development will occur in stages over many years subject to demand.</p> <p>Noted.</p> <p>Development will be done in stages. The Structure Plan provides certainty for the location of compatible land uses.</p> <p>Noted.</p> <p>Noted.</p>
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	<ul style="list-style-type: none"> • There is no detail on how cats and dogs will be managed. 	Modify Structure Plan to prohibit cats and dogs in the Strata enclaves management statements.	Noted.
	<ul style="list-style-type: none"> • Around three years into this process and still no detail has been supplied on energy provision for the development. The Proposal states 'Further investigation will be required at the subdivision stage to determine the capacity and capability of power supplies to support the development.' The current publicly stated assumption that Western Power will provide for any shortfall from alternative energy supplies may be wrong which would compromise part or all of the proposed development. • The plan abdicates all responsibility for commercial services development and places it entirely on the owners of Porongurup shop who have said they're not interested in changing what they currently offer • Virtually no person in today's Australia will be willing to walk 300 to 500m up and down a steep hill to do their shopping. That makes a mockery of the proposed 'walkable catchment'. • The nice sounding design guidelines listed aren't actually going to be implemented unless the Council commits to including them as a condition of subdivision as well as invests in creating a system and skilled people to run that system that enforces the design guidelines. <p>If this structure plan is approved, the result will be lots of roads and fences scarring a key scenic part of Porongurup for years to come. If in the unlikely event 400 plus people came to spend some of their time there they face the real risk of no community and commercial infrastructure to support their lives in Porongurup. They will either be holed up in their steep home lots making noise that carries across and around the currently peaceful valley or driving back and forward to Mount Barker or Albany for services and employment. The result will be revolving door absentee tenancy, increased fire and pest risk, no contribution to the development of a real community, greenhouse gas emission and additional strain on existing environmental, social, economic and infrastructure resources.</p>	<p>This level of detail is appropriate at the subdivision stage.</p> <p>The community has made it abundantly clear it does not want extra commercial services. The multi purpose hall facility is more important in the community.</p> <p>Submitters opinion. All WAPC liveable neighbourhood documents refer to a 400m ped shed.</p> <p>These guidelines will be adopted as a Town Planning Scheme Policy so they can be enforced.</p> <p>Submitters opinion based on assumption all will occur in a few years. This will be a long term development over some 15 years or more. There will be a strong sense of community as there already is now in this locality.</p>	<p>Western Power has confirmed reticulated electricity will be available. Solar and wind for domestic energy supplies are also provided for in the Design Guidelines.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

5.	Anna and Darrell Campbell 88 Gaalgegup Close Porongurup	<p>Object. In regards to the proposed Porongurup rural village structure plan, we do not agree to the use of our land, Lot 12 (88) Gaalgegup Close, being used as a strategic fire access/formal fire escape route. We are disappointed that we were not formally consulted about using our land in the structure plan, before this application was made.</p> <p>Also disappointed that a community meeting and information session was not held before this application was put to the Council. We note that there is minimal adjustment to the previous application suggesting the community concerns were not taken seriously.</p> <p>We are concerned about the number of blocks being subdivided and the evident misuse of land because the proposal is not confined to Precinct C/Precinct 1 and is overlapping considerably into Precinct 2. Those areas should be made available for conservation.</p> <p>Infrastructure is a concern. The strata blocks are similar to over 55/s complexes suggestive of high density living for people without children. However Porongurup does not have a doctor or a bus service or a local baker. Where will the proposed communal effluent system be located for the enclaves? We recommend to the Council that a nurse's outpost would be beneficial to the Porongurup area.</p> <p>The developer need to provide a fully fenced playground, designated land for community use and a legal requirement to continue conservation.</p>	<p>Consultants incorrectly believed they had the support of these owners for a strategic fire access for emergency use only. Modify Structure Plan to relocate this access/escape route to be in another location off the battleaxe to lot 12.</p> <p>Noted – see comments at submission 4 above regarding 144 days advertising and three workshops/information sessions.</p> <p>The lot yield has been reduced from 170 to 135. The plan was adjusted to use a portion of Precinct 2 due to cadastral lot boundaries. The Structure Plan explains this and the low level of development in the subject area of Precinct 2</p> <p>The strata enclaves are not specifically for the over 55's. The effluent system locations are shown on the enclave plans.</p> <p>Noted. Not relevant to Structure Plan but the multi purpose hall building could include facilities for such a use or even a visiting GP.</p> <p>These are requirements stated in the Structure Plan. Will be provided at time of subdivision.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Further detailed investigation is required for the effluent disposal systems for the Strata lots.</p> <p>Noted.</p> <p>Noted.</p>
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6.	Shane Caudwell Lot 4 (33) Boxhill Road Porongurup	<p>I am the landowner who will have 2 boundaries of my property encompassed by the proposed development.</p> <p>First and foremost I would ask council to consider the negative ramifications of this proposed development, and the affect these proposals will have on my property and my family. I have many issues with this proposal, but for my family, none are more pressing than the loss of privacy and the potential for land use conflict that will directly affect us and our lifestyle. I would ask that the consider please consider the following</p> <p>I own a rural zoned property on the very edge of the development zone, shared with my parents. We have 2 acres where poultry and animals are kept, a netted orchard is maintained along with vegetable gardens and hobby workshops, a wood shed and all the other common pursuits pertaining to that lifestyle are enjoyed. I have been verbally assured that my block will remain zoned rural by the Plantagenet Shire yet the very fact that I will be surrounded by blocks that are part of this proposed village would seem a recipe for conflict with two vastly different types of land use in very close proximity and the proposed sub-division being entirely at odds with what has been accepted as the norm in this area, that of small holdings and a semi self sufficient, rural lifestyle.</p> <p>BLOCK SIZES AS THEY STAND IN THE SUBMISSION: I do not believe that there should be any more than 50 blocks in the entire subdivision area as currently proposed, even that is a very, very poor compromise. The 135 families discussed in the proposal will be squeezed into the proposed village area, and will destroy the town site of Porongurup, it's that simple. There are other subdivisions, both current and proposed in the local area, and there are still large numbers of blocks that remain unsold. This proposal will do nothing whatsoever to create the village atmosphere that the Developers seem keen to sell.</p> <p>I would also like to see the council adopt a standard for the future, that any block adjoining existing blocks in the Porongurup town site be of a similar size or greater than the existing block it will adjoin. For instance I would ask the council to restrict the developer to having one (minimum size) two acre block on my northern boundary, and preferably on my western boundary as well, blocks of similar size and potentially being put to similar use as my own would go a long way to negating the possibility of conflict between neighbours in this originally rural zoned area.</p>	<p>Noted.</p> <p>Noted. Require the Structure Plan to be modified to delete 3 future home sites from Karribank Enclave Plan adjacent to Boxhill Road properties and relocate a 4th site further to the west. There are no proposals to rezone the submitters lot in Boxhill Road from Rural.</p> <p>The Village concept has been in the Porongurups Rural Strategy since 1997.</p> <p>See comments at submission 4 about the number of lots and the time frame for this overall village development.</p> <p>The Structure Plan and Amendment No. 49 are setting the standards for lot sizes in the village in accordance with the Porongurups Rural Strategy of 1997 and the Council's 2010 Planning Vision.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>The Structure Plan has enlarged the smallest lots from 1003m2 to 2000m2, and sets the total number of lots which has been reduced from 170 at rezoning to 119.</p>
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		<p>I bought this block over 14 years ago because of the quiet location and the privacy; I don't believe it's fair for anyone to inflict suburbia upon me. Whereas future landowners of this 'proposed village' know exactly what they're buying into and how many neighbours they will have, this is a choice I will be denied should the proposal be accepted in its current form. I believe the touted community "benefit" espoused by the Developers simply does not exist in the current proposal, the proposal in it's current form is a wedge that has divided the community and will continue to do so long after the greed shown by the developers has spoilt the ambience and tranquility of a small rural village adjoining a world renown national park.</p> <p>I would ask the council to ensure via any means possible, that the developer be legally required to leave in place, a 25m (plus) buffer of both remnant and replanted vegetation around the entire boundary of this proposed village. This would go a long way to alleviating the privacy concerns of the current residents as well as shielding this unsightly development from the eyes of the tourists and the community that it will be inflicting itself upon.</p> <p>I cannot emphasise strongly enough to the council, that I see this buffer zone as critical in ensuring existing long term residents are somewhat shielded from the small strata title blocks that are proposed, blocks similar to those seen in the crowded suburban subdivisions of Perth.</p> <p>I would like to see Council ensure that the remnant vegetation in the Boxhill Rd road reserve is maintained at all costs. There is no requirement for this road reserve to be cleared under the current proposal and there are a number of other alternatives for fire access in that immediate area that would not require the clearing of remnant vegetation.</p> <p>As stated in the document provided by the developers, SPP 2.5 clearly states "The potential for land use conflict should be minimised" The only way this "might" be achieved in my families case, is by forcing the requirement for the above mentioned buffer of separation.</p> <p>I would also like to see the developer made financially responsible for erecting a solid barrier fence of a height sufficient to ensure a measure of privacy for myself and my family, along any portion of my boundary that adjoins this proposed development.</p>	<p>See comment above about modifying Karribank Enclave Plan to delete 3 house sites and move a 4th.</p> <p>Noted.</p> <p>Noted.</p> <p>A solid barrier fence would be out of character of the rural theme of the area and is not supported.</p>	<p>Buffer to lot provided by deletion of lots along boundary.</p> <p>Vegetation is maintained by Structure Plan.</p> <p>Buffer has been included.</p> <p>Noted.</p>
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		<p>TOURIST ACCOMMODATION ON MY WESTERN BOUNDARY: It seems that the tourist accommodation on my western boundary will be left in place to be managed under a “Strata Title management Agreement” what recourse will my family have if issues arise with this accommodation? Who is this group? And how do I contact them? I take it that until all the lots are sold, there will be no one responsible for these buildings? As the whole site is to be “developed” I would ask that the existing accommodation units be relocated, and the 25m buffer described earlier, come into force along my Western boundary.</p> <p>I am against this proposal but in its current form, and I would ask the council to enforce the above mentioned privacy measures, and protect myself and my neighbours from it immediate affects</p>	<p>The management will be by the future strata management body. That body will be contactable when the future strata subdivision is approved. It would be unreasonable to relocate existing built strata accommodation units.</p>	<p>Noted.</p> <p>Noted, plan to be amended accordingly.</p>
7.	<p>Kathleen Faulkner Bolganup Homestead Porongurup</p>	<p>Oppose the Proposal as it is not in the interest of the community.</p> <p>The Porongurup community has been greatly affected in the last 3 years as the developments proposals for the Bird/Blythe properties, Mayfield and Karribank have been advertised.</p> <ul style="list-style-type: none"> • There is great sympathy for the Birds and Blythes need to earn money for their retirement but also great anxiety about the impact a large development will have on the community and the environment. • There is a desire for more Shire input into conservation of the Bolganup Creek and for community infrastructure in the Porongurup but some skepticism as there has been little action to date. <p>The community has voiced its acceptance of a village of around 50 lots. This would increase the present population of about 20 by about 130. While this would have a major impact it could be a mainly positive one if the Village was well planned and focused on being small, walk-based, and community centered. (The Proposal has an area like this – all of Karribank and the section of Mayfield that is south of the Bolganup creek. This would give a close knit, elegant community that would not impact so adversely on the visual landscape – no development up the hill. This would also reduce the noise echoing across the valley.) However, the Proposal has also an extensive suburb across the creek and up the hill which is quite unacceptable.</p>	<p>Noted.</p> <p>Noted – see submission 4 regarding the number of lots proposed, community consultation, the 400m ped sheds of the WAPC and the prohibition of cats and dogs.</p>	<p>Noted.</p> <p>Noted.</p> <p>Creek to be given up within Foreshore Reserve and revegetated. Noted. See response to submission 4.</p>
		<p>This Proposal has been produced for profit - by the Survey company, by the owners of the land, by the Shire.... and ostensibly, for the Porongurup Community. This Proposal gives little profit to the community.</p>		

		<p>We can itemize what we will lose-</p> <ul style="list-style-type: none"> • The silence. Even 130 extra people, cars, animals, backing trucks and building machinery will destroy it, let alone 330. • The irreplaceable landscape if the hill is built on, and there will be the visual pollution of never-ending For Sale signs as blocks recycle (as at Stony Creek.) • The environment - which will be further degraded by cats and dogs and humans so close to the National Park. At the moment we have a wide range of birdlife at Bolganup as there are no local cats. We have a great mob of kangaroos living in our bush and front paddocks as there are no roving dogs. We have sheep as a source of income. • Tourists – the chief source of income for the locals. Visitors come and stay because the place is special, for the quiet, beautiful, natural, environment. 		<p>A change in the level of amenity is inevitable in an area designated for development in the relevant planning strategies.</p> <p>Cats and dogs are the responsibility of the individual animal owner.</p> <p>The Structure Plan proposes to retain and expand on the existing tourist attractions. while limiting impacts on the natural environment.</p>
8.	Department of Water PO Box 525 Albany	<p>DoW provides the following comments:</p> <p>Stormwater management: as stated in the Environmental Management Strategy (EMS), preliminary stormwater planning and calculations have been undertaken for this site by Opus in 2007. While the proposed development has changed, with less lots now proposed, the work previously completed for this site is considered to be satisfactory at this stage. More detailed design and calculations will be required at subdivision stage, with the preparation of an urban water management plan.</p> <p>As the proposed development requires houses to capture rainwater for consumptive use and the large lot size will enable minor rainfall events runoff to be retained on-site, the main concerns for stormwater is managing road run-off. The DoW supports the proposal to deal with road run-off through the use of vegetated roadside swales and a drainage basin.</p> <p>Monitoring – Section 7.6 of the EMS refers to a sampling strategy that has been/will be developed to guide monitoring over the site. This strategy is not included in the EMS and the DoW requests more information about where the proposed sampling points are located. The identified sampling parameters are supported by the DoW.</p>	<p>Noted.</p> <p>Noted – predevelopment monitoring is proposed. This will need to be done in conjunction with DoW.</p>	<p>Noted</p> <p>Noted.</p>

		<p>The DoW recommends two years pre-development monitoring and ideally monitoring data should accompany the Local Water Management Strategy. As this has not happened, the DoW recommends that pre-development monitoring commence this autumn, so as not to delay the development of the site.</p> <p>Bolganup Creek: The DoW supports the foreshore management plan as prepared and requests that the developers liaise with the department prior to the revegetation occurring in the foreshore. DoW staff will assist with determining an appropriate foreshore reserve boundary that will enable the ecological functions of the creek to be maintained while supporting the additional recreational and social needs of the community.</p> <p>The DoW notes and supports the proposals for no irrigation for landscaped areas in foreshore POS area and for drainage infrastructure not to be located within the foreshore reserve area.</p>	<p>Noted – Adjust EMS accordingly.</p> <p>Noted.</p> <p>Noted.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
9.	Ron and Denise Caudwell 33 Boxhill Road Porongurup	<p>It is our sincere wish that a copy of all Submissions be passed on to all Councillors thus enabling them to make an informed decision with all the relevant information before them, and not rely entirely on a summary prepared by Shire staff.</p> <p>Opening Statement: Reside at 33 Boxhill Road on the property owned by our son Shane Caudwell and as such have a legal life interest in this property. We have constructed ancillary accommodation with Shire approval on the site.</p> <p>As the properties on Boxhill Road are the only existing residential properties that adjoin the proposed 'Porongurup Rural Village' this plan as proposed had a direct impact on us and our life style, we therefore submit the following:</p> <p>Property Buffers: West Boundary: In the Shire agenda for its meeting on 26 August 2008 a recommendation was made showing '<i>for a minimum of 20m vegetated buffer area on the subject land to the west of the lots that front Boxhill Road</i>'. It is essential this buffer be retained.</p> <p>From the plans that have been made available to the public the chalets on the eastern boundary of Karri Bank are to remain for use as tourist accommodation, due to that proposal it appears it will not be possible to provide the suggested buffer on that boundary of 33 Boxhill Road. If in the future those chalets are demolished, for what ever reason we would request the vegetated buffer be established as recommended.</p> <p>The buffer should be provided on the boundaries of all other properties zoned rural on Boxhill Road.</p> <p>North Boundary: On our northern boundary it is proposed to have a fire emergency escape route, this hardly constitutes a 20m vegetated buffer.</p>	<p>Noted – A comprehensive summary of submissions is included with the report to Council.</p> <p>Noted. Require modification to plan. See submission 6.</p>	<p>Noted.</p> <p>Noted.</p>

		<p>As this proposed escape route will possibly be used to access area 'C' in the short term we would request there be the said 20m buffer on our boundary and then the escape route to the north of that.</p> <p>Adjoining properties: On our property we enjoy a semi rural life style. This includes the keeping of poultry and dogs. We also have an enclosed orchard and a large enclosed vegetable garden. We wish to continue these endeavours and to that end we have placed all animal enclosures, wood shed, workshop etc as far from existing dwellings as practical thus reducing the impact on them. It would not be possible to relocate any of these to minimize any visual impact on the proposed developments.</p> <p>The properties on Boxhill Road are a buffer between the proposed development and existing farm land. We would wish that no changes be made to the zoning of our property.</p> <p>Fencing/Boundaries: As our block has an existing boundary fence that was installed at our expense and meets the Shire requirements for such a fence, any proposed fencing changes needed to meet the developer's requirement should this development go ahead must be at the developer's expense.</p> <p>This would apply for all existing blocks on Boxhill Road. If privacy screening is required this must also be at the developer's expense.</p> <p>Environment: If this development goes ahead as proposed and an extension of Boxhill Road becomes a reality clearing must be kept to an absolute minimum. This area is a regular haunt of red and white tailed Black Cockatoo's, Kangaroos and many other species of native fauna. The mass removal of this vegetation would have a devastating effect on that fauna.</p>	<p>Noted. Require modification recognising semi-rural activities in Boxhill Road.</p> <p>Noted. See submission 6.</p> <p>Noted. This is in the EMS document forming part of the Structure Plan.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
10.	Kenneth Paterson 21 Boxhill Road Porongurup	<p>The scheme will affect (adversely) the amenity of the general area and Boxhill in particular, unless:</p> <ol style="list-style-type: none"> 1. The existing residents of Boxhill Road retain their rural zone status by the provision of the '20m' buffer zone (as previously agreed upon). 2. That this zone extend from Porongurup Road parallel to and the extent of the present length of Boxhill Road (approximately 300m). This was previously agreed to but is now compromised by the retention of some sub standard tourist accommodation. 3. In relation to the above should, in the future, these be removed it is requested that the area of land (buffer zone) be continued as originally agreed. 4. FENCING – Buffer zone fencing be the sole responsibility of the developer/landowner of this scheme and not the shared boundary fence system. 	<p>Noted – see comments on earlier submissions.</p>	<p>Rural zoning on Boxhill Road is not affected by the proposed Rural Village Zoning.</p>

		Most importantly, we the residents of Boxhill Road retain our Rural status and that Boxhill Road not be used at any time during or after the development for this Rural Village Scheme.		Boxhill Road is not affected by the development.
11.	Department of Environment and Conservation 120 Albany Highway Albany	<p>As a general comment the draft documentation is very well presented. The sensitivity towards minimising impacts upon native vegetation and maximizing natural landscape qualities are both strongly supported. It is particularly pleasing to note that views of the area from the nearby Porongurup National Park have been taken into consideration as well as <i>in situ</i> view-sheds.</p> <p>Specific comments: Part 1 – Background and context:</p> <ul style="list-style-type: none"> • <i>2.9 Porongurup External Building Materials.</i> The draft policy regarding use of non-reflective surfaces should be extended to include all structures (dot point 2). • <i>3.3.2 Rural Village Size.</i> The growth restriction to retain natural beauty and rural characteristic of the existing settlement is supported. • <i>3.3.4 Development in remnant vegetation areas.</i> The strategies in this section are supported. You may also wish to include mention that the clearing of native vegetation in Western Australia is prohibited unless the clearing is authorized by a clearing permit obtained from the Department of Environment and Conservation or is a kind that is exempt in accordance with Schedule 6 or Regulation 5 <i>Environmental Protection (Clearing of Native Vegetation) Regulations 2004</i>. In the case of exemptions, annual area limits, and other considerations may still apply. • <i>3.3.8 Protection of Bolganup Creek.</i> Protection and rehabilitation of Bolganup Creek are supported and it is pleasing to see the recognized need for a ‘Foreshore Management Strategy’ along the creek. • <i>4.4 Visual Landscape.</i> Comments in the final paragraph of this section, in which consideration of the views from Porongurup National Park is recognized, are strongly supported. • <i>4.6 Fire Risk.</i> Consideration of fire risk and associated planning are supported. <p>Part 2 – Precinct Plan and Structure Plan</p> <ul style="list-style-type: none"> • <i>6.1 Design Philosophy.</i> The concept of staged development of locality ‘precincts’ is supported. The precincts enable the use of good design, environmental management and landscape sensitivity in styles, methods and scales appropriate to each precinct. • <i>Table 2 Sustainability Objectives.</i> Suggest amend ‘Protection significant native vegetation’ to simply ‘Protecting native vegetation’. 	<p>Noted. This submission contains a good level of support for the Structure Plan and its documentation.</p> <p>This is an existing TPS policy not the subject of this current Structure Plan.</p> <p>Noted – retain present wording.</p>	Noted.

		<ul style="list-style-type: none"> • <i>7.1.7 Bush Lot Precinct.</i> As a general rule, conservation covenants require a minimum lot size of 10ha. • <i>7.7 Fire Management.</i> Where buildings are located within the nominal 100m Hazard Separation Zone (HSZ) there are three levels of building protection level based upon Bushfire Attack Levels (BAL) that can be applied to reduce the width of vegetation modification within the HSZ applied under AS3959 and the Western Australian Planning for Bushfire Protection Guidelines. Where native vegetation is in <i>Good to Excellent Condition</i> or otherwise specially significant, it is likely that a reduced HSZ width will be sought and the building protection level increased accordingly. <p>Appendix E – Environmental Management Strategy</p> <ul style="list-style-type: none"> • This strategy appears to address various environmental issues at an appropriate level for the purposes of the structure plan. More detailed strategies will need to be developed at an individual precincts level and during subsequent subdivisional processes. • <i>3.7 and references.</i> The correct citation for the South Coast Macro Corridor Network Report is (Wilkins <i>et al</i> 2007) and the full reference is: WILKINS, P, GILFILLAN, S, WATSON, J and SANDERS, A 2006 <i>The Western Australian South Coast Macro Corridor Network – a bioregional strategy for nature conservation</i>, Department of Environment and Conservation and South Coast Natural Resource Management Group, Albany, Western Australia, January 2006. • <i>8. Fire Management Strategy.</i> See comments regarding 7.7 above. 	<p>Noted – this Structure Plan can vary the general standards by specific design.</p> <p>Will occur at the subdivision stage.</p> <p>Correct terminology in 15. References.</p>	
12.	Kingsley Faulkner 78 Queenscliffe Road Doubleview	<p>Incentives: Understand the wishes of the Blythes and the Birds to promote such a development as a way of providing for their own retirement but also with a genuine wish to have an influence upon the overall design and scale of any Village in this region.</p> <p>Can also understand that the Shire of Plantagenet would wish to promote sensible developments within its boundaries for the wider public good (as well as for its own revenue base).</p> <p>Attractions: Well aware that this particular location has many natural attractions which could be enhanced if the scale was right but could be harmed if the scale and style is not.</p> <p>Aware that the community may welcome some additional amenities and that, well done, tourism to this region could be enhanced.</p> <p>Reservations: There are many macro and micro factors which threaten the viability of any such development at this stage.</p>	<p>Noted. See comments on earlier submissions regarding earlier Strategy and Planning Vision, scale, controls required etc.</p>	Noted.

	<p>These would include:</p> <ul style="list-style-type: none"> a) Economic impetus. There are no new enterprises planned within the near future reasonably close to Porongurup which would create additional employment on a significant scale. b) The global financial crisis has certainly dampened down the demand for holiday homes even in well established centre's such as Margaret River. c) The impact of climatic changes with bush fires etc as a consequence will have made people far more wary about building adjacent to eucalyptus forests. d) A number of micro factors have been canvassed by others and would include: <ul style="list-style-type: none"> i) The difficulties of water supply. ii) The challenges of sewerage disposal and household rubbish disposal. iii) Electricity supply. iv) The increase in noise across the valley. v) Increased traffic flow. vi) Feral cats and the dangers they present for fauna in the range. vii) Roaming dogs (the killing of 14 of our sheep and the mauling of others by 2 uncontrolled local dogs, with no compensation or remorse, remains a vivid memory of mine). viii) Festooning of the village site with advertising signs for the sale and resale of lots. ix) No definite Shire commitment to community amenities. <p>Final comments: If the Village does go ahead, my personal preference would be:</p> <ul style="list-style-type: none"> a) Staying within the proposed Karribank and Mayfield enclaves. b) Mandating strong building guidelines to foster a coherent Australian architectural style, as a number of English and French villages, for example have achieved within their own styles. c) Mandating strong principles of ecological responsibility and sustainability. d) A definite community focus and a true village atmosphere promoting walking, bicycle riding and the minimization of vehicle movement through the village. e) Having a definite Shire commitment to the Village and the welfare of those who dwell within it. 		
	<p>The Stoney Creek development does not inspire confidence that the Porongurup Rural Village proposal will move ahead steadily with any great demand or strength of purpose.</p>		

13.	Warwick and Jane Faulkner C/- Bolganup Homestead	<p>We refer to draft Structure Plan and consider it inappropriate. In particular, the number and spread of proposed lots is excessive. We form this view for the following reasons:</p> <ol style="list-style-type: none"> 1. It will result in increased visual, noise and environmental pollution in an area of scenic, historical and environmental significance; 2. It would have a detrimental effect on local tourism, as it would detract from the rural and peaceful location. 3. The attitude of local residents is in favour of less than 50 lots, rather than the 135 proposed; 4. It would result in increased fire and other risks (eg of cats and dogs) to the surrounding farms and national park; 5. There is already subdivided land available in the immediate area and in Mt Barker, which is more than sufficient for foreseeable population needs; 6. The area would become a residential sprawl, rather than a rural hamlet. The size would also discourage pedestrian traffic; 7. The commercial and community facilities specified are insufficient, given the size of the proposed development; 8. There is inadequate supporting infrastructure; 9. The number and spread of lots is based on the self interest of the proposers, rather than local community wishes or State requirements; 10. There is insufficient local employment or services in the area for a development of this size. As a result, it is likely to only appeal to absentee land-owners or commuters; 11. There is insufficient evidence that the enclaves will be appropriately administered by a strata company; 12. The Council does not currently have the resources to administer its responsibilities consequential on such a Plan, including enforcing design guidelines and managing public land and services. As a result, there is significant risk of it not being able to do so, to the detriment of the development and the surrounding area. 	Noted. See comments on earlier submissions.	Noted.
14.	MA Shanklin 505 Woodlands Rd Porongurup	The implementation of this grand design as a six-stage development presents challenges that will affect the entire Porongurup Community for a generation and beyond.	Noted.	Noted.

		<p>It is incumbent on the owners, the rate payers, the shire and all those who have acted as consultants for this project that the buyers of the properties owned by W&S Bird and J&C Blythe be held accountable to the plan and recommendations as set out in the Porongurup Rural Village Structure Plan. It is imperative to provide as much certainty as possible to cater for the rights of the initial developer/s, the future residents and the local residents. Full disclosures and the availability of all the information to all parties is an imperative.</p> <p>A vendor's disclosure statement and/or management statement should be prepared prior to the properties being offered for sale and this information agreed to by all parties at the time that a contract is signed.</p> <p>It is proposed that some a community trust/corporate body be established to assess and monitor the implementation of infrastructure, design, building, landscaping and maintenance and all the elements in between that make up the thousands of details in a project of this size.</p> <p>A not-for-profit ratepayer based and shire funded community (or preservation) trust is one form to control the implementation. Royalties for Region, Caring for country, and government departments could be sources of funding for this model which advocates preservation of the architectural heritage (Karribank), conservation of the natural assets of Porongurup region and its heritage listed park, and promotion of housing in a sustainable rural village through advocacy, education, cooperation and collaboration. Another option is a form of Body Corporate. Details, I am certain, could be worked out within the framework of Western Australia real estate guidelines.</p> <p>With the substantial initial infrastructure costs at the six stages over a lengthy period of time, realistically, multiple owners will be involved in the development. Certain tasks will be time critical. The residents (and I should think the Shire) would not want to experience the challenges of an Albany Hotel type fiasco. If the appropriate time-sensitive conditions are not imposed on the buyers at the time of the sale of the parcels of land, we could see years of inaction.</p> <p>With a depressed real estate cycle in a rural community there is competition with a large number of unsold vacant land in the immediate district to the proposed development, properties on Millinup Rd which are still unsold after one, two, three and four years, a large number of unsold property in Mt Barker with several projects stalled, and, competition from an oversupplied market in Albany. The buyers are spoilt for choice, slow to make decisions and will be for some time</p>	<p>This area has been earmarked for a village from the 1997 Porongurups Rural Strategy and the 2010 Planning Vision.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Noted.</p>
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		<p>Very few developers/investors will risk the investment for such a long term project. If it takes 5, 10 or 20 years to see the concept completed, it is critical that a trust or body corporate is in place prior to the sale of the properties to ensure the long term interests of the residents of the Plantagenet Shire.</p> <p>Issues include the maintenance and upkeep of unsold lots, implementation, maintenance and monitoring of revegetation and invasive weed and feral animal control, fire management including fuel loads, hazards (petrol and gas), availability and access to water sources. There are dozens of other issues all covered with an impressive attention to detail in the Structural plan.</p> <p>I do not believe that we have the manpower, resources, the funds, the time or, the interest in the every detail that needs to be address in the Porongurup Rural Village within the Shire of Plantagenet office.</p> <p>The need for an agency that can translate the concept into reality and monitor the progress of the project over a long period of time, is in my opinion, the only sensible way to see the hundreds of well thought out proposals outlined in the Porongurup Village Structure Plan lead to their desired outcomes</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	
15.	Jennifer Jackson Bolganup Homestead Porongurup	<p>Oppose the above proposal as it is not in the interest of the community.</p> <p>A residential development of the size proposed is not needed or wanted by the community for this location. It will adversely impact on the fragile Porongurup ecosystem with noise, pollution, pests and fire hazard. It will negatively impact on the tourism industry which is based on the area being quiet, bountiful and picturesque. It seems poorly planned in terms of water, waste and energy use. There are other subdivisions in the Mt Barker and Porongurup region which will more than cope with projected population increases.</p> <p>Believe a much more appropriate development proposal would be to have it truly pedestrian (i.e. no lots 300m up-hill from the general store) with no more than 50 lots which are grouped around a public space and appropriate service provision for a rural hamlet.</p> <p>It is difficult to understand why such a development, which resembles a town suburb plonked in a unique rural and forest environment, has been proposed other than simply for the financial gain of developers and key stakeholders with little consideration of the needs or desires of the community.</p>	<p>Noted.</p> <p>Noted. See comments on earlier submissions regarding scale, design, etc.</p>	Noted.

16.	Andrew Turk 52 Gaalgegup Close Porongurup	<p>Of the firm opinion that the proposed Porongurup Village Structure Plan is not in the best interests of the Porongurup community. There are far too many blocks of too small size and the design is inappropriate. Very few of the issues raised in my detailed submission of July 2008, and those of other Porongurup residents, regarding the earlier proposal have been adequately addressed in this current plan.</p> <p>Among the many problems with this current proposed Structure Plan are the following:</p> <ul style="list-style-type: none"> • There are far too many blocks, many more than the 50 suggested as the maximum appropriate by the Porongurup Community Planning Workshop held on 3rd June 2008; • There are already far too many blocks approved in Porongurup and Mount Barker to satisfy the needs of reasonably expected population increases in the area over coming decades; • Although some of the outer blocks in the Structure Plan have been increased in size, most of the blocks are too small to be appropriate in this area; • The proposed subdivision continues to go outside the planning area Precinct 1 (C) intruding very substantially into the precinct to the North, which is designated for much larger blocks and revegetation; there is absolutely no justification for this recently re-affirmed boundary to be breached and for development to occur North of the ridge, significantly affecting the amenity of neighbours; • The areas of the subject properties to the North of Precinct 1 (C) should be revegetated as per the Town Planning Scheme, in line with the activities of the four property owners to the North (in association with the Oyster Harbour Catchment Group); • The use of Strata Title development of such a large area of the central village seems an inappropriate use of those provisions and appears to be a device to avoid proper community input to design of that area; • Whereas previously it was proposed that sewage would be treated on each block via Aerobic Treatment Units, it now seems that some sort of group treatment plant is proposed, threatening the environmentally sensitive wetlands on Bolganup Creek; • Fire management remains a very serious concern with many of the proposed blocks too small to allow for adequate fire breaks within those properties and no provision of a major fire break around the outside of the subdivision; 	<p>Noted. The document now provides the detail required in 2008 and the lot yield has reduced from 170 to 135. Strata enclaves are now proposed together with larger freehold lots. The development will take years to be fully developed.</p> <p>See comments on earlier submissions.</p> <p>ATU will be required on all freehold lots. The strata enclaves will have shared systems which will be environmentally sound. FESA support the fire plan.</p>	<p>Noted. Following modifications by Council the total number of lots is now 119.</p>
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	<ul style="list-style-type: none"> Community open space and facilities are extremely limited in the current proposal and would have to be vastly increased to make the plan acceptable. <p>From the beginning of this proposal there has been a failure of proper planning processes because there has been no community consultation, except for processes used in 2008 by the community itself. The results of the Porongurup Community Planning Workshop held on 3rd June 2008 were conveyed in writing and via verbal presentation to the Shire in July and August 2008. As there have been no other community consultations (only presentations by the development proponents) this report (which was attached to my July, 2008 submission) must be held to be the best current representation of the views of Porongurup residents. It is opposed to the sort of development embodied in the current proposed Structure Plan.</p> <p>The requirement for a proper community consultation processes has been clearly spelt out by the WA Government through the policy “Western Australian Citizenship Strategy – A Voice for All: Strengthening Democracy” (Office of Citizens and Civics, Department of Premier and Cabinet) and a set of materials explaining the principles and appropriate procedures is available for the use of State Government Departments and Local Government Authorities. Details of the appropriate procedures were provided by me to the Shire in August 2008, together with an offer of assistance, should this be needed.</p>	<p>There are large areas of open space near the centre of the village.</p> <p>See earlier comments about community consultation.</p>	
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		<p>The minutes of the Shire meeting of 26th August 2008 regarding Amendment 49 include the following: '<i>COUNCIL DECISION</i> <i>That:</i></p> <ol style="list-style-type: none"> 1. <i>The submissions lodged on Amendment No. 49 to Town Planning Scheme No. 3 be noted.</i> 2. <i>Amendment No. 49 to Town Planning Scheme No. 3 be adopted with the modifications listed in the attached Schedule of Modifications and be forwarded to the Western Australian Planning Commission for the final approval of the Honourable Minister for Planning and Infrastructure subject to the Schedule of Modifications being altered at modification 1 - proposed clause 3.9.5a) to insert a new point ii) as follows: 'ii) A public consultation program to assist in the development of the concept of the village structure planning' and to renumber parts ii) iii) and iv) accordingly. - proposed clause 3.9.5c) to insert after the words 'subsequent Scheme Amendment' in line 6, the following 'to zone the land appropriately'.</i> 3. <i>Authority be granted to the Shire President and the Chief Executive Officer to execute the documentation and affix the Common Seal of the Council to Amendment No. 49 once approved by the Honourable Minister.</i> <p style="text-align: right;"><i>CARRIED (8/0)</i> <i>NO. 159/08'</i></p> <p>Thus it was a requirement that proper community consultation occur before a proposed Structure Plan was submitted for the Porongurup Village. This has not occurred and this matter should be deferred until after proper consultation is completed.</p> <p>It is noted that the reporting of the results of the last round of public submissions regarding the Porongurup Village (in July 2008) did not provide a true representation of Porongurup public opinion, suggesting that a slight majority of submissions were in favour of the development. A substantial number of the submissions in favour were from people not living in Porongurup and were 'minimalist' in nature. The vast majority of detailed submissions from the Porongurup community were against the proposed development.</p> <p>The Shire must reject this proposed Structure Plan and engage in thorough community consultation so that an effective plan for a Porongurup Village can emerge which meets the needs of the community.</p>	<p>Noted.</p> <p>See earlier comments.</p>	
17.	Michael and Ruth Dunn 2/330 Drummond Street Carlton, Victoria	Register an objection to the proposed rezoning of land in the locality of Porongurup and the proposed Porongurup Village Structure Plan.	Noted.	Noted.

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		<p>The proposed development will detract from what attracts tourists to the Porongurup, i.e. the rural character, rural ambience and natural and farming landscapes. The construction of dozens of houses in this landscape, in a highly valued landscape area with views to the Porongurup Range from Porongurup Road will clearly detract from the visitors experience and from existing tourist operations such as the chalets, caravan park.</p> <p>In terms of established planning scheme objectives and State policies, the proposed subdivision is contrary to:</p> <ul style="list-style-type: none"> • The objectives of the <i>Shire of Plantagenet Planning Scheme No. 3</i> • Draft Lower Great Southern Strategy • State Planning Strategy <p>We would like to make the following points to demonstrate the ways in which we consider the proposed development to be inconsistent with relevant local and State Government planning strategies.</p> <p>Lower Great Southern Strategy & State Planning Strategy</p> <p>The Lower Great Southern Strategy (the Strategy) was adopted by the Western Australian Planning Commission in 2007 and recognises Porongurup as an important tourism and wine producing area with Porongurup Road identified as an important tourism route.</p> <p>The Strategy recognises the potential impact of important viewsheds from impacts such as rural residential development. The proposed development site will introduce rural residential development into an important viewshed from Porongurup Road.</p> <p>The Strategy identifies Porongurup as a rural village, a rural village is defined in the as:</p> <p><i>'A rural village is a small settlement where a general store and/or fuel depot serves the daily needs of the local and agricultural community. The general store usually is the focal point of the village and may include a community hall'.</i></p>	<p>This area has been identified as a village since the 1997 Porongurups Rural Strategy and the Planning Vision of 2010 which conforms with the Lower Great Southern Strategy.</p>	<p>A visual analysis has been undertaken in the EMS and supported by DEC.</p>
		<p>Porongurup already constitutes a rural village as defined by the Strategy, with an existing general store with fuel supplies and a community hall. The structure plan however states that this development will create a 'rural village' to provide a focus for the Porongurup locality for both the community and visitors. Clearly a rural village already exists at Porongurup, the question is whether the development proposed will benefit or detract from this existing rural village. It is our contention that the proposal will significantly detract from the rural village and result in conventional residential development that has no place in such an isolated location within a highly valued landscape.</p>		<p>The village already exists however growth has been indicated in relevant planning documents since 1996, and most recently the draft LPS.</p>

		<p>The Strategy emphasises the need to consider social, environmental, economic and infrastructure issues prior to any expansion of rural settlements. Clearly the proposed development fails against any rational assessment of social issues given the considerable distance between the site and any social services of note.</p> <p>The economic impacts of the development will certainly not all be positive, given that the development will detract from the values of the area that attract tourists, i.e. the rural ambience, landscape values and important viewsheds.</p> <p>The Strategy identifies principal planning issues for rural villages, including the following which we consider to be of relevance to the locality of Porongurup and the proposed development:</p> <ul style="list-style-type: none"> • Cost of extending infrastructure to support development • Availability of water and wastewater services • Identification and funding of town water resources, deep sewer and sewage treatment • Groundwater pollution and impacts of on-site effluent disposal • Incorporation of land for tourist accommodation • Impact of natural hazards such as bushfires. <p>The Strategy recognises that the State Planning Strategy promotes the consolidation and expansion of existing settlements to make regional communities sustainable in the long term. The State Planning Strategy recognises the need to avoid adhoc and dispersed new settlements remote from existing and planned services and infrastructure.</p>	<p>These issues are addressed in the Structure Plan and the original Amendment No. 49 document.</p> <p>Noted. The Porongurups Rural Strategy and Planning Vision both meet the State Strategy aims.</p>	<p>Council has indicated a multi purpose community hall would be part of the village in the future to provide a level of community facilities. Submitters opinion.</p> <p>Noted.</p> <p>Noted.</p>
		<p>The Porongurup site is located in a very small rural settlement with a near complete absence of services and infrastructure such as reticulated sewer, water, education facilities, health, public transport, high speed internet etc. The proposed development, as clear from other similar isolated settlements, will not provide for a sustainable self sufficient community and will instead lead to unsustainable lifestyles with residents having to travel considerable distances to access services, employment and daily needs.</p> <p>These are all issues that Council must give due consideration to in its determination of this application.</p> <p>Under the heading Sustainable settlements and community development the Strategy states that it aims to '<i>encourage development around existing nodal settlements</i>'. This will assist in '<i>supporting social services such as hospitals, libraries, shops and community facilities</i>'.</p>	<p>This will be supporting nodal settlements.</p>	<p>Noted.</p>

	<p>The Strategy refers to the State Planning Strategy which aims to <i>'avoid adhoc and dispersed new settlements remote from existing and planned services and infrastructure'</i>.</p> <p>It is our contention that the development that will result from the proposed planning scheme amendment is contrary to the State Planning Strategy given that the Porongurup locality is remote from existing and planned services which are essential to a residential community. This includes the community services identified in the Strategy such as hospitals, libraries, shops and community facilities.</p> <p>The proposed planning scheme amendment if allowed to proceed will result in a highly unsustainable residential community which needs to travel considerable distances for basic social services and everyday needs including employment and schools. The 'rural village' to be created will not have an economic and employment base and will be remote from regional infrastructure.</p> <p>The Strategy identifies the pressure being exerted on rural land for the creation of 'lifestyle' blocks which are not viable for agricultural productivity due to their inappropriate size. The Strategy goes on to state that:</p> <p><i>'this results in future difficulties for not only the owners, but the local government who face increased demands and bear the costs for extension of services.'</i></p> <p>We consider that the proposed development will place further strains on Council than already exists in servicing such a large Shire.</p>	<p>This will not be an adhoc, dispersed settlement. It has been planned since 1997. Many other villages/settlements in the Lower Great Southern Strategy do not have facilities such as hospitals. These are Kendenup, Rocky Gully, Narrikup, Wellstead, Elleker, Torbay, Redmond, Youngs Siding, Peaceful Bay, Nornalup, Bow Bridge and Tenterden.</p>	<p>Noted.</p>
	<p>Tourism</p> <p>The Strategy discusses tourism and states that the future of tourism in the Great Southern relies on the sustainable development of the regions iconic experiences. This requires <i>'the management of competing land uses to ensure that the tourism appeal of the region is safeguarded'</i>.</p> <p>The Strategy identifies the need to protect icon tourism sites and states:</p> <p><i>'Planning strategies should identify sites that are linked to these iconic experiences and attractions and be zoned solely for tourism development to ensure the continued use of that suit for tourism pursuits'</i>.</p> <p><i>'Slowly, sites of high tourism value are being subdivided for residential development of a higher value, which can conflict with the tourist use of the site. A way of protecting the tourism asset is to introduce zonings into local planning schemes that prevent the use of icon tourism sites for any development other than tourism'</i>.</p>	<p>Noted. This Structure Plan when developed will build upon the tourist experience in the Porongurup area.</p>	<p>Noted.</p>

	<p>We note that the Porongurup locality is located on the northern slopes of the Porongurup National Park, a site that is identified as a key attraction by Tourism WA in its <i>Australia's South West Destination Development Strategy 2007 - 2017</i>. The proposed development site will significantly detract from an important view from Porongurup Road.</p> <p>The Porongurup Rural Strategy (December 1996) identifies that Porongurup village is under pressure for the development of rural lifestyle lots and tourism development and recognises that Porongurup is a significant tourism destination. Furthermore, the strategy recognises that the importance placed on the tourism industry requires careful planning to ensure that the existing character and amenity is maintained.</p> <p>The significance of the Porongurup village as a tourist town is further highlighted by an article in The Age newspaper from Melbourne (dated 27th May 2006) titled: <i>Six of the Best Tourist Towns in Australia</i> in which author Andrew Bain identifies Porongurup as one of the best tourist towns in Australia.</p> <p>It is our contention that residential development within the locality of Porongurup will detract from the tourism values currently associated with the locality and its surrounds which relate to the natural beauty of the Porongurup National Park and its surrounding rural areas which include tourist attractors such as vineyards and farmstays. The location of the proposed residential development will be visible from the main entrance to the Porongurup National Park, this being Bolganup Road.</p>		<p>A visual analysis has been included in the EMS including views from the National Park and supported by DEC.</p> <p>The design guidelines within the Structure Plan seek to ensure compatibility of the built form to the landscape and therefore tourist attraction to the area.</p>
	<p>Shire of Plantagenet Planning Scheme No. 3</p> <p>Clause 1.6 of the <i>Shire of Plantagenet Planning Scheme No. 3</i> identifies the objectives of the scheme including '1.6.3 <i>To protect and retain the existing rural amenity around the Stirling and Porongurup National Parks</i>'.</p> <p>The rural amenity of the locality of Porongurup and to some degree the neighbouring Porongurup National Park will be compromised by the residential development that will occur should this development proceed. Therefore the amendment is inconsistent with one of the overriding objectives of the planning scheme.</p> <p>Bushfire Hazard</p> <p>The recently published report of the 2009 Victorian Bushfires Royal Commission considered in detail planning issues associated with rural development. The recent Porongurup fire should make it clear to a planning authority of the need to limit development in proximity to high fire danger areas.</p>	<p>Submitter opinion. The submission from the DEC supports the Structure Plan in respect to the National Park.</p> <p>A fire management plan is included in Amendment No. 49 and updates will be needed following this Structure Plan process.</p>	<p>Noted.</p> <p>Noted.</p>

		<p>The recent experience of the Porongurup fire in February 2007 which destroyed at least one house, and threatened many properties in the area should cause Council to consider the merits of placing more people in harms way. The use of Box Hill Road as an egress route for the residents of the proposed development is clearly insufficient from a fire planning perspective. The learnings from the 2009 Victorian Bushfires Royal Commission should be a strong enough reason to discontinue support for this development.</p>		
18.	<p>Jan and Charles Williams 2460 Porongurup Road Porongurup</p>	<p>Register an objection to the abovementioned planning scheme submitted to Council by the Harvey Survey Group and interested parties. We consider the planning scheme to be inconsistent with the objectives of the <i>Shire of Plantagenet Planning Scheme No. 3</i> and other relevant planning documents including the Draft Lower Great Southern Strategy and the State Planning Strategy.</p> <p>Our main objection to this planning scheme relates to the density of residential development and subdivision proposed, which we consider to be inconsistent with the values of the Porongurup locality and its surrounds as identified in relevant strategic planning documents including those cited in the submission by the applicant.</p> <p>We would like to make the following points to demonstrate why we consider the Town Planning Scheme to be inconsistent with relevant local and State Government planning strategies.</p>	<p>Noted. See comments on earlier submissions.</p>	<p>Noted.</p>
		<ol style="list-style-type: none"> 1. This Town Planning Scheme has lot sizes from 2000m². The original design was for a minimum of 1000m². Now the 2000m² has three strata titles. This is a rural area 20km from any form of infrastructure- doctors, supermarket, chemist, schools; tell me why you would want to live in a city block out in the country? 2. Page 1 of the structure plan states that <i>'the structure plan has been prepared with the intention of supporting the development of a sustainable rural village at Porongurup'</i>. The subdivision of land and development of the intended number of houses will not result in a sustainable rural village. The owners and occupants of these dwellings will need to travel considerable distances to access community services (schools, hospitals, Council services) and daily needs (shopping, employment). This is clearly not sustainable given the complete absence of public transport services (except a school bus service). Mail only arrives three times a week. 	<p>Noted.</p>	<p>The Strata titles are tourist orientated and limit building sizes and control building design to respond to the scale and design of existing tourist development. This is different to creating inner city housing.</p> <p>The level of services provided is consistent with a rural village. Additional residents will increase the viability of the existing shops, and Council has indicated the future development of a multi-purpose community centre.</p>

		<p>3. There are no employment opportunities either in the Porongurup area or even the Great Southern incorporating Mt Barker. There is no industry/manufacturing base to support this area. There is seasonal work within the wine industry but this is not a sustainable income earner. The tree industry is dead.</p> <p>4. The proposed establishment of residential enclaves will result in higher density development which is contrary to the rural setting of the area and will detract from the existing character of the area.</p> <p>5. The proposed residential development will detract from the landscape and environmental values that attract tourists to the Porongurup and is contrary to state tourism strategies.</p> <p>6. There is no guarantee of electrical and communication services – where we are located we were subjected to electrical surges – however an upgrade approximately 10 years ago eliminated part of this problem. Will this development subject us to the same problem? – we are at the end of the line. We are unable to receive free-to-air television or broadband other than satellite how many “city tree change” people are going to relocate to such restricted communication services?</p>	<p>Noted.</p> <p>Will be more village like.</p> <p>Noted.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
		<p>7. The proposed conventional residential lots sizes (2,000 – 5,000m²) will increase the landscape impact of the development and is contrary to the rhetoric in the structure plan regarding the establishment of a ‘rural village’ and ‘protection of the character of the area’. Conventional residential densities such as these are inappropriate given the high landscape values, tourism drawcard of the area and absence of reticulated wastewater and potable water supplies.</p> <p>1. This development seems to be projected to:</p> <p>a. City people to retire to – why would you live locked into a city size block 20 km from any services- shops, doctors, hospitals, library, and supermarket - highly unlikely given the distance to services.</p> <p>b. Holiday makers – great for the locals! – absentee owners expecting the locals to take care of their properties through fire, flood, wind etc. while they visit once or twice a year. No advantage to the local economy.</p>	<p>Conventional residential lot sizes vary from 500m² to 1,000m². The proposed lots are more in line with special residential or rural residential sizes. The strata enclaves will have much smaller village style lots.</p> <p>Noted.</p>	<p>Conventional residential lots start at a min of 2000m². They are located lower in the landscape than larger lots, with the smaller strata lots located lower in the landscape than the conventional lots. Use of alternative infrastructure standards is compatible with current standards and appropriate for rural villages. Submitters opinion. Noted.</p>

		<p>c. Low income earner taking advantage of cheaper land prices however setting up low cost accommodation dwellings – i.e. re-locatable houses, container type housing, sheds passed off as dwellings as was the case in Kendenup -no thankyou!</p> <p>2. There are two other subdivisions located in the area not more than 5 km from this proposed development offering rural blocks of varying sizes – in one stage 10 years ago most of the lots sold – now these same lots are on the market – only two dwellings have been built. The second development as an extension to the first has not sold any lots. This is a clear indication that there is no demand to move to this area for the following reasons:</p> <p>a. No employment opportunities b. Too far from basic services – i.e. doctors, chemist, hospital c. No public transport d. No community services – these are 20km away e. Telecommunication services are limited – no mobile, no free to air television, no internet other than satellite f. Water restricted to catchment from roofs and allocation dependant upon a community committee allocating usage! g. Sewage dependent upon a community committee allocating usage</p> <p>3. This Town Planning Scheme seems to focus on an increase to local tourism – how? There is no job creation within the tourism industry; if you are living in the area you are hardly contributing to tourism!</p>	<p>These are conventional Rural Residential subdivisions with much larger lots.</p> <p>Noted.</p>	<p>The area obviously attracts the existing residents and the new housing on the nearby rural residential areas. The demand for village lots cannot be determined to date, and lot development should respond to housing development, not lot sales.</p> <p>Noted.</p>
		<p>4. Part of this development has already existing chalets located at Karribank Lodge being surrounded in the future by development houses. Tourism in this area relies on seclusion, privacy, peaceful tranquil space – now these chalets will be completely surrounded by noise, rural views gone being replaced by houses, forget privacy and seclusion!. How viable will these chalets be?</p> <p>5. There is no effective fire protection exists for residents. There is only one way in and one way out. These enclaves of buildings are only presenting fire traps. Given our experience in 2007 of a devastating fire passing through the region there is a need for better design for fire protection and escape by occupants. This is not an area for high density dwellings.</p>	<p>Noted.</p> <p>The Structure Plan shows fire access/escape routes.</p>	<p>Noted.</p> <p>Noted.</p>

		<p>The smaller frontages of the enclave lots should encourage early Australian village houses like the sought after Guildford, Subiaco and Fremantle houses built down the block instead of stretched double garage type houses of the modern era.</p> <p>The combination of many sufficient sized lots will produce a feeling of the hills villages of Perth with Darlington considered to be most like and English village.</p>		
20.	<p>Elisabeth Braun 111 Mira Flores Avenue Porongurup</p>	<p>Submission mainly aimed at:</p> <ul style="list-style-type: none"> • 7.8.4 Weed Management (p50); and • 9.6 Weed types & management table, Bio Diverse Solutions (Appendix E). <p>This is a submission to extend the list of weeds listed in the Porongurup Structure Plan.</p> <p>These declared and environmental weeds should be controlled by landowners and/or developers as a condition of the subdivision, to protect the National Heritage listed Porongurup National Park and surrounding area from further weed infestation.</p> <p>Background Information</p> <p>The Friends of the Porongurup Range have controlled declared and environmental weeds in and around the Porongurup Range National Park for many years. The group has significantly increased its effort over the past 6 years.</p>	<p>Noted.</p> <p>Weed control will be addressed at subdivision stage through the EMS where a weed management program will be enacted.</p>	<p>Noted.</p> <p>Noted.</p>
		<p>In addition, a major weed control project has been carried out in and around the National Heritage listed Porongurup National Park over the past four years. This project has been mainly driven by the community and landowners around the Porongurup. The project is funded by the Federal and State Governments, with many landowners, volunteers as well as personnel from government agencies providing significant in-kind contributions.</p> <p>The aim of the Porongurup weed control project is to achieve a Porongurup free of declared and environmental weeds. It is proposed to create a 5km weed free buffer around the National Heritage listed park.</p>		

Additional weeds which need to be added to the existing list

Some of the main weeds controlled in and around the Porongurup Range, and which are found in Porongurup village include:

Weed	Scientific name
10 different Eastern States Wattles (brochure supplied)	<i>Acacia species</i>
Victorian Teatree (brochure supplied)	<i>Leptospermum laevigatum</i>
Blackberry	<i>Rubus species</i>
Agapanthus	<i>Agapanthus praecox</i>
Bridal Creeper	<i>Asparagus sp</i>
Broom Montpellier	<i>Genista monspessulana</i>
Catoneaster	<i>Cotoneaster pannosus</i>
Dog Rose	<i>Rubus canina</i>
Dolichos pea	<i>Dipogon lignosus</i>
South African Gladiola	<i>Gladiolus undulatus</i>
Lantana	<i>Lantana camara</i>
Perivinkle	<i>Vincar major</i>
Pittosporum undulatum	<i>Pittosporum undulatum</i>
Polygala myrtifolia	<i>Polygala myrtifolia</i>
Tagasaste	<i>Chamaecytisus palmensis</i>
Taylorina	<i>Psoralea Pinnata</i>
Watsonias	<i>Watsonia species</i>

Most property owners in the Porongurup village have made a substantial commitment and effort to control declared and environmental weeds on their properties. A weed map and legend showing the weed distribution in the Porongurup village has been provided. These weeds were mapped as part of the weed project. The properties which are proposed to be developed have many Eastern states wattles, which are spreading into adjoining areas and which pose a major threat to the Porongurup Range National Park and areas of remnant native vegetation.

Many properties which are currently for sale and/or which are currently proposed to be subdivided have weeds which are on the above list, and which pose a major threat to the National Park and remnant native vegetation.

Even where developers have established a list of weeds as part of an Environmental Management Plan for a development, experience has shown that the control of these weeds is not always enforced and landowners/developers are not making an effort these weeds.

Noted. Require modification to refer to additional weeds. It is noted that several of these speci are listed in 9.6 of the EMS.

		<p>Native vegetation along the creek line and in other parts of the proposed development of the Porongurup village should be revegetated with native vegetation of local providence. Seeds for revegetation should be collected from the site (or from within 500m of the site) and should be specifically grown for the area which is proposed to be developed.</p> <p>The area marked as the proposed 'village green' has been flooded around three times in the last 18 years and plants/seeds used for revegetation for the 'village green' should reflect this.</p> <p>Plants should also be grown and made available in a local nursery for landowners in the Porongurup area to purchase, if they wish to establish a native garden. This would avoid cross breeding of native plants which are not from the local area with plants which are from the local area.</p> <p>Areas which have been revegetated with native vegetation of local providence would also provide habitat for our local fauna.</p> <p>Kindly ask the Council to accept my submission and include the control of declared and environmental weeds as a condition of subdivision in relation to the proposed development in the Porongurup village, as well as in relation to other subdivisions around the Porongurup. Similarly, it should be a condition of subdivision to use native vegetation of local providence for revegetation carried out as part of the development.</p> <p>The control of declared and environmental weeds, as well as the use of native vegetation of local providence should be included as a requirement in the Town Planning Scheme for the area, to provide clear direction to landowners in the new development.</p>		
21.	Di Drummond 1972 Porongurup Road Porongurup	<p>I would like to repeat my concerns from my original submission that didn't get addressed</p> <ul style="list-style-type: none"> • Sound resonates a lot through the proposed village site so must be restricted in size or planned for. 	Noted. See comments on earlier submissions regarding scale.	NOted.
		<ul style="list-style-type: none"> • New people always take a while to adjust to being a "passive neighbour" to a National Heritage listed Park i.e. they bring with them feral animals, environmental weeds ,eventually a desire for light industry and wide roads for their transportable houses. Can the developers be responsible for educational literature for these people BEFORE they make their mistakes therefore reducing the "after effect" burden on the community 		

22.	Stephen Jennings 234 Woodlands Road Porongurup	<p>Introduction: I am a Porongurup resident now engaged in farming and tourism activity and with 35 years of experience working in urban and regional planning and development. I have no vested interest in this structure plan and the development proposal which it would facilitate. In making a submission I would like to think that it could help to achieve a development and conservation concept with broad support that takes advantage of the strategic tourism opportunities presented by the Porongurup location, as well as respecting its existing character and heritage.</p> <p>I do not feel that the revised structure plan report will enable that concept to come into reality and consequently I oppose ratification of the document in its current form.</p> <p>This initiative has a history. A Scheme Amendment Request was submitted to Council in November 2006. Council decided in principle that it supported the proposal. Then in July 2008 submissions were invited on Amendment No 49. Along with 61 others I made a submission. Thirty-three of those submissions opposed adoption of the Amendment, including the one prepared by me. I have since analysed all those submissions and the views expressed at a Community Workshop held on 3 June 2008 in order to seek common ground amongst those people who had views on the <u>type</u> of village they wished to see develop.</p> <p>My analysis forms the final section of this submission, as it may be useful to Councillors who were not involved in the earlier events. It may also be useful for those concerned whether the development concept embodied in the structure plan has broad community support or whether it is sustainable in the long term. One aspect of the latter concern may be whether the Shire is equipped to properly discharge the responsibility of managing such a development over a lengthy time frame. The 'compact' development concept I advocate in this submission as a way of finding common ground is more sustainable but to be successful also requires a dedicated long-term development agency.</p>		<p>Note comments from submitter and endorse Council's responses.</p> <p>No provision for a development agency to oversee the growth of the Porongurup village.</p>
		<p>As further background on the structure plan, the 'Town Planning' rationale for a development at Porongurup stems from Council policy derived from objectives set out in a 1996 consultancy report entitled 'Porongurup Rural Strategy'. The consultants identified the following objectives for 'Precinct C', which includes the structure plan site:</p> <ul style="list-style-type: none"> • to consolidate existing residential and tourist development and create an attractive centre and focal point for the Porongurup community; and 	The Porongurups Rural Strategy was adopted by the Council in 1997.	

		<p>A village centre would be an integrated mix of medium-density housing, community facilities and commercial activity. The structure plan should indicate what community and commercial facilities are needed, at what stage and how they will be developed. It should set out the shire contribution and the developer contribution and how this will be obtained if subdivision is permitted with no funding arrangements in place. In the documents a list is provided of possible community components but there is no commitment to any of them by the developers. The opportunity to establish a multi-purpose community hall at the centre of the village has not been addressed. A 2.3 ha reserve for additional community facilities is designated but no structure plan for this site has been presented. Design aspects are important for creating a 'focal point' or 'sense of place' but are not mentioned in relation to a village centre. Employment opportunities for the local population and appropriate economic development initiatives are not addressed. A 'road map' for arriving at resolution of these issues needs to be mapped out and endorsed by Council before support for rezoning is finalised. This should include a public consultation process.</p> <p>2. Unsustainable Low Density Spread of Rural/Residential Lots In the revised structure plan, a radius of 500 metres from the Porongurup shop is suggested as being within walking distance and so becomes a boundary beyond which large lot subdivision is permitted. The rationale presented by the consultants is that by subdivision beyond this radius (and beyond the precinct boundary) will enable the number of lots created to reach a level where necessary infrastructure can be financed. The downside is that these larger lots are spread further over the landscape onto higher ground and their development may be to the detriment of the existing views from the Porongurup Road and National Park. In addition the low density suburban character of the 35 2000-5000 sq metre lots and the 35 lots over 5000m2 does not reinforce the desired village character and being more reliant on car use will be less sustainable as fuel prices rise. Council should require instead a 'compact' development scenario with up to 100 lots and none above 2000m2, all within 400 metres of the village centre. This would provide an adequate number of lots for funding essential infrastructure.</p> <p>3. Council's Lack of Capability for Development Management Much is new for Council's operations in the consultant's revised structure plan. It presents a development scenario requiring a new level of management input from the Shire on a number of fronts.</p>	<p>proposed include reference to a multi function community use building (modification 23) and the incorporation of a restaurant/café in Karribank Lodge (modifications 6 and 35). The multi purpose community use building will create a community focus.</p> <p>The larger lots provide for a variety in housing type when compared to the smaller enclaves of Mayfield and Karribank. The earlier concept had a range of 170 more 'conventional' lots which created a good deal of community concern. A reduction in lot numbers from the 135 now proposed is appropriate.</p> <p>These studies will be required at the subdivision stage and the subdivider will need to engage suitably qualified</p>	<p>The Structure Plan provides a variety of lot sizes and landscapes in a compact form.</p>
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		<p>These range from environmental issues associated with the protection of sensitive watercourses, weed control and remnant vegetation (Council does not employ a qualified environmental officer), to the unfamiliar community development issues involved with the integration of substantial numbers of new residents into an existing community.</p> <p>As other examples, the application of design guidelines is a field requiring urban design skills not evident amongst Council's officers. Ominous is the provision in Council's Town Planning Scheme giving it authority to overrule any design guidelines.</p> <p>The control of dogs and cats in a rural community near a national park with heritage status also demands the effective application of new local laws which would require additional resources to be committed.</p> <p>Council's capability to manage the structure plan is uncertain, given its poor record of regulation on residential design issues as well as its apparent lack of commitment to a programme for serving the community needs of an expanding population in Porongurup.</p> <p>Council does not have a committee structure which might encourage capable councillors to take a proactive role in town planning matter or interested citizens to be exposed to the issues raised by such a proposal.</p> <p>At the Council meeting held on 14 December 2010, not one councillor spoke to the item asking for authority to advertise the structure plan. The position of the Department of Planning on the revised structure plan was not discussed.</p> <p>There was no mention whether the document now met state government guidelines for structure plans or whether DoP was aware that it was to be advertised. This did not convey the impression to observers that the current Councillors have taken 'ownership' of this project.</p> <p>As the development resulting from structure plan approval will probably take place gradually over a ten to 15 year period there is a need firstly for a development agency with a long-term presence and secondly with appropriate experience, e.g. in providing essential facilities where a support population is slow to build up.</p> <p>Apart from the Council, the only development agency proposed by the proponents in the structure plan are the two corporate bodies likely to manage the two strata housing developments in the proposed Karribank and Maylands enclaves.</p>	<p>experts to provide environmental, water and drainage data acceptable to the DEC and DOW. Modification 8 proposes the prohibition of cats and dogs in the strata enclaves by provisions in the Strata Management Statement. <i>'Urban Design skills not evident amongst Council's officers'</i> is not correct.</p> <p>This is the submitters opinion.</p> <p>The position of the DOP is unknown. The DOP did not attend the information session in January 2011 even though they were invited to do so. Infact the DOP have not attended any of the public sessions on this Amendment. A development agency such as the East Perth Redevelopment Authority or Armadale Redevelopment Authority is considered an unrealistic expectation for a long term 135 lot structure plan.</p>	
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		<p>Strata bodies can be effective micro-managers of housing developments but are not legally equipped for long-term management of a development project.</p> <p>Committee arrangements for the town planning portfolio and Council's access to appropriate skills need to be reviewed and upgraded before approvals are granted for this project by higher levels of government.</p> <p>Summary of Community Submissions already made and the Scope for Common Ground</p> <p>Set out below is a grouping of preferences from 62 submissions on Amendment 49 in July 2008 and input to the Community Workshop of 3 June 2008. This input has been used to formulate a 'compact' concept for a Village which could form the basis of a consensus.</p> <p>The analysis is presented in this submission to remind councillors and planning agencies that many submissions have been made already and are still relevant to the current revised proposal. The concept is presented for each aspect of the village, then a listing of all submissions that have commented on that aspect. See if you agree with the concept and compare this to what is now proposed!</p> <p>Key: - <i>italics</i> = the concept, aimed to reflect a consensus - standard font = submissions on Amendment No 49 (3 = no of submission out of 62, as numbered in Council's summary) bold font = additional preference from Community Workshop</p> <p>A. Village Centre</p> <p><u>Concept:</u> <i>The village centre would be a group of buildings and civic spaces which would act as a focal point for the Porongurup neighbourhood. It would accommodate community and commercial services needed for a projected resident catchment population of around 400 people, who would reflect the age and socio-economic structure of the region. It would be developed in stages as demand grows.</i></p> <p><i>Commercial services would include a tourist information office with souvenir products, a general store with post office, a café/bar and restaurant; plus a community resource centre with internet access and agency outlets for Medicare, Shire, State Library, bank, taxi, etc.</i></p> <p><i>Community facilities would include a multi-purpose hall for indoor recreation and events, a child care centre, a playground with seating and BBQ's, a village square and associated green for outdoor recreation and market.</i></p>	<p>The consultants advise they did analyse the earlier submissions to lead to the changes now presented in this structure plan. This is particularly evident in the 2 enclaves. The modifications now proposed will allow for a future multi function community use building that can accommodate many of these uses. The ability for Karribank to include a restaurant/café is required by a modification. The present shop provides general store and so forth services. There is the ability for this to expand when demand dictates in future years. Other villages in the shire do not have all of these facilities due to demand.</p>	
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		<p><i>The centre would be designed, built and managed by a special purpose body (Community Trust or other corporate entity). It would be located in the centre of the walking catchment that is defined for denser residential development in the structure plan and would be the hub of a footpath/cycleway network for the wider locality.</i></p> <p><i>Systems for wastewater treatment / disposal, power generation and water supply would serve the centre as well as adjoining dwellings and tourist accommodation, applying state of the art eco-sustainable technology.</i></p> <p>Public Submissions:</p> <p>Village green with community service centre, 2 small shops and 5-6 residential lots for people working locally (26)</p> <p>Small well-designed village with community buildings and enforceable building codes providing an attractive focal point for tourism. (27)</p> <p>Commercial zone should be central to walking catchment (3)</p> <p>Town centre more pedestrian-friendly and less congested (3)</p> <p>Need event/ market location in village centre (3)</p> <p>Enlarge and relocate village centre to have POS, community facilities (eg play equip, BBQ area, village hall, etc.(19)</p> <p>Establish central area for POS and community facilities (19)</p> <p>Need genuine rural village – with services and facilities – not just another subdivision or suburb (53)</p> <p>Content and implementation of village centre should be clarified (62)</p> <p>Relocate proposed village centre site adjacent to Karribank historic core to reinforce tourism attraction and enhance traffic safety (62)</p> <p>Strengthen walking catchment of village centre (62)</p> <p>Must be eco friendly with a social village centre concept - an iconic village centre, vibrant and sustainable - management is critical</p> <p>Needs a central square - public open space</p> <p>A defined centre - off the main road - with shop, community centre, village green</p> <p>Schools and medical centre essential</p> <p>Parks, sports area and shops/markets</p> <p>B. <u>Community Facilities</u></p> <p><i>Concept: Neighbourhood-scale community facilities would be located in the village centre as described above.</i></p> <p><i>Facilities requiring a larger support population than the neighbourhood would be based in Mount Barker.</i></p> <p><i>Space would be available in the telecentre building for locum services by health professionals.</i></p> <p><i>Scheduled transport services to Mount Barker would be organized.</i></p>	<p>There needs to be the demand and population base to support additional shops.</p> <p>There will be a village green.</p> <p>The concept will be village like with the close enclaves, public open space, multi function community use building located centrally for both the residents and passing tourists.</p> <p>Note comments above about multi function community use building, public open space etc and required modifications. The present hall is located some 3km from the centre of the village. As the village</p>	
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A public open space network vested in the Crown would be integrated with cycleway/path system to take in natural features and create green links to conservation reserves outside the neighbourhood.

Submissions:

- Remedy lack of community facilities (13)
- Establish true community centre (13)
- Public open space should be indicated on Lot 5 to include significant granite outcrops (25)
- Make clear to residents that no community facilities will be provided (30)
- Achieve 'critical mass' of lots to ensure infrastructure such as POS can be provided and managed (40)
- POS for tennis courts, BBQ's, playgrounds, etc.(58)
- Centre not large enough for schools - use Mount Barker**
- Walkways and cycleways through the village and National Park**

C. Commercial Services

Concept: Commercial services would be located in the village centre as described in Section A.

The scale would be determined by the neighbourhood catchment, not passing trade.

Convenient parking would be provided but not at the expense of pedestrian safety or a human-scale village ambience.

Submissions:

- Size required to be commercially feasible with sufficient support for village services.(16)
- Need services for locals to reduce the need to commute, ie playground, BBQ area, sporting facilities, local jobs, shops for basic items and a community garden for fruit and vegetables (53)

No light industry

D. Housing/Density

Concept: The density of these dwellings would range between a 'R' code of R 30 (medium density cottages with floorspace of 80-120m² and lot size of 300m²) through R20 (50m² lots) to R10 (1000m² lot size) and R 5 (lots of 2000m²).

The range would enable diversity of household types and ages including tourist and older/young persons accommodation.

All residential development would be restricted to a zone within 400 metres of the village centre.

Within this area around 100 additional dwellings would be possible at the above densities, accommodating 230-250 new residents.

grows over the years the population base will increase and hence the ability to support more facilities will provide the demand.

Viable commercial facilities will need a local and tourist market.

Medium density ranges from R30 (270m² lots) to R60 (160m² lots). R20 (500m² lots) to R10 (1,000m² lots) are low density. The earlier concept consisted of 170 more conventional lots. This revised Structure Plan has a variety of smaller lots to larger lots. The 2 enclaves will be

Innovative buildings would be encouraged provided that overall design themes are respected, with a two storey height limit.

The Community Trust/ corporate body would establish independent design assessment expertise for residential building as an advisory service to the Shire Council.

Subdivision layout will be required to conform to ecological principles (to be set out in the structure plan).

The periphery of the residential zone would be marked by a buffer of at least 50 metres wide designated as a conservation reserve.

Existing: approx 20 dwellings/lots

Proponents: 199 new dwellings

Shire proposal: 147 new dwellings

Compact concept: 100 new dwellings

Submissions:

Allow only 50 small lots (13)

Require environ friendly houses set back from main road (13)

R10 area should be larger and more concentrated reducing overall land take whilst maintaining population level to support services (3)

Encourage innovative housing; reduce building envelopes (3)

Limit village to 500 m from commercial centre (3)

Housing to integrate age groups – strong and friendly village (6)

Restrict new lots to 50 or less (19)

Reduce density of proposed ‘village’ development (19)

Establish standard requiring new lots to be at least size of existing adjoining lots (20)

Restrict scale of development and ensure no new lots of R10 or less (21)

Set maximum lots at 40 with larger size (28)

Restrict number of blocks (55)

Maximum of 50-70 lots with minimum size of 2-4 ha. (56)

Minimum lot size of 2ha to allow people to be self sufficient and reduce impact on national park and Bolganup Creek (57)

Define ‘rural’ for Plantagenet and apply in subdivision and road layout

Need subdivision guidelines

Regulate number and size of lots

Ensure individual space

Keep small

managed by their own strata company and will need to adhere to the design guidelines in the structure plan. The principals of the design guidelines are for environmentally sustainable housing. The village centre and the majority of the housing is within the 500m ped shed required earlier by the Council. A modification will be needed to remove four of the conventional residential lots which are outside the 500m radius.

		<p>Make sustainable 2-10 ha lots a management problem/ not within village area Permit small subdivision for family (tourism) Nothing less than 2 ha No suburban block sizes No more unserviced 2ha lots No lots in village over 550 sq m (1/8 acre) Encourage diversity of residents with smaller lot sizes</p> <p><u>E. Design Standards</u> <i>Concept: As indicated in Sections A and D, the Community Trust/corporate body would play a leading role in the assessment and monitoring of building design and associated infrastructure and landscaping.</i> <i>Applications for development would be reviewed by a panel for the Community Trust/corporate body acting in an advisory capacity to the Shire.</i> <i>The framework of design standards would be established in conjunction with the Shire.</i> <i>The aim would be to establish and reinforce local character and an appropriate sense of local identity.</i> <i>Adherence to the standards would be reinforced by information to purchasers and a general caveat placed on all titles when lots are established.</i></p> <p><u>Submissions:</u> Building controls using caveats (13) Introduce two storey (6 m) height controls (25) Prohibit external advertising (25) Restrict solid fencing (3) Enforce sustainable/ renewable aspects with infrastructure standards/criteria (3) Prohibit shading of neighbours (3) Aesthetically pleasing village as a model of good design, using compatible building designs (5) Well thought out and sustainable development (8) Place covenants on titles to secure enviro-friendly designs (19) Developer to erect privacy screening (20) Village theme needs design standards (eg earthy materials, red roofs and gravel rocks) (61) Introduce and competently administer mandatory design codes for village centre and other buildings (62)</p>	<p>The design guidelines are in the structure plan and the Council employs professional and qualified staff to ensure the guidelines are met. The Strata companies can provide advise to the Council.</p> <p>Modify document to ensure caveats are required on freehold lots to ensure guidelines are met.</p>	
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		<p>Real controls to achieve eco-friendly sustainable buildings No urbanized street names Need building controls/guidelines Guidelines for local species planting Encourage innovative designs for environ friendly buildings Design to common theme/ require architectural coherence Define 'rural' for Plantagenet in design from analysis of Shire's traditional buildings, ie roof pitch, foundations, space around, garage to rear, chimneys, materials, colours, height. Apply local traditional style in building design standards No grouped/strata dwellings Design controls appropriate to landscape</p> <p>F. Rural-Residential</p> <p><i>Concept: The maximum size of lots would be set at 2000m2 (R 5). There would be no provision for rural-residential development (2000m2 - 5ha) within the village centre precinct as this market is already catered for in existing subdivisions east of the village precinct, from where a car is required to reach any services or facilities.</i></p> <p><i>Submissions:</i></p> <ul style="list-style-type: none"> Delete all other surrounding rural-residential 'lifestyle lot' subdivisions north of the range (3) Halt all further 'special rural' or 'rural-residential' zoned development under 10ha in Porongurup (19) Stop wasting land on bush block subdivisions <p>G. Infrastructure</p> <p><i>Concept: As indicated in Section A, the village centre would have jointly managed systems for wastewater treatment and disposal, power generation and water supply/recycling systems. These would serve adjoining dwellings and tourist accommodation and apply sustainable technology. Reticulated sewerage is currently required for dwellings with a density (R code) of R10 and higher. Lots of R 5 (2000m2) or lower can use conventional septic tank or ATU's for waste water treatment and disposal depending on soil suitability and relationship to creeklines or wetlands. Monitoring of wetland quality would be undertaken. For all dwellings, power generation from renewable sources would be encouraged. Design standards would mandate a high level of energy efficiency for all buildings and subdivision/road layout as well as in public infrastructure such as street lights.</i></p>	<p>The larger rural residential lots are limited in number and in an area where such a lot size is appropriate in respect to the terrain and vegetation.</p> <p>The 2 enclaves will have shared ATU effluent systems. The guidelines encourage alternative power sources, grey water reuse and energy efficient initiatives. The Council now requires ATU on all rural residential type subdivisions as set down in its Planning Vision. The Amendment includes a Fire Management Plan which this structure plan will require amendment to reflect the design and the new state</p>	
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		<p><i>Fire protection plans would be required to meet DPI /FESA requirements.</i></p> <p><i>Infrastructure corridors such as road reserves and power/ sewer lines would require development approval and be assessed by the Community Trust or corporate body's design advisory group using criteria based on stated environmental and aesthetic objectives as well as engineering standards.</i></p> <p><i>Where appropriate this would include recommendations for traffic controls to supplement road design standards.</i></p> <p>Submissions:</p> <ul style="list-style-type: none"> Address Fire Management problems – absentee owners (13) Require shared wastewater treatment and disposal (3) Require low energy use (LED) street lighting (3) Prepare clear and effective wastewater disposal strategy (20) Introduce water sampling regime now to establish benchmarks (20) All new blocks to supply own water (30) ATU effluent disposal system to be mandatory (30) Stormwater system will require nutrient stripping and sedimentation retention functions (45) Eco-development with rain water tanks, grey water use and solar power (58) Fire protection and management plans (59) Reduce and manage waste as a resource (59) Sustainable energy (60) Reinstate initial ecological proposals such as common wastewater treatment, local power generation, etc. (62) Self sufficient community with eco power and water collection/recycling Energy sustainability - renewable sources Minimal clearing for power, road width, water infrastructure Underground power within street carriageway Fire breaks for small blocks Review shire engineering standards for subdivisions to keep scenic and tree lined routes No clearing of road verges in subdivisions Gravel surface but no road widening Encourage solar technology and biowaste disposal in designs Revise fire strategy Solar and wind power mandatory Water tanks and biowaste tanks Protect rural road character by traffic control 	<p>guidelines. The Council is the body to agree to road reserves. Western Power dictates power cabling requirements. All houses will be supplied by rain water tanks.</p>	
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		<p>H. Spatial Arrangements</p> <p><u>Concept:</u> <i>An agreed structure plan would be formulated with input by all landowners in the area.</i></p> <p><i>It would set out spatial arrangements for the entire precinct designated as the "Rural Village Precinct C" in the Porongurups Rural Strategy and the draft Plantagenet Local Planning Strategy.</i></p> <p><i>As indicated in Section 'A' this would include a village centre located at the hub of the walking catchment defined for closer residential development.</i></p> <p><i>The village centre location would also require good access and visibility from the main road.</i></p> <p><i>As stated in Section C, a public open space network vested in the Crown would be integrated with cycleway/path system to take in natural features and create green links to conservation reserves outside the neighbourhood. Section 'D' identifies a 50 m buffer of conservation reserve defining the limit of the residential neighbourhood.</i></p> <p><i>The status and design standards of existing and proposed new roads would be established in accordance with the overall structure plan using the criteria indicated in Section G to achieve a balance between aesthetic/environmental objectives and engineering standards.</i></p> <p><u>Submissions:</u></p> <ul style="list-style-type: none"> Keep development to Precinct 'C' (18) Clarify use of Bird's house area and its compatibility with R10 zoning (3) Require 20 m buffer zone between new and existing development (4) Use Karribank and aged accommodation sites more flexibly (19) Apply 1 km buffer zones between wetland and septic tanks (19) Set back ATU's at least 200m from Bolganup Creek (19) Increase 20 metre buffer to agricultural land (19) Retain or replant 20m plus buffer of vegetation around entire proposed village boundary (20) Establish compact townsite surrounded by larger buffer zone (23) 20m green buffer around Boxhill Road lots (30) Ensure edge of residential development is clearly defined and held by planning controls so no land management concerns or sprawl in future (40) No extension of Boxhill Road to create access road (30) <p>Incorporate buffer zones between development and existing landowners</p>	<p>See comments above about village centre. The entire precinct as identified in the 1997 Strategy and the Planning Vision is addressed in the structure plan. Owners of some lots in the precinct do definitely want no development on their properties and these are noted on the structure plan. Public open space and foreshores will vest in the Crown at subdivision. The road and drainage designs examples are in the structure plan and will need to be adhered to at subdivision.</p> <p>Modifications are proposed to ensure separation from Boxhill Road properties and to ensure notation on the Karribank enclave lots.</p>	
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		<p>Corridors to link reserves Retain and reinforce bush between caravan park and Bird's farm Buffer area around National Park important/ dependent on land uses, etc</p> <p><u>I Environment</u></p> <p><u>Concept:</u> <i>The structure plan would limit population increase in numbers and provides a wide buffer of well managed land between village and adjoining rural properties.</i> <i>This would mitigate environmental impacts of the village on surrounding land and residents.</i> <i>The compact nature of the settlement would also reduce impacts such as lights and noise.</i> <i>A community-managed and regularly-monitored wastewater treatment and disposal system using state-of-the techniques would address concerns over the health of natural watercourses.</i> <i>The protection of natural features such as creeklines, wetlands and native vegetation within the neighbourhood would also be ensured by POS and conservation reserves.</i> <i>Mandatory design standards described in Section E would ensure adherence to ecological principles.</i> <i>Responsibilities incumbent on pet ownership and the use of pesticides and the spread of weeds would be incorporated in information to prospective residents and reinforced by caveats on property titles and local laws administered with the Shire.</i> <i>Energy efficiency would be more achievable in a compact settlement with essential facilities available locally and shared facilities such as transport to Mount Barker.</i> <i>The compact settlement form would also reduce the need for clearing of native vegetation and maintain views to the ridge behind the precinct.</i></p> <p><u>Submissions:</u></p> <ul style="list-style-type: none"> Limit population increase to reduce social nuisance, eg noise and dogs (8-12) Protect creek water quality (8-12) Conserve remnant vegetation (8-12) Ensure development is low-key and environ sustainable (13) Maintain visual amenity (13) Avoid noise pollution (13) An environmentally sustainable project (14) Protect views from and to ridge tops (25) 	<p>It is more appropriate to limit lots and houses rather than the number of people who live in houses. The ATU systems in the enclaves will be managed by the strata companies. Design Guidelines are included. Pet controls and weed management are proposed. See comments above about other controls.</p>	
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		<p>Eco-friendly principles of sustainability, low environmental impact, alternative energy, recycling water, green corridors (5) No contamination of Bolganup Creek (18) Retain remnant vegetation (18) Integrate with catchment management plan (19) Subdivided blocks be only parkland cleared subject to building envelopes and fire requirements (20) No clearing of Boxhill Road reserve for firebreak (20) Total ban on all cats and dogs or at least wandering pets be restricted and problematic dog breeds be prohibited (23) Foreshore reserves for Bolganup Creek and other wetlands (45) Setback of 50m between ATU's and seasonal watercourse/ 100 year flood line; 100m between septic systems and this line (45) An Eco-Village' theme (55) Revegetate cleared areas (59) Encourage native gardens and re-vegetation Minimal chemical use Weed control and removal before subdivision Set maximum no of pets per household Fencing to contain pets/livestock Sterilise cats Plant buffer zones with native species Control planting of non-native species Avoid light and noise pollution from development</p> <p>J Social/Cultural Development</p> <p><i>Concept: The main objectives and desirable outcomes of the development for the community as a whole would be given form in the revised structure plan.</i></p> <p><i>The structure plan is the vehicle around which to explore and achieve a consensus amongst all landowners in the precinct as well as other stakeholders.</i></p> <p><i>The generation of a pedestrian-scale, traffic-free and tranquil environment at the village centre would be the single most important social element in the development concept.</i></p> <p><i>Implementation of this concept would be achieved by establishing an agency responsible for bringing it into reality.</i></p> <p><i>Other social and cultural initiatives for the new community would include an emphasis on a balanced assessment of development proposals including infrastructure works using design standards to achieve social and economic as well as environmental objectives.</i></p>	<p>This structure plan is revised substantially from the concept advertised in Amendment No. 49 and addresses many of the concerns. The additional modifications proposed mean more issues are addressed. As the development occurs over a number of years the sense of community will grow. This overall development will not occur in 1 or 2 years. There is a good mix of lot styles and sizes to encourage social diversity.</p>	
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		<p><i>The structure plan would reinforce community interests in other ways for instance in ensuring that the public realm in the village centre is well located and strongly connected by paths and cycleways to residential areas, as well as to community and commercial facilities.</i></p> <p><i>Respect for the historic nature of the locality is another aspect that would be given effect by ensuring that the integrity of the Bolgamup and Karribank is conserved by careful selection of adjoining land uses.</i></p> <p><i>To enable social diversity with a mix of residents in different stages of life is another aspect that would be promoted through planning for a range of housing and lot sizes.</i></p> <p><i>The form and scale of the residential neighbourhood would also positively influence the 'sense of place' and the structure plan operated in association with design standards would provide the tools used by the development agency.</i></p> <p>Submissions:</p> <ul style="list-style-type: none"> Formulate with community consultation (8-12) Maintain unique environment and community feel (13) A picturesque friendly place with more community feel (7) Retain Karribank's historic buildings (15) Needs appropriate community consultation (19) Consider social and environmental as well as economic matters (19) Aim to achieve tranquil, beautiful, harmonious, sustainable Porongurup in 2020 (19) Aim to achieve attractive little rural hamlet (43) Conservation of cultural heritage and landscapes (60) Ultimate form of development should reinforce the unique 'sense of place' of the Village (62) Achieve a proper balance of individual and community interests (19) Address social sustainability in allocation of social housing sites (62) <p>Walkable life style that encourages outdoor recreation</p> <p>Continuance of tranquility</p> <p>Maintain quiet rural lifestyle</p> <p>Community friendly - walkability and cycle access</p> <p><u>K. Economic Development</u></p> <p><u>Concept:</u> <i>A key aspect of a balanced approach to development of the new community would be provision of economic opportunity, both for business growth and for employment.</i></p>	<p>Karribank is to be retained and no changes are proposed to the Bolgamup site as required by the owners.</p> <p>As the village grows so will the demand for more business. The total potential lot increase</p>	
		<p><i>Existing residents of Porongurup are engaged in a variety of small businesses in growth sectors such as horticulture, tourism, design consultancy, health services, education and training, etc.</i></p>	<p>proposed is 135 lots and this is unlikely to generate the demand for more shops. The</p>	

		<p><i>The potential for expansion of these activities, which are primarily home-based, would be catered for in the regulations applied to residential development as well as through infrastructure provision.</i></p> <p><i>This would include reliable power and enhanced telecommunications enabling fast broadband access.</i></p> <p><i>External impacts generated by economic activities, such as heavy vehicle movements, pesticide sprays, groundwater extraction and the invasion of weeds would be managed through a combination of buffers, land use planning and regulations.</i></p> <p><i>Accommodation for casual workers as well as agencies for recruitment would be appropriately located in the village and would complement provision of budget accommodation for tourists.</i></p> <p><i>Protecting the exceptional environmental quality of the locality is important for the tourism sector and is addressed particularly in Sections A, E, G and I.</i></p> <p>Submissions:</p> <ul style="list-style-type: none"> Development that encourages more tourists(24) Ensure no affect on agro-forestry (29) No restriction on rights to farm (23) Bring casual workers for tourism and wine businesses (30) Enable greater tourist trade, employment, interest and activities (58) Facilitate transport to other centres and workplaces (59) New settlements need planned economic and employment base and to be served efficiently by local and regional infrastructure (60) Plan carefully to safeguard existing character and amenity, recognized as a tourism icon (60) Protect tourism values of the locality, eg views of the site from the Mt Barker- Porongurup Road and from the walk trails in the National Park (60) Identify employment and economic development initiatives (62) Establish village centre as a tourism base for the National Parks (62) <p>Allow/ encourage existing farming to continue</p> <p>Encourage horticultural development</p> <p>Identify/reserve horticultural land for local produce</p> <p>Deter loss of rural to rural residential land</p> <p>Mitigate impact on land values</p> <p>Tourism for jobs</p>	<p>existing store may expand into the future to accommodate demand fluctuations. The state standards for a new primary school in country centres is a minimum of 1,800 lots. This village will never grow to that size.</p> <p>Telecommunications are outside the control of the proponents and the Council. There is the ability to accommodate casual seasonal workers in Karribank, the caravan park and other accommodation facilities in the locality.</p> <p>To encourage horticultural development inside a village will generate land use conflict if the development is of a reasonable size.</p>	
		<p>Introduce differential rates for absentee landowners</p> <p>Keep the place special to retain tourism business</p> <p>Provide for short-term accommodation</p> <p>Encourage employment development for local residents</p>		

		<p><u>L Management/Implementation</u></p> <p><u>Concept:</u> <i>The need is for a management agency that is charged with the mission of translating an agreed concept into reality on the ground and then maintaining direction over a long period as the settlement consolidates and matures.</i></p> <p><i>It is proposed that the development be the responsibility of a Community Trust or corporate body, as the local authority appears unwilling or unable to be that agency. This agency would be formed by landowners who might involve other residents.</i></p> <p><i>It would perform the role of developer and liaise with the Shire, state government agencies and infrastructure providers in the normal way.</i></p> <p><i>The form of development proposed would have initial infrastructure costs and inevitably occur in stages.</i></p> <p><i>Hence the Trust/corporate body would also have an ongoing management role.</i></p> <p><u>Submissions:</u></p> <p>Council must manage POS (25)</p> <p>Require staging plan (25)</p> <p>Develop in two stages (19)</p> <p>Developer to be responsible for all maintenance and upkeep on lots until sold (20)</p> <p>Plan for gradual development of ‘village’ over next 25 years (40)</p> <p>Manage with owner’s committee as provision of Town Planning Scheme (61)</p> <p>Establish on-going management agency for village centre development with mechanism for funding facilities (62)</p> <p>Requirement to build and occupy within 5 years (or less)</p> <p>Make developer responsible for upkeep of unsold land</p> <p>Owner to occupy small hobby farms and control weeds</p> <p>Require building and residence on lots within certain period/ 4 years to keep out speculators/investors</p> <p>Covenant/ trust to direct village development</p> <p>Discourage/prohibit absentee landholders as more work for local volunteers, weed control, neglected land, etc</p> <p>Start with small first stage (30 lots) and defer zoning of second stage until this is successful</p>		<p>This is the role of the Council and the Council has qualified and experienced staff to perform this role. The development is not large enough for the formation of a development authority. State agencies will not allow others to dictate as they have their own ‘standards’ to be met. The development of the proposed 135 lots will occur at a relatively slow pace over many years. It may take in the order of 15 or more years to fully develop.</p>
		<p>Keep change gradual</p> <p>Council cannot be trusted to manage development given experience of recent Porongurup special rural subdivision</p> <p>Learn from problems of managing sea-change communities and pre-empt issues</p>		

	<p>Conclusion</p> <p>This submission has described the background and planning policy justification for a ‘village’ development within Precinct ‘C’ of the Porongurup area.</p> <p>Three problems are then identified which I believe need to be resolved before approvals are issued which enable this development to proceed.</p> <p>These are:</p> <ul style="list-style-type: none"> • the Absence of Village Centre Proposals; • the Unsustainable Low Density Spread of Rural/Residential Development; and • Council’s Lack of Capability for Development Management. <p>A way forward is suggested which the Council or State Government agencies could adopt to address each problem.</p> <p>The final section sets out the results of community input made already which is relevant to a search for common ground and a topic by topic statement is presented which are intended to be useful to the planning agencies in reviewing the revised structure plan and imposing conditions that enhance the public interest.</p>	<p>This thorough submission provides a range of suggestions. The lack of capability of the Council is not agreed. The modifications proposed to the structure plan contained in the Schedule of Modifications will mean the structure plan will be revised to be a workable document for the village.</p>	
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Table 1: Porongurup Village Development Scenarios

Density /Lot Size	Proponent No 1 Harley& B/B June 2008	Shire Response July 2008	Compact SHJ /aim of consensus Dec 2008	Proponent No 2 Harley /B/B & Shire Dec 2010*
R25-30 (300-400m2)	30/0? (Mayfield 'Res Dev'?)	30 /0? (Mayfield 'Res Dev'?)	10	33 (Karribank Enclave)
R20 (500-600m2)	0	0	15	29 (Mayfield Enclave)
R10 (1000m2)	24	24	24	0
R10-R5 (1- 2000m2)	120	67	50	0
R5-R2 (2-5,000m2)	0	0	0	35 incl 12 Lot C
R2-R1 (5-10,000m2)	0	0	0	19
R1 – 0.5 1-2 ha	25	18	0	7
2 ha +	0	2	0	9
Total New	199?/169	141?/ 111	99	132
Density @	2.3 persons per dwelling	2.3 ppd	2.3 ppd	2.3 ppd
Total Persons	458/389?	324/255?	228	303
Plus existing: 20 lots @ 2.3 ppd	46	+46	+46	+46

This table is noted and represents a fair comparison. The reference in the submission to medium density housing brings in the R30 to R60 density codes that could mean lots from 270m² down to 160m² the smaller of which would not be acceptable to the community.

23.	Lucia Quearry 33 Rowley Street Albany (2387 Porongurup Road, Porongurup)	<p>Submission: For nearly 15 years the community of Porongurup has been telling the Council in the only method available, submissions concerning development plans, that they are concerned with getting the right size and numbers of new blocks of land made available in the locality that will allow development of the district over time, <i>as required</i>. Still the Council pushes to please any subdivision development that crosses the planner's desk, regardless of the thoughtful planning suggestions which the community would rather see.</p> <p>When the Porongurup Rural Strategy was set into place some 15 years ago it was advertised to the community as a guideline for future development. When member of the community pointed out deficiencies in that Strategy we were told that they were only guidelines and each development submission would be considered as part of the whole area. Unfortunately that has not been the case, each proposal is considered by itself, has its own fire plan, has maximum numbers of blocks to maximise return to the developers, is regarded by the planning staff as an individual proposal, all of which means there is no <i>community</i> fire plan ever suggested, no regard for land use of the neighbouring properties and organized in such density as to never blend in with the current population and lot sizes.</p> <p>This latest Structure Plan for the Bird/Blythe development fulfils all those criticisms I mentioned above. There has been oh, such a great concession made by the proponents of reducing the ridiculous original number of lots to something they feel is realistic. It is fairly obvious the community is still unhappy with this number. Had there been better community consultation as promised, that would have been very clear.</p>	<p>This 'submission' was not received in the Council's electronic mailing system but rather referred by another submitter, Mr Michael Dunn on 9 March 2011.</p> <p>This 'submission' is not addressed to anyone, it is not dated and not signed</p> <p>As stated earlier, this area has been earmarked for a village since the 1997 Porongurups Rural Strategy, ratified in the 2007 Lower Great Southern Strategy and the 2010 Planning Vision.</p> <p>The Council is the decision making body. It considers public comment but then is responsible for making balanced decisions.</p> <p>Submitter opinion which is not correct.</p>	<p>Noted.</p> <p>Noted.</p>
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		<p>Though the old Strategy and Mr Duncan's new 'Shire Plan' (implemented without community consultation) target the Porongurup area as one suitable for smaller 'village' style development, I feel this proposal will demand too much infrastructure support from a Shire unwilling to provide such and is still too large a scale proposal for this community, even within a 15 year time span.</p> <p>It is disappointing that the Council is more willing to listen to one proposal and maximise its own profits than have interest in the feelings, comments, suggestions and criticisms of its own constituents.</p>	<p>This slanderous comment is untrue. The village has been planned since 1997 and ratified in 2007 and 2010. The 'Shire Plan' is presumably referring to the Council's Planning Vision which is Town Planning Scheme Policy No. 18 which as the draft Local Planning Strategy, has been the subject of workshops since 2005 and a formal 60 day advertising period in 2009.</p> <p>Submitter opinion which is not correct.</p>	
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14 April 2011

Mr Gary Prattley
 Chairman
 Western Australian Planning Commission
 Albert Facey House
 469 Wellington Street
 PERTH WA 6000

Dear Mr Prattley,

RE: Proposed Amendment No. 49 - Plantagenet Planning Scheme & Porongurup Rural Village Structure Plan

We are writing to you regarding proposed Amendment No. 49 (the Amendment) to the Plantagenet Planning Scheme (the Scheme) and the associated Porongurup Rural Village Structure Plan (the Structure Plan) which proposes a development that would accommodate approximately 300 people in the rural locality of Porongurup.

We understand that these documents are to be considered by the Western Australian Planning Commission (the Commission) in the near future.

In our view the Amendment (to give effect to the Structure Plan) is contrary to both State and local planning policies and contemporary planning principles, as detailed in this correspondence.

The Amendment will give rise to development that will result in a highly unsustainable village, on suburban sized lots which are isolated and remote from essential services such as schools, medical services and shops and employment. Mount Barker is the closest town and is some 23km away.

The Shire of Plantagenet (Council) recently resolved to support the Structure Plan despite considerable opposition.

Council has consistently avoided providing opponents to the development any planning rationale or justification for its support of the Amendment, other than citing a 15 year old rural strategy which identifies Porongurup as a rural village but did not sanction a residential development of this scale.

At the Ordinary Meeting of Council on 22 March 2011 two Councillors recognised that the Amendment seeks to, in effect, endorse a new suburb of Mount Barker some 23km from the town that if developed would constitute a liability to the Council for many years to come.

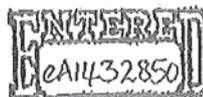
We note that the Department of Planning has previously written to Council emphasising the importance of public consultation for this project. However Council has not engaged effectively with the community and as a result the Amendment and Structure Plan have many flaws and gaps and are not supported by the community.

Council has invited and received submissions in 2007, 2008 and 2011 but has failed to respond appropriately to the issues raised. Many ideas were presented in these submissions for achieving a development which met community expectations, but the opportunity to arrive at a consensus through a dialogue has so far been missed.

Unfortunately, the reporting on these ideas to Council has been selective and somewhat dismissive.

DEPARTMENT OF PLANNING ALBANY OFFICE
18 APR 2011
FILE: TRS/0196

ME_91127237_1 (W2003)



Inconsistency with the Scheme

Council's support for the proposed development runs contrary to one of the objectives of the Shire of Plantagenet TPS No. 3, namely:

To protect and retain the existing rural amenity around the Stirling and Porongurup National Parks.

In our view the scale and extent of development proposed will not protect and retain the rural amenity of the area and will instead establish a suburban type development within a rural area isolated from any township.

This objective of the Scheme reflects the importance of protecting the rural amenity around the Stirling and Porongurup National Parks given the significant tourism and environmental values of these areas.

Inconsistency with State Planning Policy

In our view this proposal is inconsistent with State planning policies including the *State Planning Strategy* and *Statement of Planning Policy No. 3 Urban Growth and Settlement* which includes numerous statements relating to sustainable patterns of urban growth and settlement.

Statement of Planning Policy No. 3 Urban Growth and Settlement identifies the key requirements for sustainable communities including:

- *a strong, diversified and sustainable economic base with assured access to jobs and employment*
- *directing urban expansion into designated growth areas which are, or will be, well serviced by employment and public transport*
- *access for all to employment, health, education, shops, leisure and community facilities by locating new development so as to be accessible by foot, bicycle or public transport rather than having to depend on access by car (whilst recognising the convenience of car travel for some trips and the limited potential to provide alternatives in rural and remote locations)*

The proposal falls against each of these criteria due to its remote location and complete lack of essential infrastructure and services.

Furthermore the *State Planning Strategy* promotes the consolidation and expansion of existing settlements rather than dispersed new settlements or the expansion of existing settlements which are remote from existing and planned services and which will create competition with towns that are better placed to accommodate growth and expansion.

Both Albany and Mount Barker are much better placed to accommodate residential growth, with significant land set aside for residential development in Mount Barker. This is the logical location for further growth within the Shire of Plantagenet, not an isolated settlement 23km from essential services.

The *State Planning Strategy* states that new settlements and town expansions should only be considered where they will have a planned economic and employment base, something which is completely ignored in the Structure Plan. There is no employment base at Porongurup and this development will not change this situation.

The *State Planning Strategy* also emphasizes the need for efficient servicing of settlements, something which is completely at odds with the proposed Structure Plan. The need to consider a wide range of uses, including employment and community services rather than just housing is also emphasized in the *State Planning Strategy* and is largely ignored in the Structure Plan.

A careful examination of the Structure Plan by the Commission will reveal that the proposal will result in a highly unsustainable settlement that is isolated from services and employment due to the following:

- The location is far removed from services such as retailing, schools, medical services and employment (Mount Barker is the closest town at 23km distance)
- there is no provision for employment, with all residents expected to travel considerable distances in private vehicles for employment and other daily needs
- there is little or no existing infrastructure and the development is not of a sufficient size to provide infrastructure such as sewer or reticulated water or services such as a school.

There are many other reasons why the proposed development should not be supported including:

- Its location within a fire prone area, the proposed density of lots and absence of reticulated water will place more people in harm's way – surely the outcomes of the 2009 Black Saturday Bushfires in Victoria have demonstrated the risks associated with small lot development in close proximity to forests, the loss of at least one house in the 2007 Porongurup fire further exemplifies the fire risk in this locality
- the development will conflict with existing land uses such as tourism, with the rural amenity of the area a key attraction to tourists that visit the area and provide significant local employment. The development will also likely lead to land use conflict given farming practices in the area which include spraying of vineyards and timber plantations
- there has been no attempt to include an attractive village centre which would act as a focal point for the Porongurup community
- the proposed spread of low density subdivision up the slope north of the Porongurup Road will detrimentally impact on places of heritage value, their setting and surrounding landscape qualities.

In light of the above matters, we seek your support to resolve not to support the amendment and the associated Structure Plan. We also seek your support to direct Council to review the 15-year-old rural strategy in light of current State planning policy, with the pre-eminent consideration being to ensure that land use and development at Porongurup supports rural activities and tourism rather than extensive and highly unsustainable residential development for which there is no demand.

Should however, despite the considerable body of planning policy listed above, and despite formal objections from a majority of existing residents, the Commission somehow reach the conclusion that this proposal is not inconsistent with State policies and should proceed, we would seek that in order to make this development less detrimental to the locality that the following measures are required to be introduced into the Structure Plan and / or the Scheme:

- A rigorous staging requirement that will ensure that only once an initial stage is fully developed that subsequent stages could be released. This is sought so as to ensure that the development is not half constructed for many years. We note that currently the Structure Plan provides a 'claytons' staging plan with no commitments regarding the timing of release of stages
- The removal of residential lots on the higher land to the north of Porongurup Road or at a minimum a significant increase in the size of these lots so as to reduce the visual impact and prominence of residential development on this land

- A requirement for the Structure Plan to formulate and introduce village centre proposals. Currently the community has little confidence that any community facilities will be funded by Council or the developer to benefit the whole community. A key function of the structure plan should be to ensure that there is a 'village centre' or focal point for appropriate community and commercial activity.

We would appreciate your written response to the issues raised in this correspondence and an explanation of the determination of the Commission regarding this matter.

Should you have any queries regarding the content of this correspondence please do not hesitate to contact Michael Dunn on 0431 195 471 or via email: dunn@techninfo.com.au

Yours sincerely,

Anna and Darrell Campbell
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Peter and Linda Morrison
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Natan & Sean Firth
15 Bolganup Rd
Porongurup WA 6324

cc:

Mr Eric Lumsden – Director General Department of Planning
Ms Cath Meaghan – Director Southern Regions Team
Mr Steve Petersen – Regional Manager Great Southern Planning

ME_91127237_1 (W2003)

VILLAGE

The Karribank Lodge and the Bolganup Homestead are listed in the Schedule of Places of Heritage Value in the Council's Town Planning Scheme No. 3. There are a number of other possible heritage sites which are noted in the 'Porongurup: History and Tour Guide' by A Burchell.

- 7.2 The National Park and its environs were placed on the Assessment List for the National Heritage List for 2007-08. The Australian Heritage Council will examine the area for possible inclusion in either the National or Commonwealth Heritage Lists.
- 7.3 As the area consists of areas of Crown land, the necessary procedures need to be followed in respect to obtaining Native Title clearance under the Native Title Act 1993 if any development is proposed.
- 7.4 The Aboriginal Heritage Act applies to all lands both privately owned freehold and Crown land. All landowners must ensure the requirements of the Act are not breached at the time of development proposals. No specific surveys have been conducted in the area and as such proponents of future development should engage suitably qualified consultants to carry out an archaeological and ethnographic site survey in order to ensure possible sites are not affected.

8. SPECIAL CONTROL AREA

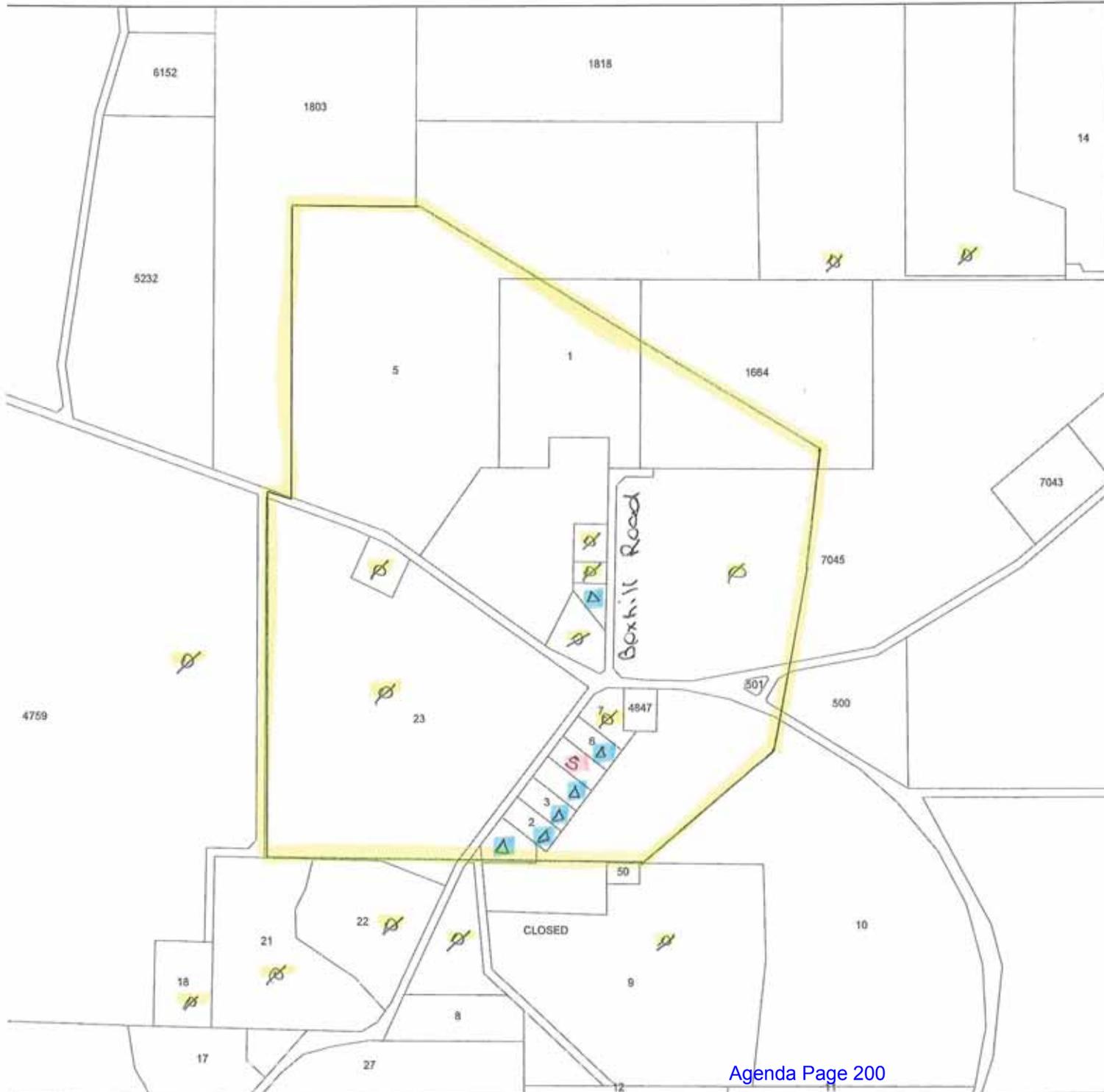
- 8.1 The area surrounding the National Park is a Special Control Area (5) wherein any proposals for bluegum plantations need to adhere to the Scheme provisions for the area.

9. PORONGURUP RURAL VILLAGE – CONCEPTUAL STRUCTURE PLAN**9.1 Location and Proposals**

- 9.1.1 The location of the Porongurup Rural Village was determined in the 1997 Porongurups Rural Strategy. The area was referred to as Precinct C.
- 9.1.2 Following a Scheme Amendment Request, consultants prepared an Amendment No. 49 to Town Planning Scheme No. 3 to introduce the mechanism for the creation of the Porongurup Rural Village.
- 9.1.3 It is envisaged the village will have the following components:
 - A small commercial hub based around the existing Porongurup shop, providing for retail, tourist and community facilities. This will form the centre of the village and include the existing buildings and land uses at Karribank;
 - Smaller residential sized lots within a 400m 'ped-shed' (5 minute walk) around the commercial centre;
 - A number of larger lots graduating out to the surrounding rural land uses, ranging in size from 2,000m² to 4ha on the perimeter. Large lots around the perimeter of the village combined with the retention of remnant vegetation will help define and limit the extent of the village and integrate with the surrounding rural hinterland; and
 - The rural village is to be based around the sites constraints and opportunities in a sustainable form that encourages walking and cycling, retention of good standard remnant vegetation, community feeling, water sensitive design, extensive landscaping and a respect for the landscape values and rural character of the locality.
- 9.1.4 Amendment No. 49 was advertised for comment in June and July 2008 and the Council resolved to recommend the Amendment be adopted for final approval subject to several modifications in August 2008. The Amendment has been with the WAPC since September 2008 for the Minister for Planning's final decision. A structure plan is presently being prepared for the village area.



- Cadastre with Lot Numbers
- Cadastre
- Country
- Objections/Submission
- Support
- No submissions
- Precinct boundary

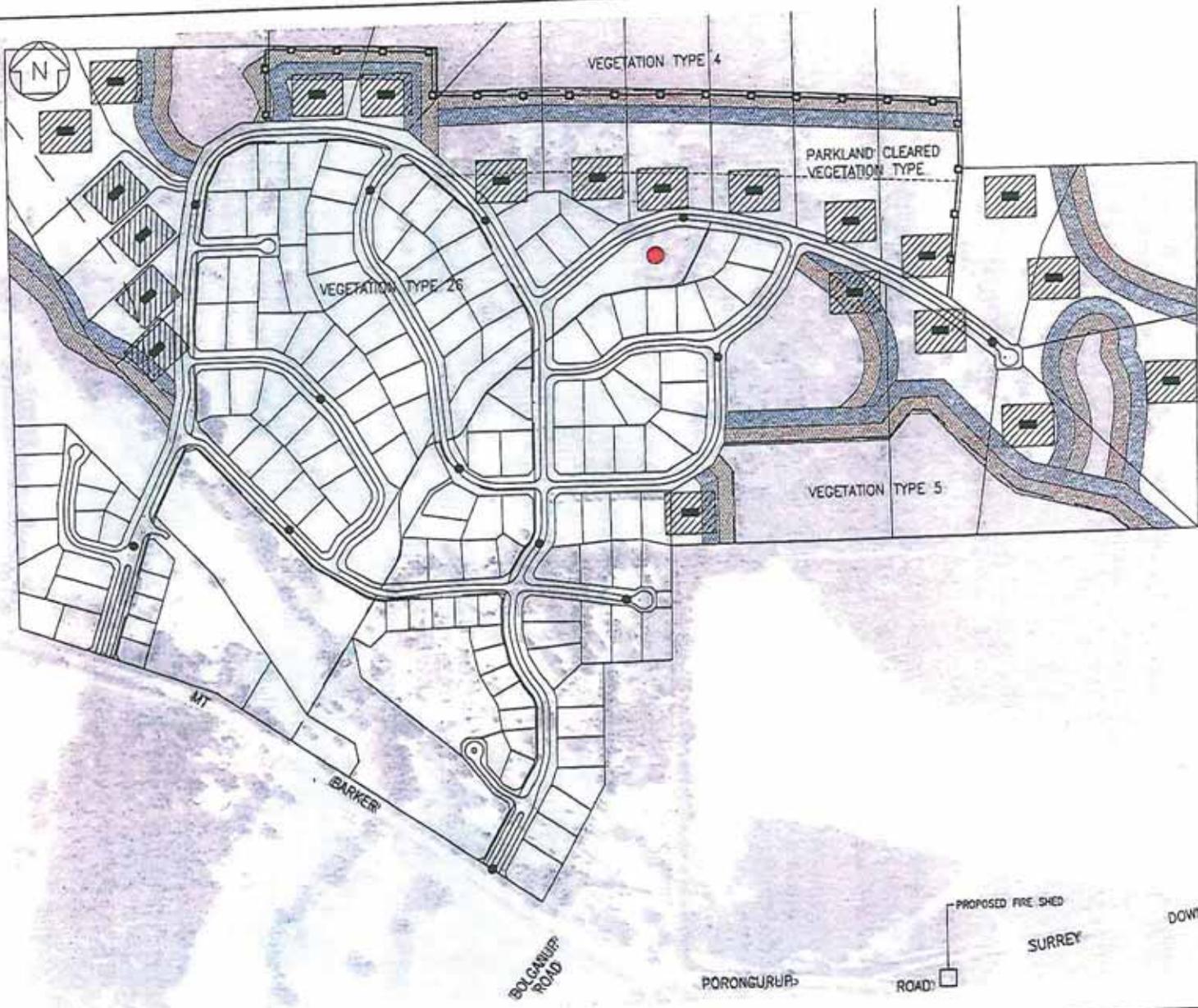


Prepared by: spetersen
 Prepared for:
 Date: Thursday, April 21, 2011 08:38
 Plot identifier: P20110421_0838



DP INTERNAL USE ONLY

1:2500 @ A1



LEGEND

- DWELLING EPZ AND HSZ
- HYDRANT (400m)
- STRATEGIC FIRE ACCESS
- 100m FROM VEGETATION TYPE 4
- DWELLING SETBACK DISTANCE

BY	DRAWN	DATE
DESIGN	A.Smy	K.Mills 16/07
DRAWN	A.Smy	K.Mills 16/07
REVISIONS		
APPROVED		26/10/07

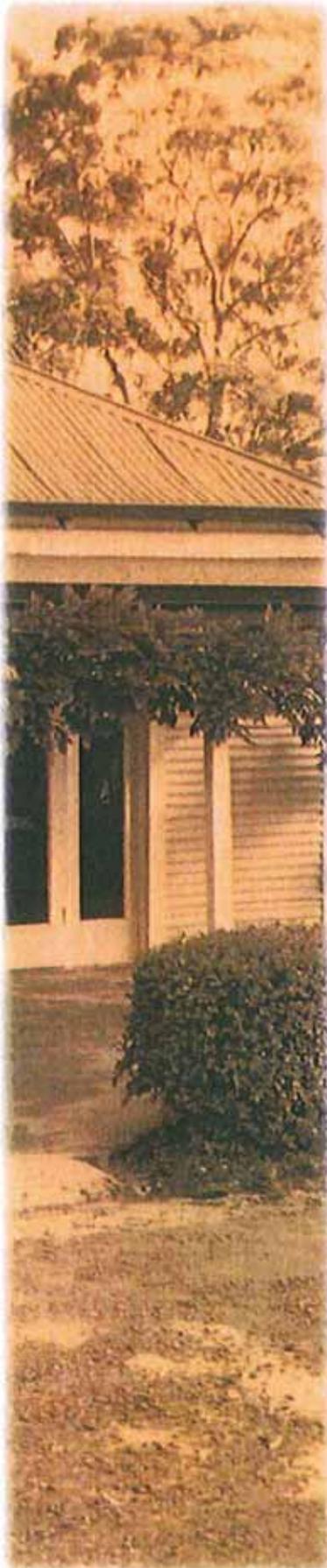
This drawing and its contents are the property of Opus

CLIENT
BLYTHES AND BIRDS

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FILE JOHN & CHRIS BLYTHE AND BILL & SHARON BRD PORONGURUP RURAL VILLAGE - PORONGURUP FIRE MANAGEMENT PLAN			
STRATEGIC FIRE PLAN			
STATUS	SCHEME	FILE	WADW068/0012A
SCALE 1:2500 @ A1	PLAN DATE	REVISION	DATE SHEET
1:5000 @ A3			

ATTACHMENT 11

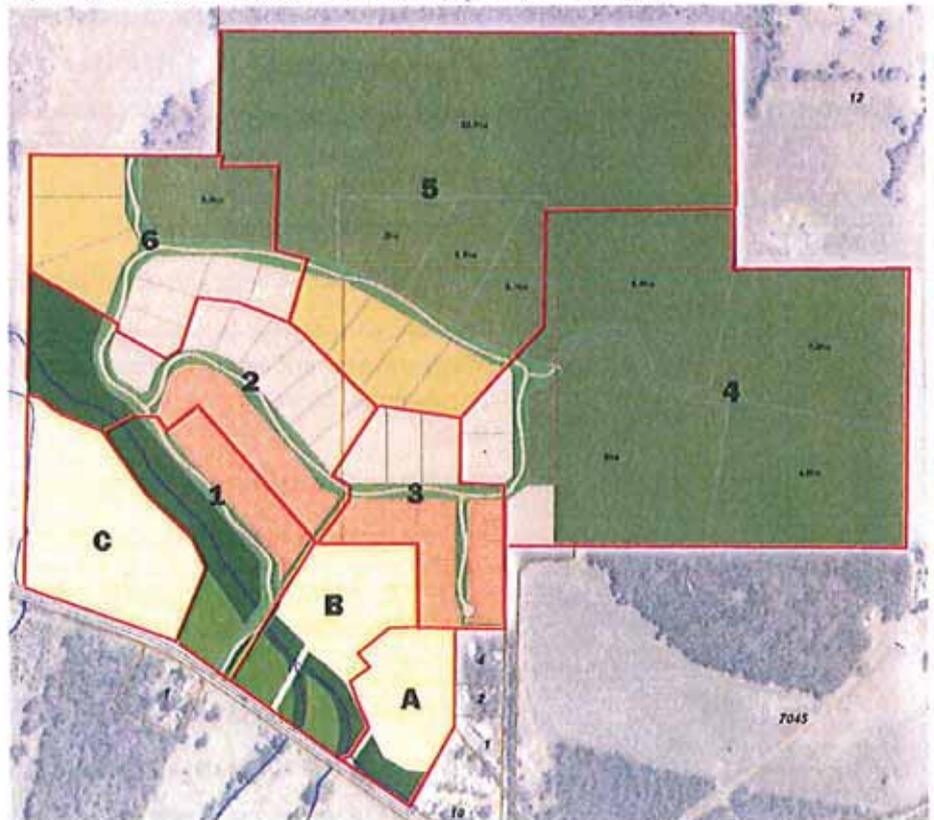


communal development site. The Enclaves all have frontage to Porongurup Road and can therefore be developed independently of the remaining site. The timing of development of the Enclaves will depend upon the plans of the existing owners and may occur either before or after a start is made on the rest of the Porongurup Rural Village.

It is important to note that the size and number of stages will be determined at the time when development proceeds. The prevailing market conditions will dictate the number of lots that need to be released at a time. This will affect the order and timing of the stages. Another factor is the need to extend services and roads into the site. This will be a factor on which order the staging occurs.

The development of the public open space and waterway protection areas will occur at the same time as development of the adjoining stages or Enclaves.

Figure 25: Indicative Staging Plan for the Porongurup Rural Village.



Notes:

1. Stages 1 – 6 relate to indicative staged construction of the conventional lots and the public open space areas. After stage 1 is constructed the size, number and order of the following stages may change to meet market and construction requirements.
2. Stages A – C relate to the enclave areas. Provision has been made in the Karribank Enclave for two sites each containing existing tourist accommodation and a number of future home sites. These stages may occur either simultaneously or independently on one another. Stage C (Mayfield Enclave) could be developed at one time or further broken into a number of stages.

ITEM NO: 9.3

CITY BEACH FARMERS MARKET.

WAPC OR COMMITTEE: Statutory Planning Committee

REPORTING AGENCY: Department of Planning
REPORTING OFFICER: Planning Officer - Metro Central
AUTHORISING OFFICER: Planning Director - Metro Central
AGENDA PART: G
FILE NO: 31-50008-2
DATE: 31 May 2011
ATTACHMENT(S): Attachment 1 - Site Photograph
Attachment 2 - Location Plans
Attachment 3 - Stall Layout
Attachment 4 - Locality Map
REGION SCHEME ZONING: Urban
LOCAL GOVERNMENT: Town of Cambridge
LOCAL SCHEME ZONING: Public Purposes Primary School
LGA RECOMMENDATION: Refusal
REGION DESCRIPTOR: Perth Metro Central
RECEIPT DATE: 16th February 2011
PROCESS DAYS: 83
APPLICATION TYPE: Development
DESCRIPTION OF PROPOSAL: City Beach Farmers Market.
CADASTRAL REFERENCE: Crown Reserve 29337, Kapinara Primary School,
City Beach

RECOMMENDATION:

That the Western Australian Planning Commission resolves to approve the application for a City Beach Farmers Market to be held at Kapinara Primary School, Catesby Road, City Beach, subject to the following conditions and advice:

Conditions:

- 1. This approval is limited to a period of 12 months.***
- 2. The preparation, implementation and monitoring of a traffic access and parking management plan in consultation with the Town of Cambridge, to the satisfaction of the Western Australian Planning Commission.***
- 3. Operating times are limited to Saturdays from 8.00 am to 12.00 pm.***

4. ***Set up (including deliveries) and removal by stall holders is limited to an hour before and an hour after trading hours.***

ADVICE TO APPLICANT

1. ***The applicant is advised that approval to this development does not negate the need to comply with Health Regulations, the Environmental Protection (Noise) Regulations 1997, the Food Act 2008 and all other relevant Acts, Regulations and Town of Cambridge Local Laws. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licenses required, and to commence and carry out development in accordance with all relevant laws.***
2. ***The applicant is advised that, if the markets are to continue past the lifetime of this approval, a fresh planning application should be submitted at least 2 months before the expiry of this approval to allow sufficient time for the statutory authorities to assess and determine the application.***

SUMMARY:

The application is submitted to the Statutory Planning Committee for determination as the Town of Cambridge (ToC) does not support the proposal. It is not supported by the ToC on the grounds that the existing amenity enjoyed by the residents in the area will be adversely affected by:

1. the level of traffic activity generated by the proposed market;
2. the potential for noise disturbance during morning set-up; and
3. the potential for noise disturbance during the operation of the market.

Notwithstanding the Council's recommendation for refusal, it is recommended that the proposal be supported for the following reasons:

1. there is sufficient capacity in the surrounding road network to support the proposal;
2. any traffic congestion can be adequately managed; and
3. the proposal will not restrict the use of the site for the purpose for which it is reserved in the local planning scheme.

BACKGROUND:

The proposal seeks to use the grounds of the Kapinara Primary School for a weekly Saturday morning Farmers Market, staffed and operated on a volunteer basis by parents, teachers and students of the school and other members of the local community, with the majority of proceeds going to the school and the balance going to other local community projects. The proponents advise that the proposal would allow local producers and processors to sell their goods direct to the public and near their source of origin, with benefits for themselves, the environment and the local community, and produced a petition of 500 signatures in favour of the market. The proposal was supported by the ToC Development Committee, but not supported at the full Council meeting.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Planning and Development Act 2005*
Section: Section 162

Strategic Plan
Strategic Goal: Planning
Outcomes: Planned Local Communities developing a sense of place
Strategies: Develop connected and accessible communities
Encourage innovation in the design of our communities

Policy
Number and / or Name: Development Control Policy DC1.2: Development Control
- General Principles

DETAILS:

The Town of Cambridge has forwarded a development application from the Department of Education on behalf of the Kapinara Primary School P&C Association to the Western Australian Planning Commission (WAPC) for determination which proposes the establishment of a City Beach Farmers Market at Kapinara Primary School, Catesby Road, City Beach, every Saturday morning from 8am until midday. (**Attachment 1 - Site Photograph, Attachment 2 - Location Plans, Attachment 3 - Stall Layout**)

The subject land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and reserved as 'Public Purpose (Primary School)' under the Town of Cambridge Town Planning Scheme No.1. (**Attachment 4 - Locality Map**)

The proposal is referred to the WAPC for determination as the application constitutes development by a public authority on zoned land. Clause 30 of the MRS requires the WAPC to have regard to the following factors when determining a development application:

- i) the purpose for which the land is zoned or reserved under the Scheme;
- ii) the orderly and proper planning of the locality; and
- iii) the preservation of amenities of the locality.

GOVERNMENT AND CORPORATE IMPLICATIONS:

None

CONSULTATION:

The Town of Cambridge advises that it has resolved not to support the proposal as:
"The school is surrounded by residential streets and the level of traffic activity generated by the proposed market together with the potential for noise disturbance

during morning set-up and operation of the market will adversely affect the existing amenity enjoyed by the residents in the area".

The Town of Cambridge sought comments from 244 surrounding property owners and received 20 submissions (7 supporting and 13 objecting). Of those objecting to the proposal, the main reasons for doing so were as follows:-

- *The introduction of large number of vehicles into a primarily residential area and on a weekend in an area that already experiences traffic issues from the school during the week.*
- *Early morning trucks and delivery vehicles setting up for the market on a quiet weekend morning and associated noise and safety issues.*
- *Concerns with the possibility of large numbers of cars parking on surrounding residential streets either to avoid having to pay to park on the oval or so as to park as close as possible to the market stalls.*
- *The possibility of the market taking business away from the local shopping centre approximately 500m from the school.*
- *The detrimental impact of the introduction of a commercial enterprise on the residential amenity of the locality.*

OFFICER'S COMMENTS:

The proponents advise that the project will provide a platform where smaller West Australian food producers can sell a diverse range of fresh, seasonal healthy produce directly to families in the local community. It is advised that the Farmers Market will provide an alternative place where residents can buy their fresh groceries and could foster a "community village" atmosphere within this part of City Beach, which is consistent with the Town of Cambridge's Strategic Plan 2009-2020 that aims to improve the features of the community that reflect why people choose to live, work, shop, socialise and recreate in their neighbourhood.

It is proposed to utilise the Kapinara school oval, with an area of 8300m², as the off-street parking facility, provided free of charge to help discourage parking on the perimeter streets. Entry is proposed off Dupont Avenue and exit onto Oban Road with a parking coordinator responsible for overall management of the public parking area on the school oval. It is intended to have no street-parking, and the proponents agree to implement a management strategy to minimise inconvenience to surrounding residents.

The proponents request a reasonable trial period of operation to demonstrate that the market will become appreciated as a cornerstone of the community and admired for the many benefits provided. It is therefore recommended that any approval be temporary for 12 months so that any perceived or real impact can be assessed.

It is acknowledged that there may be some impact on the locality through increased traffic, but if car parking is managed well any congestion or disruption can be limited.

The peak level of traffic generated by the Farmers Market is expected to be quite comparable to the current morning peak volumes associated with use of the school. It is considered that the existing road network can cater for the traffic generated. With regard to concerns that local residential streets would be used for spill-over parking, the site itself is considered sufficient so that there should be no need for additional parking. There is no objection to the proposal on regional transport planning grounds, subject to the implementation of a traffic and parking management plan agreed by local government and the applicant.

In answer to criticism raised by the community, the proponents assert that the market setup is not a noisy process. A condition is proposed on an approval that setting-up is restricted to between 7.00am and 8.00am.

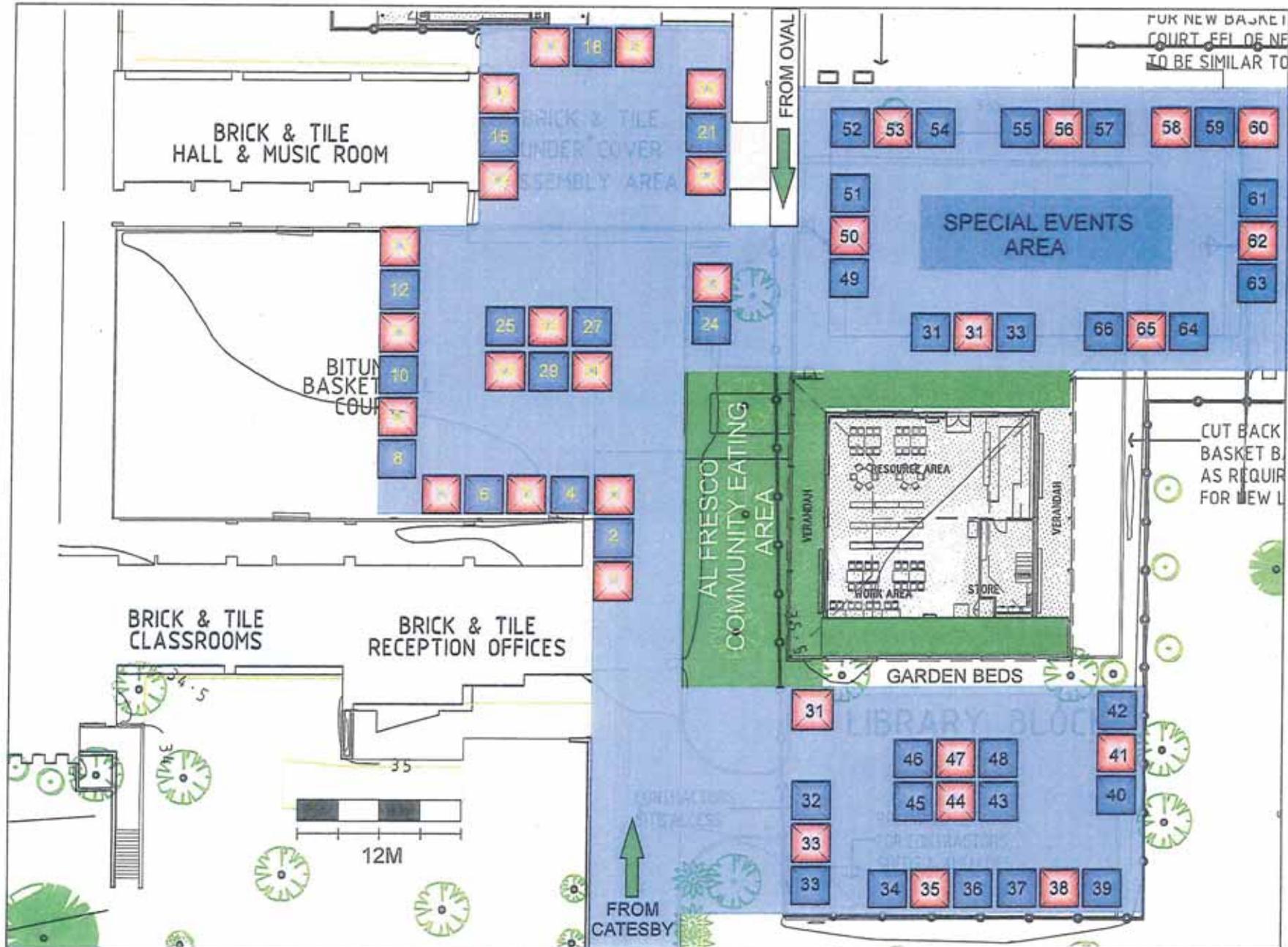
As part of the submissions a comment was raised that running the market every Saturday of the year changes the proposal from a community-focussed enterprise to a full blown commercial enterprise. These comments were considered to have some merit by the Town and the officer's report recommended that the market be limited to operating only once a month. However, the proponents advise that the market would not be viable on a monthly or fortnightly basis for the majority of growers and food artisans, for whom the market is not a hobby but a livelihood, and that the community also depends on the provision of fresh produce at least weekly.

CONCLUSION:

It is acknowledged that there is no doubt that the local ambience in this area would be substantially different on Saturday mornings should this proposal go ahead. Some residents may enjoy the activity and the convenience of the facility whilst others may find it disruptive to the peace and quiet of the neighbourhood.

It is considered that appropriate conditions can address residents' concerns, and that a temporary approval would not be repeated if any problems encountered were not overcome. On this basis, the proposal is recommended for conditional approval.

PROPOSED CITY BEACH FARMERS MARKET STALL LAYOUT





Development Application 31-50008-2 (MGA ref 383062mE 6467196mN Zone 50)

This data is to be used for the processing of subdivision applications only.

- | | | | |
|--|-----------------------------|--|-----------------------------------|
| | PRIMARY REGIONAL ROADS | | PUBLIC OPEN SPACE |
| | OTHER REGIONAL ROADS | | PARKS AND RECREATION |
| | CADASTRAL BOUNDARY | | RESIDENTIAL |
| | WESTNET ENERGY GAS PIPELINE | | PUBLIC PURPOSES
PRIMARY SCHOOL |
| | BUSH FOREVER 2000 SITES | | LOCAL CENTRE |
| | DEVELOPMENT APPLICATION | | |
| | R CODE BOUNDARY | | |
| | RESIDENTIAL | | |