



Statutory Planning Committee

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

Tuesday 9 October 2012
9.00 am

Level 2, Room 2.40
One40 William Street
Perth



Noelene Jennings
Executive Director, Governance and People Services

Statutory Planning Committee

Membership:

Member	Representation in accordance with <i>Planning and Development Act 2005</i>	Term of office ends
Mr Gary PRATTLEY	Chairperson, WAPC Schedule 2 clause 4(2)(a)	20/4/2013
Mr Eric LUMSDEN	Proxy for Chairperson	12/11/2012
Ms Sue BURROWS	Nominee of the Director General, Department of Planning Schedule 2 clause 4(2)(b)	16/4/2013
Mr David SAUNDERS	Proxy for Ms Burrows	10/10/2012
Mr Henty FARRAR	Regional Minister nominee Schedule 2 clause 4(2)(c)	26/9/2013
Ms Elizabeth TAYLOR	Community representative Schedule 2 clause 4(2)(d)	1/2/2012
Mr Ian HOLLOWAY	Professions representative Schedule 2 clause 4(2)(e)	1/2/2012
Mayor Carol ADAMS	Local Government representative Schedule 2 clause 4(2)(f)	1/2/2012
Vacant	WAPC Nominee Schedule 2 clause 4(2)(g)	N/A

Quorum: 4

In accordance with the Western Australian Planning Commission (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 WAPC 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.
- 2.19 Power to determine matters under Regional Interim Development Orders.
- 2.20 Such powers and functions of the WAPC as set out in-
 - (i) Part 5 of the Act;
 - (ii) *Town Planning Regulations 1967*

as are necessary for the preparation, promulgation and the making of recommendations in relation to the Improvement Scheme authorised by Improvement Plan No. 37 for the Browse Liquefied Natural Gas Precinct.

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 – Mr Gary Prattley**
- 3. Members on leave of absence and applications for leave of absence
– Ms Sue Burrows**
- 4. Disclosure of interests**
- 5. Declaration of due consideration**
- 6. Deputations and presentations**
- 7. Announcements by the Chairperson of the board and
communication from the WAPC**
- 8. Confirmation of minutes of the meeting of 25 September 2012**
- 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**

Nil
- 13. Closure - next meeting to be held on 23 October 2012**

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Attendance

Members

Mayor Carol Adams	Local Government representative
Mr Henty Farrar	Regional Minister's nominee
Mr Ian Holloway	Professional representative
Ms Elizabeth Taylor	Community representative (Presiding Member)

Officers

Ms Kylie Beach
Mr David Carter
Ms Natalie Cox
Ms Noelene Jennings
Ms Rachel Riley
Ms Rochelle Van Santen
Mr Simon Wilkes

Department of Planning

Senior Planning Officer Independent Planning Reviewer
Senior Planning Officer Independent Planning Reviewer
Senior Planning Officer Independent Planning Reviewer
Executive Director, Governance and People Services
Senior Planning Officer Regional Planning and Strategy
Senior Planning Officer Regional Planning and Strategy
Senior Planning Officer Corporate Services

Presenters

Mr Lee Bell	Office of the Member for Fremantle (Item 6.1)
Ms Natacha Hammond	Office of the Member for Fremantle (Item 6.1)
Mr David Hawkes	Fremantle Society (Item 6.2)
Mr Roel Loopers	Fremantle Society (Item 6.2)
Mr Brett Cammell	City of Fremantle (Item 6.3)
Mr Paul Garbett	City of Fremantle (Item 6.3)
Cr Andrew Sullivan	Chair of Planning Committee City of Fremantle (Item 6.3)
Mr Ed Turner	Turner Master Planners Australia (Item 6.4)
Mr Neil Teo	Dynamic Planning and Developments (Item 6.5)

Committee Support

Ms Christina Sanders	Committee Support Officer - Department of Planning
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7468.1 Declaration of Opening

Due to the absence of the Presiding Member and in accordance with clause 3.6 of the Standing Orders 2009, a member was chosen to preside over the meeting.

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**Mayor Adams nominated Ms Elizabeth Taylor.
Ms Taylor accepted the nomination.**

Resolved

Moved by Mayor Adams, seconded by Mr Farrar

That Ms Taylor preside over the meeting of the Statutory Planning Committee in the absence of the Presiding Member.

The motion was put and carried.

The Presiding Member declared the meeting open at 9.04 am, acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed Members.

7468.2 Apologies

Mr Gary Prattley WAPC Chairman

7468.3 Members on Leave of Absence and Applications for Leave of Absence

Ms Sue Burrows has previously submitted an application for a leave of absence for the Statutory Planning Committee meetings scheduled for 11 September, 25 September and 9 October 2012.

7468.4 Disclosure of Interests

Member/Officer	Minute No.	Page No.	Nature of Interest
Elizabeth Taylor	9.4	7	Impartiality
Elizabeth Taylor	9.1	5/6	Impartiality
Carol Adams	9.2	6/7	Impartiality
Henty Farrar	10.2	15/16	Impartiality

Item 9.4 Shire of Kalamunda Local Planning Strategy had been withdrawn prior to the meeting due to a lack of quorum for this item.

Ms Taylor declared an impartiality interest for Item 9.1 as she chairs the Perth Airport Community Aviation Consultation Group.

Resolved

Moved by Mr Farrar, seconded by Mr Holloway

In accordance with clause 6.10(7) of the Standing Orders 2009, members of the Statutory Planning Committee agree that Ms Taylor, who has disclosed an impartiality interest is

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permitted to participate in discussion and voting on Item 9.1 Shire of Dandaragan Local Planning Scheme as the interest is insignificant and is unlikely to influence Ms Taylor's conduct in relation to the matter.

The motion was put and carried.

Mayor Adams declared an impartiality interest for Item 9.2 as she is a member of the Kwinana Development Assessment Panel.

Resolved

Moved by Mr Holloway, seconded by Mr Farrar

In accordance with clause 6.10(7) of the Standing Orders 2009, members of the Statutory Planning Committee agree that Mayor Adams, who has disclosed an impartiality interest, is permitted to participate in discussion and voting on Item 9.2 Western Australian Planning Commission Dual (Local Government and WAPC) Development Applications Determined by Development Assessment Panels 2011-2012 as the interest is insignificant and is unlikely to influence Mayor Adams' conduct in relation to the matter.

The motion was put and carried.

Mr Farrar declared an impartiality interest for Item 10.2 as he is a member of an organisation that has made a submission to the Fremantle Council opposing the TPS Amendment.

Resolved

Moved by Mr Holloway, seconded by Mayor Adams

In accordance with clause 6.10(7) of the Standing Orders 2009, members of the Statutory Planning Committee agree that Mr Farrar, who has disclosed an impartiality interest, is permitted to participate in discussion but not vote on Item 10.2 City of Fremantle Local Planning Scheme Amendment No. 49 as there may be a perception of bias.

Therefore, due to a loss of quorum, Item 10.2 will be voted on out of session.

The motion was put and carried.

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7468.5 Declaration of Due Consideration

No declarations were made.

7468.6 Deputations and Presentations

7468.6.1 Fremantle Local Planning Scheme Amendment 49

Presenters Mr Lee Bell
Ms Natacha Hammond

Ms Hammond gave a powerpoint presentation on the Fremantle Local Planning Scheme Amendment and answered questions from members.

She noted that the Member for Fremantle, on behalf of her constituents, accepted that revitalisation of Fremantle is needed, but requested a staged approach concentrating on only four of the proposed 17 sites.

A copy of the presentation has been placed on file.

7468.6.2 Fremantle Local Planning Scheme Amendment 49

Presenters Mr Roel Loopers
Mr David Hawkes

Messrs Loopers and Hawkes gave a presentation on the Fremantle Local Planning Scheme Amendment 49 highlighting concerns about the bulk and scale of the proposed building. They also requested a staged approach concentrating on only six of the proposed sites.

7468.6.3 Fremantle Local Planning Scheme Amendment 49

Presenters Mr Brett Cammell
Cr Andrew Sullivan
Mr Paul Garbett

Cr Sullivan gave a presentation on the Fremantle Local Planning Scheme Amendment 49 and explained the background, processes, the need for the Amendment and heritage issues and answered members' questions.

7468.6.4 Shire of Dandaragan Local Planning Scheme

Presenter Mr Ed Turner

Mr Turner gave a powerpoint presentation on the Shire of Dandaragan Local Planning Scheme outlining his concern regarding the delays on the project of the Airport Training Facility which included a residential component .

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Mr Turner had also provided additional documentation of a historical nature which was forwarded to members prior to the meeting.

Copies of the presentation and documentation have been placed on file.

7468.6.5 **City of Gosnells Town Planning Scheme Amendment No. 116**

Presenter Mr Neil Teo

Mr Teo gave a powerpoint presentation in support of the City of Gosnells Town Planning Scheme Amendment No. 116, in particular, supporting the merits of recoding the subject site from residential R20/R30 to residential R20/R60.

A copy of the presentation has been placed on file.

7468.7 **Announcements by the Chairperson of the Board and communication from the WAPC**

Nil.

7468.8 **Confirmation of Minutes**

7468.8.1 **Minutes of the Statutory Planning Committee meeting held on 11 September 2012**

Resolved

Moved by Mr Farrar, seconded by Mayor Adams

That the minutes of the Statutory Planning Committee meeting held on 11 September 2012, be confirmed as a true and correct record of the proceedings.

The motion was put and carried.

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7468.9 Reports

7468.9.1 Shire of Dandaragan Local Planning Strategy (Rural Land Use and Rural Settlement) For Final Approval

File DP/09/00623/1
Report Number SPC/252
Agenda Part Executive Director, Regional Planning and Strategy
Reporting Officer Senior Planning Officer, Wheatbelt Region

Ms Taylor disclosed an interest.

Member	Nature of Interest
Ms Taylor	Impartiality

Resolved

Moved by Mayor Adams, seconded by Mr Holloway

That the Western Australian Planning Commission resolves to:

- 1. endorse the Shire of Dandaragan Local Planning Strategy (Rural Land Use and Rural Settlement) in accordance with the Town Planning Regulations 1967 (as amended), subject to the modifications outlined in the attached schedule being carried out;*
- 2. request the Shire of Dandaragan to include a review of the additional potential rural living sites in an expanded study area for the Coastal Strategy, which the Shire is currently undertaking.*

The motion was put and carried.

7468.9.2 Western Australian Planning Commission and Dual (Local Government and WAPC) Development Applications Determined by Development Assessment Panels 2011-2012

File DP/11/00923
Report Number SPC/253
Agenda Part A
Reporting Officer Manager Committee Support

Mayor Adams disclosed an interest.

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Member	Nature of Interest
Mayor Adams	Impartiality

Resolved

Moved by Mr Holloway, seconded by Mr Farrar

That the Western Australian Planning Commission (WAPC) resolves to:

- 1. note the attached WAPC and dual (Local Government and WAPC) applications determined by the Development Assessment Panels (DAPs) for the period 1 July 2011 to 30 June 2012;*
- 2. request that the DAP Secretariat prepare a bi-annual report to the SPC on WAPC and dual (Local Government and WAPC) development applications determined by DAPs.*

The motion was put and carried.

7468.9.3

Shires of Beverley and Brookton Local Planning Strategy – Consent To Advertise

File	DP/11/00145/1
Report Number	SPC/254
Agenda Part	E
Reporting Officer	Manager, Wheatbelt Region

Resolved

Moved by Mr Holloway, seconded by Mayor Adams

The Western Australian Planning Commission resolves to certify that the Beverley-Brookton local planning strategy is consistent with regulation 12A(3) of the Town Planning Regulations, 1967 (as amended) and should be advertised for not less than 21 days, subject to the attached schedule of modifications.

The motion was put and carried.

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7468.9.4

Shire of Kalamunda Local Planning Strategy Request For Final Endorsement

File DP/11/02692/1
Report Number SPC/255
Agenda Part D
Reporting Officer Manager, Schemes, Strategies and
Amendments.

Ms Taylor disclosed an interest.

Member	Nature of Interest
Ms Taylor	Impartiality

This item had been withdrawn prior to the meeting due to a lack of quorum for this item.

7468.9.5

Subdivision to Create 2 Lots: Lot 420 on Deposited Plan 50652, Boddington

File 145317
Report Number SPC/256
Agenda Part G
Reporting Officer Planning Manager
Peel Planning, Perth and Peel Planning

Mr Farrar noted that there are references in the report, to the Department of Environment and Conservation acquiring land, whereas it is State Lands that acquires land. He asked that this be drawn to the attention of the report writers and amended.

Resolved

Moved by Mayor Adams, seconded by Mr Holloway

That the Western Australian Planning Commission resolves to approve the application for subdivision of Lot 420 on Deposited Plan 50652, Boddington as shown on the plan date-stamped 08 December 2011. This decision is valid for three years subject to the following condition(s) and advice:

- 1. Arrangements being made to the satisfaction of the Western Australian Planning Commission for Newmont Boddington Pty Ltd, to facilitate the transfer of proposed Lot 351 to the Department of Environment and Conservation (in the name of the State of Western Australia) to meet the commitments*

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of Ministerial Statement 591 dated 8 May 2002. (Department of Environment and Conservation)

- 2. The applicant/owner entering into a Deed of Easement with and to the satisfaction of the Western Australian Planning Commission to ensure a right of access for proposed Lot 352 from Lot 10 Gold Mine Road and that such easement being shown on a Plan or Diagram of Survey pursuant to section 136C of the Transfer of Land Act 1983.*

ADVICE:

- 1. The applicant is advised that in respect to the Deed of Easement required under Condition 2, the Shire of Boddington will need to be registered on the Diagram or Plan of Survey as a benefiting local authority, pursuant to section 136C(5)(b) of the Transfer of Land Act 1893.*

The motion was put and carried.

Moved to Item 10.1.

7468.9.6 Subdivision to Create 117 Lots for Residential Purpose And 3 Lots for Public Open Space: Lot 9099 Mandurah Road, Lakelands

File 146312
Report Number SPC/257
Agenda Part G
Reporting Officer Planning Manager, Peel Region

Resolved

Moved by Mr Holloway, seconded by Mayor Adams

That the Western Australian Planning Commission resolves to approve the application for subdivision of Lot 9099 Mandurah Road, Lakelands. This decision is valid for four years subject to the following conditions and advice:

CONDITIONS:

- 1. The portion of Lake Valley Drive west of and adjacent to the neighbourhood centre*

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- and community purpose site shall be designed to incorporate traffic calming measures to the specification of the City of Mandurah and satisfaction of the Western Australian Planning Commission. (Local Government)*
2. *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)*
 3. *The cul-de-sac heads being designed and constructed to the satisfaction of the local government. (Local Government)*
 4. *Embayment parking bays being designed and constructed as illustrated on the approved plan of subdivision, to the specifications of the City of Mandurah, and to the satisfaction of the Western Australian Planning Commission. (Local Government)*
 5. *A detailed plan demonstrating dual use path/cycleway design to the specifications of the local government is to be submitted and approved prior to the commencement of site works. (Local Government)*
 6. *The dual use path/cycleway as shown on the approved dual use path/cycleway plan being constructed by the applicant/owner. (Local Government)*
 7. *Detailed Area Plans are to be prepared and approved for the lots abutting lane ways or directly abutting public open space. (Local Government)*

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8. *The proposed reserves shown on the approved plan of subdivision 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, such land to be ceded free of cost and without any payment of compensation by the Crown.*
9. *The land being graded and stabilised. (Local Government)*
10. *The land being filled and/or drained. (Local Government)*
11. *The applicant/owner is to provide a geotechnical report certifying that the land is physically capable of development prior to the commencement of subdivision works. (Local Government)*
12. *The applicant providing a geotechnical report certifying that any filling or backfilling has been adequately compacted. (Local Government)*
13. *The applicant is to prepare and implement a Public Open Space Management Plan to the satisfaction of the Western Australian Planning Commission. (Local Government)*
14. *An integrated urban water management plan is to be prepared and implemented as part of the subdivisional works. (Local Government)*
15. *Measures being taken to ensure the identification and protection of any vegetation on the site worthy of retention prior to commencement of site works. (Local Government)*
16. *A Notification, pursuant to section 165 of the Planning and Development Act is to be placed on the Certificates of Title of the proposed lots advising of the existence of a hazard or other factor. Notice of this notification is to be included on the*

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Deposited Plan. The notification to state as follows:

"This lot is in close proximity to known mosquito breeding areas. The predominant mosquito species is known to carry Ross River Virus and other diseases."

17. *Suitable arrangements being made with the Water Corporation so that provision of a suitable water supply service will be available to lots shown on the approved plan of subdivision. (Water Corporation)*
18. *Suitable arrangements being made with the Water Corporation so that provision of a sewerage service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)*
19. *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 lots shown on the approved plan of subdivision. (Western Power)*
20. *Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the provision of suitable easements under the Energy Operators (Powers) Act 1979 for existing and/or future transmission ($\geq 33,000$ Volt) electricity network infrastructure. (Western Power)*
21. *Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the removal, relocation and/or replacement of electricity supply infrastructure, including plant and/or equipment located on or near the lots shown on the approved plan. (Western Power)*

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22. *The transfer of land as a Crown Reserve, free of cost to the Western Power Corporation for the provision of electricity supply infrastructure. (Western Power)*

ADVICE:

1. *With regard to Condition 2, the design of Lake Valley Drive is required to incorporate a central median with a width of three metres.*
2. *With regard to Condition 3, the cul-de-sac design is required to address all relevant matters, including paving, manoeuvring spaces, lighting, fencing, planting and crossover location.*
3. *With regard to Condition 5, the detailed plan is to address all relevant matters, including paving, manoeuvring spaces, lighting, and crossover location.*
4. *With regard to Condition 19, 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.*
5. *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.*
6. *The purpose of Condition 20 is to ensure that any existing or proposed development does not interfere with any existing and/or proposed Western Power assets. The applicant is advised to contact Western Power for further information and advice regarding easement requirements. All costs associated with the registration of easements are to be borne by the applicant.*

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7. *With regard to Condition 22 the specific location and area of land required is to be to the satisfaction of the WAPC on the advice of the local government and Western Power.*
8. *The applicant is advised that the Department of Environment and Conservation has prepared dust control guidelines for development sites, which inter alia, outline the procedures for the preparation of Dust Management Plans for development sites. Further information on the guidelines can be obtained from the Department of Environment and Conservation.*
9. *The applicant is advised to liaise with the City of Mandurah regarding their subdivision management procedures which will include fauna inspections.*

The motion was put and carried.

Moved to Item 10.3.

7468.10 Confidential Items

7468.10.1 City of Gosnells - Town Planning Scheme No.6 Amendment No.116 - For Final Approval

File TPS/0713
Report Number SPC/258
Agenda Part B
Reporting Officer A/Planning Manager - Schemes,
Strategies and Amendments

THIS ITEM IS CONFIDENTIAL

7468.10.2 City of Fremantle - Local Planning Scheme Amendment No.49 - For Final Approval.

File TPS/0710/3
Report Number SPC/259
Agenda Part B
Reporting Officer A/Planning Manager - Schemes and
Amendments

Mr Farrar declared an interest.

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Member	Nature of Interest
Henty Farrar	Impartiality

THIS ITEM IS CONFIDENTIAL

Moved to Item 9.6.

7468.10.3 Reconsideration of Condition 2 to Subdivision Approval Issued for Lot 502 Great Northern Highway, Port Hedland.

File	145294
Report Number	SPC/260
Agenda Part	G
Reporting Officer	Planning Manager- Pilbara, Northern Regions

THIS ITEM IS CONFIDENTIAL

7468.11 General Business

Nil.

7468.12 Items for Consideration at a Future Meeting

Item No	Report	Request	Report Required by
7648.9.4	Kalamunda LPS	To defer this item until there is a quorum.	TBA
7648.10.2	City of Fremantle LPS	To forward to officers for clarification and deal with this item out of session.	TBA
7648.10.3	Reconsideration of Condition 2 to Subdivision Approval Issued for Lot 502 Great Northern Highway, Port Hedland.	To forward to officers for clarification and deal with this item out of session.	TBA

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7468.13 Closure

The next ordinary meeting is scheduled for 9.00 am on Tuesday 9 October 2012.

There being no further business before the Committee, the Presiding Member thanked members for their attendance and declared the meeting closed at 11.36 am.

PRESIDING MEMBER _____

DATE _____

Unconfirmed

INDEX OF REPORTS

Item	Description
9	REPORTS
	C SUBDIVISIONAL / STRATA ITEMS / DEVELOPMENTS
9.1	PROPOSED SUBDIVISION TO CREATE TWO 'UNDERSIZED' SURVEY STRATA RESIDENTIAL LOTS – LOT 11 (151 & 151A) VICTORIA STREET, MOSMAN PARK
	D GENERAL ITEMS / OTHER MATTERS
9.2	LAYOUT PLAN AMENDMENTS – GIS CONVERSION
9.3	SHIRE OF KALAMUNDA LOCAL PLANNING STRATEGY REQUEST FOR FINAL ENDORSEMENT
	G DEVELOPMENTS / SUBDIVISIONAL / SURVEY STRATA ITEMS
9.4	BROOME INTERNATIONAL AIRPORT - AIRPORT DEVELOPMENT PLAN
10	CONFIDENTIAL REPORTS
	A POLICIES
10.1	RESIDENTIAL DESIGN CODES REVIEW – ENDORSEMENT OF COMPLEMENTARY POLICY AMENDMENT AND SUPPORTING DOCUMENTS
	B LOCAL OR REGIONAL PLANNING SCHEMES / AMENDMENTS
10.2	CITY OF FREMANTLE - LOCAL PLANNING SCHEME AMENDMENT NO.49 - FOR FINAL APPROVAL.
10.3	SHIRE OF YORK - LOCAL PLANNING SCHEME NO 2 AMENDMENT NO 36 - FOR FINAL APPROVAL

D GENERAL ITEMS / OTHER MATTERS

- 10.4 MINDARIE KEYS MARINA – AMENDMENT
TO DEEDS OF EASEMENT

**E MINOR LOCAL OR REGIONAL PLANNING SCHEMES / LOCAL
OR REGIONAL PLANNING SCHEME AMENDMENTS**

- 10.5 SHIRE OF YORK LOCAL PLANNING
SCHEME 2 – AMENDMENT NO. 31 – FOR
FINAL APPROVAL
- 10.6 SHIRE OF WYNDHAM-EAST KIMBERLEY
LOCAL PLANNING STRATEGY 2006
PARTIAL REVIEW

G DEVELOPMENTS / SUBDIVISIONAL / SURVEY STRATA

- 10.7 RECONSIDERATION OF CONDITION 2 TO
SUBDIVISION APPROVAL ISSUED FOR
LOT 502 GREAT NORTHERN HIGHWAY,
PORT HEDLAND.

ITEM NO: - "1

PROPOSED SUBDIVISION TO CREATE TWO 'UNDERSIZED' SURVEY STRATA RESIDENTIAL LOTS – LOT 11 (151 & 151A) VICTORIA STREET, MOSMAN PARK

WAPC OR COMMITTEE: Statutory Planning Committee

REPORTING AGENCY: Department of Planning
REPORTING OFFICER: Acting Manager – Metropolitan Central
AUTHORISING OFFICER: Director – Metropolitan Central
AGENDA PART: G
FILE NO: 374-12
DATE: 13 August 2012
ATTACHMENT(S):
1. Proposed Plan
2. Locality/TPS Zoning Map
3. SPC Position Paper (11 July 2006)
4. WASAT 147
5. R-Code Design Element Objectives

REGION SCHEME ZONING: Urban
LOCAL GOVERNMENT: Town of Mosman Park
LOCAL SCHEME ZONING: Residential – R20
LGA RECOMMENDATION(S): Refusal
REGION DESCRIPTOR: Perth Metro Central
RECEIPT DATE: 11 May 2012
PROCESS DAYS:
APPLICATION TYPE: Survey Strata
CADASTRAL REFERENCE: Lot 11 (151) Victoria Street, Mosman Park

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

1. ***support the practise of supporting survey strata subdivision of land which proposes minimum and average lots size less than those detailed in table 1, and where a built strata does not exist over the land, subject to the following criteria:***
 - ***the subject land is developed with existing, authorised dwellings; and***
 - ***any proposed subdivision will not increase dwelling density on the subject land; and***

-
- *any proposed subdivision will not necessarily require the retention of existing built form.*
2. *approve the survey strata subdivision at Lot 11 (151) Victoria Street, Mosman Park subject to the following conditions:*
 1. *All buildings, outbuildings and/or structures being demolished and materials removed from the lot. (Local Government)*
 2. *The land being graded and stabilised. (Local Government)*
 3. *The land being filled and/or drained. (Local Government)*
 4. *Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power, for the provision of an electricity supply service to the survey strata lots shown on the approved plan of subdivision, which may include the provision of necessary service access rights either as an easement under Section 136C and Schedule 9A of the Transfer of Land Act 1893 for the transmission of electricity by underground cable, or (in the case of approvals containing common property) via a portion of the common property suitable for consumer mains. (Western Power)*
 5. *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)*
 6. *Suitable arrangements being made with the Water Corporation so that provision of a sewerage service will be available to lot(s) shown on the approved plan of subdivision. (Water Corporation)*

ADVICE TO APPLICANT:

1. *The Commission's approval to the subdivision should not be construed as an approval to development on any of the lots proposed.*
2. *With regard to Condition 4, 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.*
3. *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.*
4. *With regard to Conditions 5 and 6, Water Corporation policy and practice for the locality may involve the provision of land (for plant and works),*

-
5. ***Upon the receipt of a request from the subdivider, a Land Development Agreement under section 67 of the Water Agencies (Powers) Act 1984 will be prepared by the Water Corporation which will document the specific requirements for the proposed subdivision.***
 6. ***The applicant is advised that approval of this subdivision was based on the application of Clause 6.1.3 P3.2 of the Residential Design Codes, the determination of a State Administrative Tribunal Decision of 2009 (WASAT 147) and the lack of increase in density achieved by the proposal. and the outcome of a SAT Decision.***

ADVICE TO LOCAL GOVERNMENT

1. ***The subdivision application was approved based on clause 6.1.3 P3.2 of the Residential Design Codes which states that the WAPC may approve the creation of a survey strata lot for an existing authorised dwelling of a lesser minimum and average site area than that specified in table 1. In this case the proposal will not increase density on the site and the resultant lots are not considered to be inconsistent with orderly and proper planning in the locality. Additionally, the application of clause 6.1.3 P3.2 in such cases was established in a determination issued by the State Administrative Tribunal in 2009 for a similar proposal.***

SUMMARY:

- The application proposes the subdivision of a freehold lot developed with two authorised grouped dwellings into two survey strata lots which have a lesser minimum and average lot size than that specified in Table 1 of the R-Codes (2010) for the R12.5 density code.
- The purpose of this report is to:
 - Seek the Commission's confirmation that its Position Paper – "Conversions" of Strata Lots (Built Strata) and Existing Survey Strata Lots to Freehold Title Lots by Application under Section 135 of the Planning & Development Act 2005 (11 July 2006) (refer to **Attachment 3**) is not relevant to the proposed application; and
 - Obtain the Commission's position on the interpretation and application of cl.6.1.3 P3.2 of the R-Codes, when an existing authorised development is proposed to be demolished in order to facilitate redevelopment of the resultant survey strata lots.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation
Section:

Planning and Development Act 2005
Subdivision / Development Approval - Part 10

Strategic Plan

Strategic Goal: Planning
Outcomes: Effective Delivery of Integrated Plans
Strategies: Implement State and Regional Planning priorities

Policy

Number and / or Name: SPP 3.1 - Residential Design Codes of Western Australia (2010)

INTRODUCTION:

The application proposes the subdivision of Lot 11 (151A & 151B) Victoria Street, Mosman Park into two survey strata lots each measuring 506.5m² in area, with no common property lot. The subject land is a freehold lot measuring 1013m² in area. It has no built strata or survey strata sitting over the freehold title.

The site is located on the northern side of Victoria Street, with its rear boundary abutting an under-width dedicated road. The site is developed with two attached grouped dwellings that share a double carport, which is accessed from Victoria Street via a single driveway. From the street it appears as though only one dwelling exists on the site as the second dwelling is positioned behind the double carport (out of view from the street). The original dwelling's front façade dominates the site's street elevation.

The applicant and the Town of Mosman Park (Council) have confirmed that the grouped dwellings are authorised development. The original dwelling was constructed prior to 1970 and the additional dwelling was approved by the Council on 28 December 1969. It is the applicant's intention to remove the grouped dwellings in order to facilitate the subdivision and redevelopment of the site.

The subject land is zoned 'Residential R12.5' under the Council's Town Planning Scheme No.2 (TPS 2) and 'Urban' under the Metropolitan Region Scheme (MRS).

The application proposes to vary the minimum (700m²) and average (800m²) lot sizes required for the R12.5 density code by 27.4% (193.5m²) and 36.7% (293.5m²) respectively. In spite of this it is considered the application can be considered and supported under cl.6.1.3 P3.2 of the Residential Design Codes of Western Australia (R-Codes).

CONSULTATION:

The Council has recommended the application be refused for the following reason;

"... the proposed lot sizes do not comply with the R12.5 minimum site area requirements of the Residential Design Codes or Performance Criteria 3.2 of Clause 6.1.3".

The Council has, however, indicated that it would consider an alternative plan of subdivision whereby one of the proposed lots is orientated towards the rear under-width road.

COMMENTS:

The application is presented to the Statutory Planning Committee (SPC) for the following reasons:

- i. The application represents a departure from the SPC Position Paper dated 11 June 2006 (refer to **Attachment 3** – SPC Position Paper);
- ii. To obtain guidance when assessing other applications against cl.6.1.3 P3.2 of the R-Codes where existing development on the land is to be removed as part of the subdivision; and
- iii. To recognise that the applicant may choose to strengthen their case by creating two built strata lots on the subject land, and then seeking approval from the WAPC for a survey strata application for a second time.

SPC Position Paper (2006)

For the purposes of this report, the SPC Position Paper 2006 essentially provides grounds for approving subdivision applications which propose undersized freehold lots where an existing built strata plan is eligible for conversion by Landgate to a survey strata scheme under s.31A of the Strata Titles Act 1985 (STA). The conversion is limited to single tier built strata schemes which were registered prior to 1 January 1998.

In this instance, the subject land does have a built strata plan and therefore cannot be considered on this basis.

R-Codes – Clause 6.1.3 A3 and P3

The 2008 version of the R-Codes introduced the following new provision concerning variations to minimum and average site area requirements and existing built form and density;

“P3.2 The WAPC or a council may approve the creation of a survey strata lot (built strata lot) or strata lot for an existing authorised grouped dwelling or multiple dwelling development of a lesser minimum and average site area than that specified in table 1, where, in the opinion of the WAPC or the council, the development on the resulting survey strata or strata (built strata) lots is consistent with the objectives of the relevant design elements of the codes, and orderly and proper planning of the locality”
(Clause 6.1.3 PC 3.2)

The provision remains unchanged in the current 2010 version of the R-Codes.

It should be noted that the applications referred to in the SPC Position Paper (2006) could not be assessed against the above provision as it was not in existence at that time.

The R-Codes Explanatory Guidelines provides the following justification for the inclusion of cl.6.1.3 P3.2 into the R-Codes;

“Provisions have also been included to provide the subdivision of existing authorised grouped dwelling and multiple dwelling developments (where subject to Part 6) that were constructed prior to the introduction of the codes, despite the fact that the resulting lots may contain a lesser area than that specified in table 1 of the codes”

This interpretation is reiterated in the decision of the State Administrative Tribunal (“the Tribunal”) in *High Street Medical Centre v WAPC* [2009] WASAT 147 (**Attachment 4** - WASAT 147) which stated the following.

“The apparent purpose of the clause is to enable each dwelling in an existing authorised grouped or multiple dwelling development of a lesser or minimum site area than specified in Table 1 (of the R-Codes) to be the subject of an individual strata land title and, therefore, separate division”

In order to satisfy cl.6.1.3 P3.2, an applicant is required to demonstrate compliance with the following criteria.

- i. All existing dwellings are to be authorised; and
- ii. The development on the resulting built strata lot or survey strata lots shall be consistent with:
 - The objectives of the relevant design elements of the R-Codes; and
 - The orderly and proper planning of the locality.

The application is compliant with the point i. above, as it is was granted development approval by the Council on 28 December 1969.

With regard to point ii. above, it is worth clarifying the interpretation of this part of P3.2. In *High Street Medical Centre v WAPC* [2009] WASAT 147, the parties disagreed on the proper interpretation of the terms ‘*the development*’ (in cl.6.1.3 P3.2) and whether it means the ‘*existing authorised development*’ or the likely future development on the resulting survey strata lots. The Tribunal found that its proper meaning is the ‘*existing authorised development*’ and identified three textual reasons to substantiate this view, in points 26 to 28 of the decision paper (refer to **Attachment 4** - WASAT 147).

In light of the above, and given the existing development is intended to be demolished part of the proposed subdivision, the application was referred to the Department's Policy Group to seek clarification as to whether P3.2 was intended to contemplate demolition of the existing development. The Policy Group concurred that P3.2 does not envisage existing development being removed as part of a subdivision application and further agreed that where this is proposed, it is immaterial whether the existing dwellings are consistent with the objectives of the relevant R-Codes design elements, as they will be replaced with new dwellings that will be subject to a full assessment against the R-Codes (2010).

Notwithstanding the view of the Policy Group and in spite of the applicant's intention to remove the existing development, for the purposes of assessing the application

against P3.2, it is considered that with appropriate modifications to the authorised dwellings, the existing development would satisfy the objectives of the R-Codes (2010) and the application would be consistent with orderly and proper planning.

Modifications required to achieve this include alterations to the original dwelling to ensure the building does not straddle the proposed common boundary and a redesign of the vehicle access and parking arrangement so that both lots have clearly defined areas for two car bays each.

Although these changes may alter the appearance of the development, they would not be detrimental to the streetscape or to the aesthetics of the existing development, particularly given a development approval would be required from the Council for any alteration works and which would further require assessment against the R-Codes.

Notwithstanding the above, the application proposes to remove the existing dwellings and create two equal sized side-by-side survey strata lots. If approved, any future development of the lots will require development approval from Council which will involve a detailed planning assessment against the R-Codes and TPS 2. This would therefore provide Council with an opportunity to ensure that future development of the lots will complement and be consistent with the locality's streetscape and amenity.

Further to the above it is acknowledged that any future development of the lots will address the street as two individual dwellings, which is at odds with the existing grouped dwelling arrangement. While this may not meet current community expectations, the subdivision of the land will not change the density of the site or land use and two new dwellings will be assessed against the R-Codes and Council's policies thereby ensuring a high standard of replacement development.

Built Strata and Survey Strata Process

Additional to the above, the applicant has indicated that if not successful in obtaining approval for the subject application, they may proceed to undertake the following steps:

- i. Obtain a Building Approval Permit - Strata (formerly a Form 7) and a Form 26 Approval from the Council, which will form part of an application to Landgate for the registration of a Built Strata Plan for the subject land and dwellings. This process is generally straightforward, and involves the Council checking the existing dwellings to ensure they are in compliance with the Building Licence/Permit and Development Approval pertaining to them.
- ii. Following registration of a Built Strata, lodge an application for survey strata subdivision with the WAPC that proposes property boundaries consistent with that of the Built Strata Plan.
- iii. Assuming the WAPC approves the survey strata application, obtain appropriate approvals from the Council to demolish the two existing dwellings.

-
- iv. Lodge an application for survey strata approval with the WAPC which proposes to realign the common property boundary so that two equal sized, vacant survey strata lots are created.

Although this process is not guaranteed to achieve the applicants desired outcome, it is highly likely it will as the WAPC would be challenged to find reasonable grounds to refuse a survey strata application for the subject land, when it contains two Built Strata lots, and clause 6.1.2 P3.2 of the R-Codes (2010) allows unlimited variations to the minimum and average lot size.

Previous Approvals

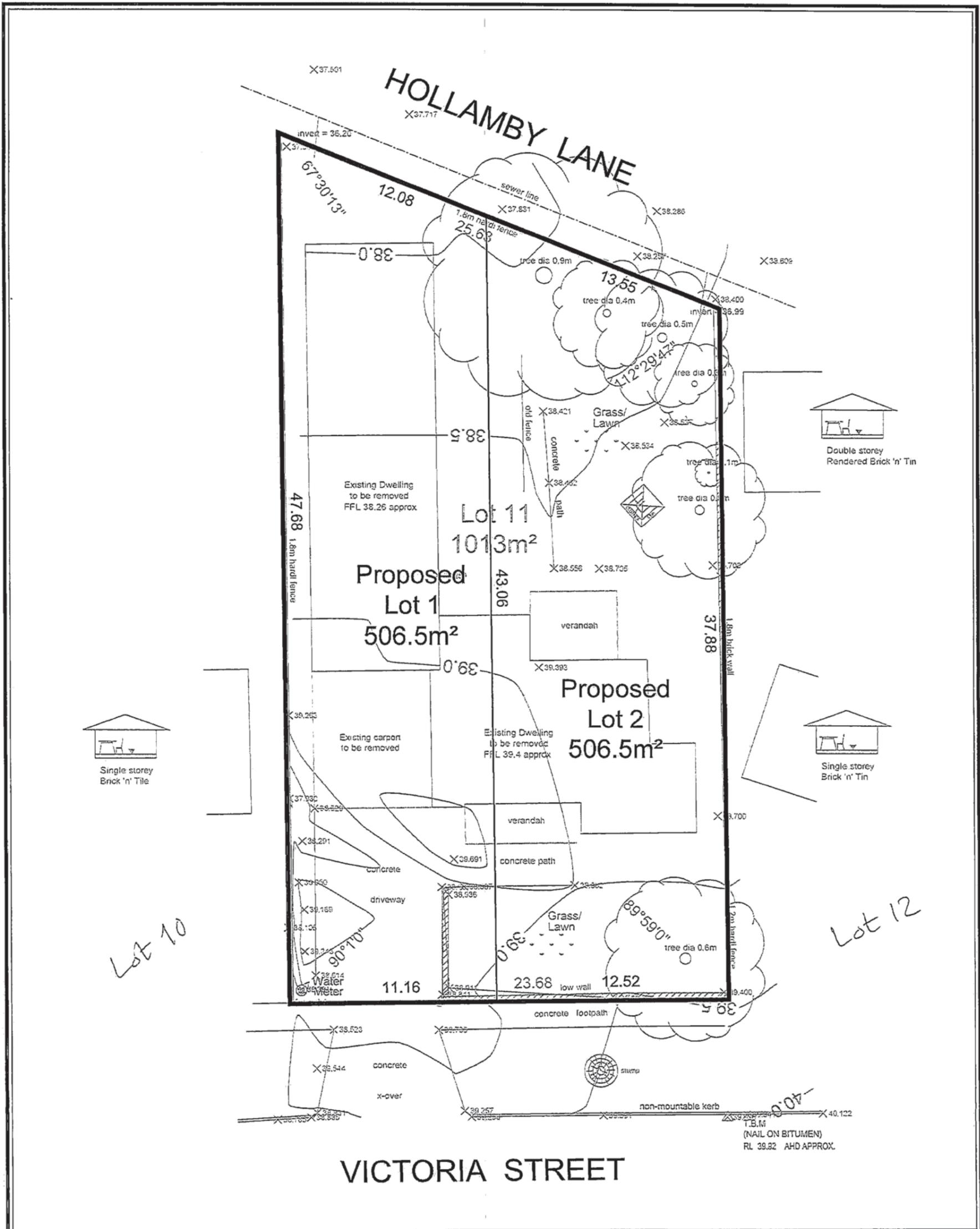
Since 2008, the WAPC has approved (under delegated authority) numerous applications in accordance with cl.6.1.3 P3.2 which proposed to retain existing development on the site. However it worth noting that once subdivided, there is nothing preventing a landowner from seeking approval from a local government to demolish the existing development in order to facilitate redevelopment of the land. Therefore, it considered reasonable in this instance to support the proposal

CONCLUSION:

It can be concluded that fundamentally cl.6.1.3 P3.2 allows for the formalisation of existing authorised built density by permitting the subdivision of land at a lesser minimum and average lot size than that specified in Table 1 of the R-Codes.

In this instance, the assessment of the existing development on the resultant survey strata lots is immaterial given the existing development is intended to be demolished as part of the subdivision process. Furthermore, any new development will require development approval from the Council and through this process will undergo assessment against Council's TPS 1, local planning policies and the R-Codes which shall ensure the eventual development is in keeping with the locality's streetscape and of a high standard.

For these reasons, conditional approval is recommended.



0 1 2 3 4 5 6m
SCALE 1:200
ORIGINAL PLAN SIZE: A3

Base Mapping Prepared
By Andrew Robertson

DATE:
23.04.2012

ALGERI
PLANNING & APPEALS


NORTH

Algeri Planning & Appeals
Unit 1, 28 Commerce Avenue, Armadale
Postal: PO Box 444 Armadale WA 6992
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LEGEND:
Subject Land..... 

NOTE: Areas and dimensions are subject to survey.

**PROPOSED SURVEY
STRATA SUBDIVISION**

LOT 11 (No. 51) VICTORIA STREET
MOSMAN PARK
Town of Mosman Park

DEPARTMENT OF PLANNING

DATE	FILE
11 MAY 2012	374-12

ATTACHMENT 1



	Cadastral with Street Address Number		WATERWAYS		PRIVATE CLUBS & INSTITUTIONS
	Cadastral with Lot Numbers		PARKS & RECREATION		RESIDENTIAL
	Cadastral		PARKS & RECREATION RESTRICTED		
	SPECIAL 10		BUSINESS		
	TPS - Scheme Boundaries		PARKS AND RECREATION		
	TPS - R Code Boundaries		PLACE OF PUBLIC ASSEMBLY		

Scale 1:6,144
 0 125 m

Prepared by: kgibson
 Prepared for:
 Date: Thursday, July 19, 2012 11:33
 Plot Identifier: P20120719_1132

DP INTERNAL USE ONLY

Government of Western Australia
 Department of Planning

Locality Plan (TPS 2 - Zoning)

STATUTORY PLANNING COMMITTEE

File No. : 1-1-1-1 Vol 6
 Agenda : A
 Reporting Officer : Lindsay Baxter
 Authorising Officer : Eugene Ferraro

POSITION PAPER**"CONVERSION" OF STRATA LOTS ("BUILT STRATA") AND EXISTING SURVEY-STRATA LOTS TO FREEHOLD TITLE LOTS BY APPLICATION UNDER SECTION 135 OF THE *PLANNING AND DEVELOPMENT ACT 2005***Background

1. *The purpose of this report is to obtain the Commission's position on the "conversion" of strata lots ("built strata"¹) and existing survey-strata lots to freehold lots, where the proposed lot sizes do not comply with the respective town planning schemes per 2002 Residential Design Codes (RDC). The reason that a position is being requested is that the Commission has approved some proposals and refused others of a like nature.*
2. *The Commission has received, and continues to receive, a small number of subdivision applications which seek to "convert" strata lots and existing, or approved, survey-strata lots into freehold lots.*
3. *In most cases the lot sizes proposed as a result of the conversion would not comply with the respective local government town planning schemes in respect of the recommended minimum and average lot size for the applicable density code pursuant to the RDC.*
4. *The applications for freehold lots are submitted by applicants on the basis that the restrictive nature of the older strata lots often precludes the buildings from being extended or upgraded and that the conversion of survey-strata lots to freehold lots will make no difference to the existing density.*

REPORT

5. Section 31A of the *Strata Titles Act 1985* (STA) provides for the conversion of built strata schemes to survey-strata schemes. This conversion is limited to single tier² strata schemes, which were **registered before 1 January 1998**. The process requires a surveyor to submit documentation and certification to

¹ There is no such term as a "built strata" under the *Strata Titles Act 1985*. There are only strata schemes (which may comprise buildings and land and common property or buildings and vacant land) and survey-stratas. Nevertheless, as the following discussion generally relates to older strata schemes with buildings on them, they will be referred to as built stratas for convenience.

² Single tier strata schemes are those with no lots directly above other lots, such as multi storey buildings. It does not preclude two-storey dwellings.

the Department of Land Information under sections 31E and 31F of the STA. The surveyor is not required to certify that the lots, in planning terms, comply with the relevant town planning scheme. Section 31F (e) and regulation 14O of the *Strata Titles General Regulations 1996* inter alia, relate to parking, right to light and air, rights of access and, if possible, authorised approval to the buildings.

6. The Registrar of Titles amends the strata plan so that it becomes a survey-strata. No separate termination procedure is required and the Commission is not involved in the process nor is it consulted. The end result is, however, legitimate survey-strata lots with all the rights and benefits conferred by that form of title. An example of a converted strata is at **Attachment A Pages 1 to 3**. (**Attachment A page 4** shows subsequently approved freehold lots of the same site)
7. The conversion of built stratas under s31A of the STA has no reference to the planning process or lot sizes required by town planning schemes. In many cases, the resultant lots would be deficient in lot area, having regard to the RDC.
8. The reason for the conversion is that in many cases, the owners of built stratas do not own the land appurtenant to their dwellings (as they thought they did) so the conversion process allows the common property to become part of the lots.
9. Survey-strata lots without common property are deemed, by the planning process and the Commission's policies, to be the same as freehold lots and thus have the development potential for single dwellings.
10. Further, once converted to survey-strata lots, the existing dwellings which are often older substandard dwellings, can be demolished and new single dwellings constructed.
11. Having obtained conversion to survey-strata, applicants then seek to convert to freehold lots. This is because freehold title is still seen as the more desirable form of title with few, if any, encumbrances and no obligations under the STA such as insurance of common property, maintenance and strata fees. Further, given that there is no common property, there is little need for the benefits that the STA provides for the common management of the property.

Benchmark Applications determined by the Commission

Type 1 - Existing survey-strata lots originally approved by the WAPC into freehold lots. - Attachment B

12. On 16 April 2002 the Statutory Planning Committee (SPC) approved the subdivision of survey-strata Lots 1 and 2 Matheson Road Applecross into two freehold lots of 506m² each. (**WAPC Ref 118355**) The land was coded R12.5 which has a recommended minimum lot size of 700m² and an average of 800m².

The survey-strata subdivision of the land had previously been approved by the Commission on 19 September 1997 and a revised plan creating two survey-strata lots of 506m² (no common property) was approved on 13 August 1999. (WAPC Ref: 727-97) The survey-strata plan was endorsed by the Commission on 18 May 2000.

13. Notwithstanding that application **WAPC 118355** did not comply with the minimum lot size and frontage requirements of the then 1991 Residential Planning Codes for single houses under R12.5 (the land had been down-coded under the City of Melville Community Planning Scheme No. 5 [CPS 5]) the application was approved by the Commission on the basis that:-
- the proposal did not create any additional lots;
 - the lots were already provided with water, sewerage and electricity services;
 - precedent would be restricted to other applications with similar circumstances;
 - development approval had been granted by the local government for both of the lots; and
 - the consequential effect was a change in the tenure not the density of lots or dwellings.

Type 2 - Existing survey-strata lots created pursuant to s31A STA into freehold.

14. On 13 May 2004, the Commission (under delegated authority), based on the precedent provided in the example given at Type 1 above, approved the subdivision of survey-strata Lots 1 and 2 (formerly Lot 68) Farrin Street, Attadale into two side-by-side green title lots of 646m² and 626m². (WAPC Ref: 124635) Survey-strata lots 1 and 2 had been created pursuant to the s31A STA process.
15. The land is designated Living Areas (R12.5) in the City of Melville CPS 5 and the proposed green title subdivision did not comply with the lot size requirements. The City of Melville had recommended refusal on this basis.
16. The application was approved for first three reasons outlined at Point 13 above.

Type 3 - Built strata which could be converted to survey-strata lots pursuant to s31A STA (but hadn't been) into freehold lots.

17. On 15 March 2004 the Commission (under delegated authority) approved the subdivision of strata Lots 1 and 2 (formerly Lot 648) Ardross Street, Attadale into two freehold lots of 536m² each. (WAPC Ref: 123625) The strata lots had not been converted to survey-strata lots but the applicant demonstrated that the land was capable of conversion as the original strata was registered in 1985. The applicant also submitted a plan showing the proposed survey-strata conversion. **Attachment C pages 1 and 2.**

18. The land is designated Living Areas (R15) in the City of Melville CPS 5 and the proposed freehold lot subdivision did not comply with the lot size requirements. The City of Melville had recommended refusal on this basis.
19. The application was approved for the first three reasons outlined at Point 13 above.
20. **Having regard to the Commission's decision on WAPC 118355 and the two other examples described above, other applications, mainly in the City of Melville, have been approved where survey-strata lots without common property have been approved by the Commission or where the survey-strata lots exist, or are eligible to be created pursuant to s31A of the STA, and where a subsequent application for freehold title would not change the development outcome notwithstanding non-compliance with the RDC.**

Application of s138 of the *Planning and Development Act, 2005 (P&D Act)*.

21. Section 138(2) of the *Planning and Development Act, 2005* states that the Commission is to have due regard to the provisions of a local planning scheme in approving subdivision and is not to give an approval that conflicts with the provisions of the scheme.
22. Section 138(3) sets out the circumstances where the Commission may give an approval that conflicts with the local planning scheme.
23. In the cases described above and submitted in the recommendation to this report, it is considered that section 138(3) (c) can apply, that is;
 - (i) the conflict is of a minor nature.
24. Pursuant to section 138(3)(e), in some cases, the local government has indicated support for the departure from its scheme, for example, the City of Stirling. In other cases, the local government will not indicate support, for example, the City of Melville.

Residential Design Codes 2002 and Draft Variation 1 (March 2006)

25. In most cases, subdivision will result in lots where the variation to the minimum or average lot sizes is greater than 5% which means that they could not satisfy the criteria pursuant to clause 3.1.3 of the RDC or Policy DC 2.2 - Residential Subdivision.
26. Proposed clause 6.1.3 of the Residential Design Codes (Variation 1) will allow the Commission to approve the creation of a survey-strata lot or a strata lot for an existing authorised grouped dwelling that does not comply with table 1. There is no need for this clause to extend to the creation of "undersized freehold lots" as they are not bound by the same development restrictions other than requiring a development approval where they are below 350m².

Comments

27. Many of the dwellings associated with pre 1998 strata titles are nearing the end of their economic life and are substandard in terms of today's living expectations but due to the restrictive nature of the strata title are unable to be redeveloped. The strata titles are often in separate ownerships but the land value means that they are unlikely to be terminated and developed with a single dwelling which is usually the maximum development potential under the applicable RDC for the parent lot. Consequently, the dwellings suffer from lack of maintenance and renovation.
28. Notwithstanding the above, the strata lots can be converted to survey-stratas without common property and then redeveloped as if they were two single dwellings. Accordingly, in these circumstances, there are no sustainable reasons to object to the conversion of survey-strata lots to freehold lots.
29. Nevertheless, there have been inconsistencies in the recommendations put to the Commission and therefore the decisions made. Refer for example, the history associated with Item C on this Agenda (WAPC 128689).
30. A consistent position is sought in relation to the determination of applications for freehold lot subdivisions where there are existing survey-strata lots, and for properties which have the potential to be converted to survey-strata lots under s31A of the *Strata Titles Act*, such as WAPC Ref 128689, notwithstanding non-compliance with the town planning scheme and RDC.

Conclusion

31. The subdivision applications which fall into the types outlined above have been approved on the basis of offering a pragmatic outcome where no change in the number of lots or development density will result.
32. The Commission's approval to subdivision of land where an existing survey-strata or built strata (pre 1998) is in place can be supported where there would be no change to the density of development.

RECOMMENDATION

That the Commission resolve to:-

1. Determine that the following types of applications can be approved notwithstanding that they may not comply with the relevant town planning scheme:-
 - A. Applications for freehold title lots where the existing survey-strata lots (without common property) have previously approved by the Commission.
 - B. Applications for freehold title lots where the existing survey-strata lots have been created pursuant to s31A of the *Strata Titles Act*.

- C. Applications for freehold title lots where the applicant demonstrates that the existing strata lots qualify for conversion pursuant to s31A of the *Strata Titles Act*.
2. Note that in the determination of the above applications, the configuration of the lots may change from battleaxe configuration to side-by-side, or vice-versa, and that each application must still be determined on its merits.

LINDSAY BAXTER
TEAM LEADER
METROPOLITAN SOUTH EAST

11 July 2006

[2009] WASAT 147

JURISDICTION : STATE ADMINISTRATIVE TRIBUNAL

STREAM : DEVELOPMENT & RESOURCES

ACT : PLANNING AND DEVELOPMENT ACT 2005 (WA)

CITATION : HIGH STREET MEDICAL CENTRE PTY LTD and
WESTERN AUSTRALIAN PLANNING
COMMISSION [2009] WASAT 147

MEMBER : MR D R PARRY (SENIOR MEMBER)

DELIVERED : 4 AUGUST 2009

FILE NO/S : DR 120 of 2009

BETWEEN : HIGH STREET MEDICAL CENTRE PTY LTD
Applicant

AND

WESTERN AUSTRALIAN PLANNING
COMMISSION
Respondent

Catchwords:

Town planning - Subdivision - Survey strata subdivision - Existing authorised grouped dwelling development - Proposed survey strata subdivision into two lots - Interpretation and application of cl 6.1.3 P3.2 of the *Residential Design Codes of Western Australia* (2008) - Whether 'the development on the resulting survey strata ... lots is consistent with the objectives of the relevant design elements of the codes, and the orderly and proper planning of the locality' - Whether the expression 'the development' includes likely future development or only existing development - Whether proposed lots are reasonably capable of development - Precedent

Legislation:

City of Nedlands Town Planning Scheme No 2, cl 1.3, cl 4.1, cl 5.3.1(b),
cl 5.3.1(d)

Metropolitan Region Scheme

Planning and Development Act 2005 (WA), s 135, s 251(1)

Residential Design Codes of Western Australia (2002)

Residential Design Codes of Western Australia (2008), cl 6.1.1 A1.1, cl 6.1,
cl 6.1.3 A3iv, cl 6.1.3 P3.1, cl 6.1.3 P3.2, Table 1

Result:

Application for review allowed and survey strata subdivision approval granted
subject to conditions

Category: A

Representation:

Counsel:

Applicant : Mr J Algeri (Agent)
Respondent : Mr M Logan (Public Sector Employee)

Solicitors:

Applicant : N/A
Respondent : N/A

Case(s) referred to in decision(s):

Boulter and City of Subiaco [2007] WASAT 71; (2007) 52 SR (WA) 84
Cornhill and Western Australian Planning Commission [2009] WASAT 9
Nicholls and Western Australian Planning Commission [2005] WASAT 40;
(2005) 149 LGERA 117
Sweetland and Town of Cambridge [2005] WASAT 278

REASONS FOR DECISION OF THE TRIBUNAL:

Summary of Tribunal's decision

1 This case concerned an application for the survey strata subdivision of a lot into two survey strata lots and common property. The lot contained an approved grouped dwelling development built in the 1960s.

2 The application was largely based on cl 6.1.3 P3.2 of the *Residential Design Codes of Western Australia* (2008) which was a new provision introduced in 2008 and which had not previously been the subject of consideration by the Tribunal. Clause 6.1.3 P3.2 stated as follows:

The [Western Australian Planning Commission] or a council may approve the creation of a survey strata lot or strata lot for an existing authorised grouped dwelling or multiple dwelling development of a lesser minimum and average site area than that specified in table 1, where, in the opinion of the [Western Australian Planning Commission] or the council, the development on the resulting survey strata or strata lots is consistent with the objectives of the relevant design elements of the codes, and the orderly and proper planning of the locality.

3 The parties agreed that the existing grouped dwelling development is 'an existing authorised grouped dwelling ... development of a lesser minimum and average site area than that specified in table 1'. The site was subject to a split coding of 'R12.5/R20'. The site area of one of the proposed survey strata lots was equivalent to the minimum site area for the R25 code and the site area of the other proposed survey strata lot and the average area of the lots was marginally less than that relevantly contemplated by the R20 code.

4 The Tribunal determined that the term 'the development' in cl 6.1.3 P3.2 of the *Residential Design Codes of Western Australia* (2008) refers to the 'existing authorised grouped dwelling ... development' and does not refer to likely future development on the resulting survey strata lots. The Tribunal also observed that cl 6.1.3 P3.2 of the *Residential Design Codes of Western Australia* (2008) is premised on the fact that an existing authorised grouped dwelling development is deficient in comparison to the minimum and average lot sizes specified for the relevant code and that the clause does not limit the extent of variation to the minimum lot sizes.

5 The Tribunal found that the development on the resulting survey strata lots is consistent with the objectives of the relevant design elements of the *Residential Design Codes of Western Australia* (2008). In

particular, it is in line with community expectations about the type and density of residential development. The Tribunal also found that the development is consistent with the orderly and proper planning of the locality. The existing character and density of residential land would be retained and the development would have little impact on amenity.

6 The Tribunal found that the proposed lots are reasonably capable of development in accordance with applicable planning controls and that, if redevelopment occurred following survey strata subdivision, then it will lead to an improvement in the visual amenity of the site and locality by replacing two nondescript 1960s dwellings with two contemporary dwellings.

7 The Tribunal concluded that the proposal was consistent with orderly and proper planning and warranted conditional approval.

Background

8 On 21 April 1964, the City of Nedlands (City or Council) approved the construction of a single-storey building comprising two attached dwellings, then known as a 'duplex development' and now referred to as a 'grouped dwelling development', at No 28 (Lot 74) Odern Crescent, Swanbourne (site). The grouped dwelling development was constructed and remains on the site.

9 The site has a frontage of 19.82 metres, a depth of approximately 50 metres and an area of 852 square metres. The site is located directly across the road from Swanbourne beach and foreshore reserve.

10 The street block in which the site is located is characterised by large dwellings, built in a variety of architectural styles and in different periods, on lots ranging in size from 819 square metres to 1,017 square metres. Four of the 22 lots in the street block, including the site, comprise grouped dwelling developments.

11 The site is zoned 'Urban' under the *Metropolitan Region Scheme* and 'Residential' with a residential density coding of 'R12.5/R20' under the *City of Nedlands Town Planning Scheme No 2* (TPS 2 or Scheme). Clause 5.3.1(b) of the Scheme states that the Council may approve a grouped dwelling development containing a maximum of two dwellings 'subject to R20 requirements' on land coded 'R12.5/R20' if the following three conditions are satisfied:

- (i) grouped dwellings do not occur at a frequency greater than one lot in five of all lots within the area bounded by four streets or other natural boundary;
 - (ii) grouped dwellings are separated from any other grouped dwelling by not less than two single dwellings in the same street frontage; and
 - (iii) the setback requirements of the first-mentioned R.Code designation are observed.
- 12 'R20 requirements' under the *Residential Design Codes of Western Australia* (2008) (Codes) include a minimum site area of 440 square metres and an average site area of 500 square metres (or, in the case of grouped dwellings in areas coded R20 as at 4 October 2002, which relevantly includes the site, 450 square metres) (cl 6.1.1 A1.1, cl 6.1.3 A3iv and Table 1 of the Codes).
- 13 Although the average site area in the existing grouped dwelling development on the site is 426 square metres, rather than 450 square metres, the City has certified that the site has the benefit of 'non-conforming use rights' under cl 4.1 of the Scheme, because it was being lawfully used for a grouped dwelling development at the time when the Scheme commenced.
- 14 It is common ground in these proceedings, and a view shared by Ms Coralie Anderson, the City's Senior Statutory Planner who gave evidence on behalf of the Western Australian Planning Commission (Commission), that the existing grouped dwelling on the site satisfies the three conditions stated in cl 5.3.1(b) of TPS 2.

Survey strata subdivision application

- 15 In April 2008, the Codes commenced and replaced the *Residential Design Codes of Western Australia* (2002). The Codes introduced the following new provision in relation to variation to minimum and average site area requirements:

The [Commission] or a council may approve the creation of a survey strata lot or strata lot for an existing authorised grouped dwelling or multiple dwelling development of a lesser minimum and average site area than that specified in table 1, where, in the opinion of the [Commission] or the council, the development on the resulting survey strata or strata lots is consistent with the objectives of the relevant design elements of the codes, and the orderly and proper planning of the locality. (Clause 6.1.3 P3.2)

16 On 13 November 2008, the owner of the site, High Street Medical Centre Pty Ltd, applied to the Commission for approval for the survey strata subdivision of the site into two survey strata lots and common property under s 135 of the *Planning and Development Act 2005* (WA) (PD Act). The survey strata subdivision application was largely based on cl 6.1.3 P3.2 of the Codes.

17 Proposed Lot 1 would have an area of 331 square metres and would comprise the front existing grouped dwelling. Proposed Lot 2 would have an area of 425 square metres and would comprise the rear half of the site including the rear existing grouped dwelling. The proposed boundary between Lot 1 and Lot 2 would traverse, in part, the centre line of the internal wall between the two existing grouped dwellings. The remaining 96 square metres of the site, comprising part of the driveway, is proposed as common property.

18 On 9 December 2008, the Council resolved that it does not support the proposed survey strata subdivision for the following reasons:

- (i) Given its density coding the lot is not large enough to be subdivided into two lots.
- (ii) The resulting lots are smaller than the average or minimum areas required under the density codes applicable to the lot.

19 On 3 March 2009, the Commission refused the survey strata subdivision application for the following reasons:

1. The proposed subdivision does not comply with the Western Australian Planning Commission's Policy DC 1.3: '*Strata Titles*' and Policy DC 2.2: '*Residential Subdivision*', provisions of Statement of Planning Policy No 1 '*State Planning Framework*' (Variation No. 2), by reason that:

- (i) the proposed lot sizes do not comply with the minimum or average lot size requirement for grouped dwelling lots in an area coded R12.5 as specified by the Residential Design Codes (2008); and
- (ii) the proposed minimum and average lot sizes would result in a variation greater than the variation provisions set out in the Residential Design Codes (2008).

2. The proposed survey strata does not comply with the City of Nedlands Town Planning Scheme No. 2 by reason that:

- (i) the proposed strata lots [are] below both the minimum and average areas of lot per dwelling required by the R12.5

coding in the City of Nedlands Town Planning Scheme No. 2; and

(ii) specific provisions of the Scheme only supports [sic] survey strata or green title subdivision of land in dual-coded areas in accordance with the lower coding.

3. Approval of the subdivision would set an undesirable precedent for further subdivision of other lots in the locality which would undermine the objectives and provisions of the City of Nedlands Town Planning Scheme No. 2.

20 On 2 April 2009, High Street Medical Centre Pty Ltd sought review by the Tribunal of the Commission's decision in accordance with s 251(1) of the PD Act.

21 It is common ground between the parties that a key consideration in relation to whether the survey strata subdivision application should be approved is whether the proposal satisfies cl 6.1.3 P3.2 of the Codes. It is convenient, therefore, to commence with an analysis of this issue.

Does the proposal satisfy cl 6.1.3 P3.2 of the Codes?

22 As noted earlier, cl 6.1.3 P3.2 of the Codes was introduced in April 2008. This is the first review application in which the interpretation and application of this provision has arisen.

23 It is common ground between the parties that the existing grouped dwelling development on the site is 'an existing authorised grouped dwelling ... development of a lesser minimum and average site area than that specified in table 1'. The parties disagreed, however, in relation to whether 'the development on the resulting survey strata ... lots is consistent with the objectives of the relevant design elements of the Codes, and the orderly and proper planning of the locality'.

24 The parties also disagreed in relation to the proper interpretation of the term 'the development'. High Street Medical Centre Pty Ltd argued that the expression 'the development' refers to the 'existing authorised grouped dwelling ... development', whereas the Commission argued that the expression refers, or refers also, to likely future development. The parties agreed, however, that approval of the proposed survey strata subdivision is likely to facilitate redevelopment of each of the proposed lots for a new dwelling.

25 On its proper interpretation, the expression 'the development' in cl 6.1.3 P3.2 of the Codes refers to the 'existing authorised grouped

dwelling ... development'. The expression does not refer to likely future development on the resulting survey strata lots. There are three textual indications which support this interpretation.

26 First, the interpretation is supported by the flow of the clause. When the provision is read from beginning to end, it is apparent that 'the development' and the 'existing authorised grouped dwelling ... development' are intended to refer to the same building or buildings.

27 Second, the clause states that the Commission may approve the creation of a survey strata lot **for** an existing authorised grouped dwelling ... development' (emphasis added). As the resulting survey strata lot is **for** the existing authorised grouped dwelling development, 'the development on the resulting survey strata ... lots' is the existing development.

28 Third, the clause requires the Commission to be of the opinion that the development on the resulting survey strata lots **is** consistent with' (emphasis added) relevant objectives and the orderly and proper planning of the locality. The use of the present tense - 'is' - indicates that 'the development' refers to the existing development.

29 A purposive interpretation of the provision arrives at the same result. The apparent purpose of the clause is to enable each dwelling in an existing authorised grouped dwelling or multiple dwelling development of lesser minimum or average site area than specified in Table 1 to be the subject of an individual strata land title and, therefore, separate disposition. If survey strata or strata approval is granted for an existing development, then no further planning approval is required for the continued use of each dwelling on its separate title. It is sensible, therefore, for the provision to require an assessment as to whether the existing grouped or multiple dwelling development on the resulting survey strata or strata lots is consistent with the objectives of the relevant design elements of the Codes and the orderly and proper planning of the locality. However, if, ultimately, a redevelopment of a resulting survey strata or strata lot is proposed, then a development application will be required to be lodged and assessed.

30 This is not to say, however, that likely future development of the resulting survey strata lots is irrelevant in relation to whether strata subdivision approval should be granted; far from it. As discussed below, the question of whether a proposed survey strata lot is reasonably capable of development in accordance with applicable planning controls is a

matter for consideration in the exercise of planning discretion. However, it is not a consideration under cl 6.1.3 P3.2 of the Codes.

31 Each of the three town planning expert witnesses who gave evidence, Mr Joe Algeri, a consultant town planner who gave evidence for High Street Medical Centre Pty Ltd, Mr Jason Bouwhuis, a town planner and officer of the Department of Planning called on behalf of the Commission, and Ms Anderson, agreed that the existing grouped dwelling development on the site is broadly consistent with the objectives of the relevant design elements of the Codes. In particular, the expert witnesses agreed that the existing grouped dwelling development satisfies the objective of the housing density requirements in cl 6.1 of the Codes 'to ensure that residential development occurs in line with community expectations about its type and density'. The Tribunal concurs.

32 However, Mr Bouwhuis considered that the development on the resulting survey strata lots would not be consistent with the orderly and proper planning of the locality. Mr Bouwhuis noted that, although the existing development satisfies the three requirements set out in cl 5.3.1(b) of TPS 2, the development does not accord with 'R.20 requirements'. In particular, the area of proposed Lot 1 reflects an R25, rather than R20, density coding. Furthermore, the area of proposed Lot 2 is approximately 3% less than the minimum site area of 440 square metres specified for the R20 code in Table 1 of the Codes, and the average site area of 426 square metres is approximately 5% less than the average site area of 450 square metres specified by cl 6.1.3 A3iv of the Codes.

33 Mr Bouwhuis also referred to cl 5.3.1(d) of TPS 2 which states as follows:

Recognising that the [Commission] determines subdivision applications, in order to protect the amenity of dual-coded areas (R10/R20, R12.5/R20 and R12.5/R40) Council will only support Survey Strata or Green Title subdivision of land in accordance with the lower coding.

34 Mr Bouwhuis noted that the proposed minimum and average lot sizes are substantially deficient in comparison to the minimum and average lot sizes specified for the R12.5 code in Table 1 of the Codes. Proposed Lot 1 is 52.7% deficient, proposed Lot 2 is 39.3% deficient, and the average lot size proposed is approximately half that which is required.

35 However, it is important to note that cl 6.1.3 P3.2 of the Codes is premised on the fact that an existing authorised grouped dwelling or multiple dwelling development is 'of a lesser minimum and average site

area than that specified in Table 1'. Furthermore, in contrast to cl 6.1.3 P3.1 of the Codes, which limits discretion in relation to variation to minimum and average site areas to no more than 5%, cl 6.1.3 P3.2 of the Codes does not limit the extent of variation.

36 Clause 1.3 of TPS 2 states, in relation to the intent of the Scheme, that 'it is proposed to maintain the existing character and density of residential land ... '. The proposed survey strata subdivision would maintain the existing character and density of the site as a grouped dwelling development site and the existing character and density of the locality of the site. In this regard, the definition of 'grouped dwelling' in the Codes 'includes a dwelling on a survey strata with common property'. Consequently, each of the existing grouped dwellings would remain 'grouped dwellings' following survey strata subdivision.

37 Clause 5.3.1(d) of TPS 2 appears to be inconsistent with cl 5.3.1(b) of the Scheme and the intent of the Scheme expressed in cl 1.3. In any case, cl 5.3.1(d) refers only to Council's support for a proposed subdivision. It does not fetter the discretion of the Commission, or the Tribunal on review, to approve an appropriate survey strata subdivision. Furthermore, the stated intent of cl 5.3.1(d) of TPS 2 is 'to protect the amenity of the dual-coded areas'. As Mr Algeri observed, the proposed survey strata subdivision will not change the density of the site and 'will have little impact on amenity or community expectations of residential development'. This evidence was not questioned or contradicted. Land that has been used for the past 45 years to accommodate two dwellings will continue to be used for that purpose.

38 The Tribunal, therefore, finds that the development on the resulting survey strata lots is consistent with the objectives of the relevant design elements of the Codes and with the orderly and proper planning of the locality. Clause 6.1.3 P3.2 of the Codes is, therefore, satisfied in the circumstances of this case.

Should the proposed survey strata subdivision be approved in the exercise of planning discretion?

39 The Commission presented four principal arguments as to why the proposal would be contrary to orderly and proper planning and should, therefore, be refused in the exercise of planning discretion.

40 First, the Commission argued that the proposal would create significantly undersized lots, well below the lot sizes contemplated in TPS 2 and well below characteristic lot sizes in the locality. The

Commission contended that the area has a stable character and density and that the proposal would be contrary to those qualities. It relied on Mr Bouwhuis' evidence that 'the creation of two survey strata lots of this size will generate an aberration in the lot size characteristics of the street block'.

41 However, as noted earlier, the street block includes four properties, including the site, that comprise grouped dwelling developments. Two of these developments predate TPS 2 and two were approved under cl 5.3.1(b) of TPS 2. While it is correct, as Mr Bouwhuis observed, that the average lot size in the street block, namely, 894 square metres, is more than double the lot sizes proposed in this application, the housing density reflected in the proposed survey strata subdivision is consistent with the character and density of the site and of the three other properties in the street block on which this form of development has been approved. Furthermore, the conditions in cl 5.3.1(b) of TPS 2 have ensured that the grouped dwelling developments in the street block have not substantially altered the predominant character of the locality, namely, large dwellings on large lots.

42 Second, the Commission argued, relying in particular on Ms Anderson's evidence, that the proposed survey strata subdivision would create constrained development sites, particularly proposed Lot 1 with an area of 331 square metres. Ms Anderson gave evidence that, having regard to setback requirements, the proposed lot sizes of 331 square metres and 425 square metres 'will effectively be reduced to building envelopes of 126 square metres for the front lot and 336 square metres for the rear lot'. Ms Anderson considered that any future development proposal consistent with the expectations of the Swanbourne locality:

... is likely to require significant variations from the Acceptable Development provisions of the [Codes], to such an extent that the objectives of the Design Elements may no longer be met, significantly increasing the likelihood of refusals and subsequent appeals.

43 Ms Anderson referred, in particular, to the boundary setback requirements, open space requirements and design for climate requirements of the Codes.

44 In contrast, while Mr Algeri acknowledged that the building envelope for Lot 1 would be relatively small, he considered that it would not negate the ability to develop an appropriate two-storey dwelling on that lot. Mr Algeri also expressed concerns in relation to Ms Anderson's

reference to 'variations from the Acceptable Development provisions of the [Codes]'. Mr Algeri observed that the Acceptable Development provisions of the Codes are but one way of achieving the associated Performance Criteria. In Mr Algeri's opinion, the proposed lot sizes are not 'unduly restrictive'.

45 The Tribunal prefers Mr Algeri's evidence over Ms Anderson's evidence in relation to this issue for the following three reasons.

46 First, Ms Anderson's evidence proceeded on a misunderstanding as to the proper interpretation and application of the Codes. As the Tribunal held in *Sweetland and Town of Cambridge* [2005] WASAT 278 at [36]:

[W]here there is non-compliance with the Acceptable Development provisions, it is not appropriate to test the matter by reference to the departure from those requirements. Rather, the test is whether the particular application meets the Performance Criteria, thereby satisfying the objective: *Choice Constructions Pty Ltd v Town of Vincent* [2003] WATPAT 71; *Dalla Riva (Australia) Pty Ltd v Town of Vincent* [2004] WATPAT 4.

47 This statement was endorsed in *Boulter and City of Subiaco* [2007] WASAT 71; (2007) 52 SR (WA) 84 at [30]. Similarly, the following explanatory guideline to the Codes is correct:

Given that the acceptable development provisions illustrate only one way of satisfactorily meeting the corresponding performance criterion, the use of an acceptable development provision as a yardstick or evaluation standard during a performance criteria assessment is generally not appropriate. (Explanatory Guidelines Pt 1 page 4).

48 An Acceptable Development provision of the Codes is only one way to achieve the objective of the relevant element. The objective can also be achieved by satisfaction of the Performance Criteria. In assessing whether a proposed development satisfies the Performance Criteria because it does not conform to the Acceptable Development provision in relation to an element, it is wrong to consider that the development requires 'variations' in relation to the Acceptable Development provision. The extent to which a proposal 'exceeds' the Acceptable Development provision is **not** a relevant consideration, as a starting point or otherwise, in relation to whether it satisfies the corresponding Performance Criteria.

49 Second, Mr Algeri has considerably longer and broader experience as a town planner than Ms Anderson, having worked variously not only in local government, but also for the Department of Planning and Infrastructure and as a consultant, over 17 years.

50 Third, cl 3.3.4(d) of the Commission's *Policy No. DC 1.3 - Strata Titles* (DC 1.3) states that, in the case of survey-strata lots of less than 350 square metres in area, 'the Commission may require information regarding the arrangement of existing and proposed buildings' in order to assess whether the proposed lot or lots are of such a shape and size as to permit development in accordance with appropriate development standards. However, the Commission did not seek such information in this case.

51 In consequence, the Tribunal finds that the proposed lots in this case are reasonably capable of development in accordance with applicable planning controls. As Mr Algeri said, while a building envelope of 126 square metres for the proposed Lot 1 is a constraint, it would not preclude the construction of a single two-storey house on the site. Furthermore, any development application would need to be determined having regard to the Performance Criteria and objectives of the relevant elements of the Codes. When assessing a particular proposal, the consent authority may be satisfied that a more substantial dwelling still conforms to the Codes.

52 Third, the Commission argued that the Tribunal should place significant weight on the draft *City of Nedlands Town Planning Scheme No 3* (draft TPS 3). Ms Anderson gave evidence that, on 27 July 2009, the Council resolved to seek approval from the Commission to advertise draft TPS 3 in a form which would code the site and locality 'R12.5'. Ms Anderson explained that this would not be a 'down coding', because the conditions in cl 5.3.1(b) of TPS 2 would not allow any further grouped dwelling development in the locality.

53 However, it is not known at this stage whether the Commission will allow draft TPS 3 to be advertised. While it is true that there has been an extensive history in relation to the Council's attempts to progress a new local planning scheme, until the Commission's position in relation to advertising is known, draft TPS 3 could not be regarded as a seriously-entertained planning proposal. It is, therefore, not a relevant matter for consideration: *Nicholls and Western Australian Planning Commission* [2005] WASAT 40; (2005) 149 LGERA 117 (*Nicholls*) at [45].

54 However, even if draft TPS 3 were a seriously-entertained planning proposal, the proposed coding of the site could only be given very little weight, as advertising and consideration of submissions has not yet taken place.

55 Finally, in relation to this issue, even if significant weight were given to the proposed coding of the site, as noted earlier, cl 6.1.3 P3.2 of the Codes is premised on the fact that an existing authorised grouped dwelling or multiple dwelling development is 'of a lesser minimum and average site area than that specified in table 1'. Furthermore, as noted earlier, unlike cl 6.1.3 P3.1 of the Codes, cl 6.1.3 P3.2 of the Codes does not specify the extent of variation that is possible. In the circumstances of this case, even if the site were recoded R12.5, having regard to the terms of cl 6.1.3 P3.2 of the Codes, the existing character and density of the site, and the character and density of development in the street block, it would be appropriate to grant approval for survey strata subdivision of the site.

56 Finally, the Commission argued that approval of the proposed survey strata subdivision would create an adverse planning precedent. However, for reasons discussed earlier, the proposed survey strata subdivision is not objectionable: see *Nicholls* at [59]; *Cornhill and Western Australian Planning Commission* [2009] WASAT 9 at [57] - [59]. Precedent is not, therefore, a relevant planning consideration. Furthermore, the Commission has only referred to a single property which has relevantly indistinguishable circumstances from the site, namely, a grouped dwelling development at No 20 and No 20A (Lot 70) Odern Crescent, Swanbourne, to the north of the site. Even if precedent were relevant, therefore, it would not militate against approval.

57 As the Tribunal found earlier, the proposed survey strata subdivision satisfies cl 6.1.3 P3.2 of the Codes. As also found earlier, survey strata subdivision of the site would have little impact on amenity or community expectations of residential development. Finally, if, as the planning experts considered likely, approval of the proposal will facilitate redevelopment of the site, then, as Mr Algeri said, it will lead to an improvement in the visual amenity of the site and locality by replacing two nondescript 1960s dwellings with two contemporary dwellings.

58 It follows that the proposal is consistent with orderly and proper planning and warrants approval.

Orders

59 The Tribunal makes the following orders:

1. The application for review is allowed.
2. The decision of the respondent made on 3 March 2009 to refuse survey strata plan application no 1949-08 is set

aside and a decision is substituted that approval is granted to the application subject to the following conditions:

- 1) Measures being taken to the satisfaction of the Western Australian Planning Commission to ensure the identification and protection of any vegetation on the site worthy of retention prior to commencement to site works.
(Local Government)
- 2) All buildings, having the necessary clearance from the new boundaries as required under the relevant legislation. (Local Government)
- 3) The existing dwellings are to comply with the grouped dwelling requirements of the Residential Design Codes of Western Australia (2008).
(Local Government)

I certify that this and the preceding [59] paragraphs comprise the reasons for decision of the State Administrative Tribunal.

MR D R PARRY, SENIOR MEMBER

R- Codes (2010) – Design Elements Objectives

- 6.1 *Housing density requirements*
To ensure that residential development occurs in line with community expectations about its type and density.
- 6.2 *Streetscape requirements*
To contribute towards attractive streetscapes and security for occupants and passers-by, ensure adequate privacy and open space for occupants, and provide an attractive setting for buildings.
- 6.3 *Boundary setback requirements*
To ensure adequate provision of direct sun and ventilation for buildings and to ameliorate the impacts of building bulk, interference with privacy, and overshadowing properties.
- 6.4 *Open space requirements*
To ensure that private and communal open space is set aside and landscaped to provide for attractive streetscapes, attractive settings to complement buildings, privacy, direct sun, and the recreational needs of residents.
- 6.5 *Access & parking requirements*
To ensure adequate provision of secure, visually acceptable and accessible on-site parking for residents and visitors.
- 6.6 *Site works requirements*
To preserve the sense of the natural topography of the site and locality with a view to the protection of streetscape and the amenity of adjoining properties.
- 6.7 *Building height requirements*
To ensure that the height of buildings is consistent with the desired scale in a given locality.
- 6.8 *Privacy requirements*
To site and design buildings to meet projected user requirements for visual privacy and to minimise the impact of development on the visual privacy of adjoining residents in their dwellings and private open space.
- 6.9 *Design for climate requirements*
To optimise comfortable living and facilitate sustainable development.
- 6.10 *Incidental development requirements*
To ensure that
- (a) *outbuildings and fixtures attached to buildings do not detract from the streetscape, or the amenity of the development or that of adjoining residents; and*
 - (b) *adequate provision is made for incidental facilities serving residents' needs.*
- 6.11 *Special purpose dwelling requirements*
To ensure that dwellings for the aged and for people with special needs can be provided within normal areas.

ITEM NO: 9.2

LAYOUT PLAN AMENDMENTS – GIS CONVERSION

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Manager – Aboriginal Communities
AUTHORISING OFFICER:	Executive Director – Regional Planning and Strategy
AGENDA PART:	D
FILE NO:	
DATE:	27 September 2012
ATTACHMENT(S):	A – Layout Plan Amendment Schedule B – Layout Plan Living Area Plans

RECOMMENDATION:

That the Western Australian Planning Commission resolves to endorse the Amendments to Layout Plans listed in Attachment A.

SUMMARY:

Minor amendment to the endorsed Layout Plans listed at Attachment A are proposed. The amendments proposed are a consequence of the conversion of those map-sets from CAD to GIS. State Planning Policy 3.2 (SPP3.2) provides that if an amendment to a Layout Plan is of a minor nature the WAPC is the only endorsement required.

Endorsement of all Layout Plan listed at Attachment A as minor amendments is recommended.

BACKGROUND:

The Department of Planning, on behalf of the WAPC and the Department of Housing, is the custodian of a suite of 150 Layout Plans prepared under SPP 3.2.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	<i>Planning and Development Act 2005</i>
Section:	Part 3 – State Planning Policies
Strategic Plan	
Strategic Goal:	Planning
Outcomes:	Effective Delivery of Integrated Plans
Strategies:	Develop integrated infrastructure and land use plans for the state.
Policy	
Number / Name:	State Planning Policy 3.2 – Aboriginal Settlements

DETAILS:

Since the publication of SPP3.2 in August 2000 all Layout Plan map-sets have been prepared using a variety of computer-aided-design (CAD) formats. All Layout Plan map-sets are currently being converted to a common user geographic information systems (GIS) format.

This conversion process requires a comprehensive re-development of the map-set and includes a number of data and content upgrades, including the establishment of new Settlement Layout lots (SL-lots), the inclusion of recommended settlement zones, modification to ensure land-use areas accord with Aboriginal Settlements Guideline 1, inclusion of drinking water source protection areas, incorporation of updated cadastre, and many other general improvements.

GOVERNMENT AND CORPORATE IMPLICATIONS:

Layout Plans guide housing, infrastructure and enterprise development on Aboriginal Settlements. Converting the Layout Plan map-sets to a GIS format will enable Shared Land Information Platform (SLIP) functionality. This means that agencies and authorities that use the Layout Plans will be able to access digital versions for analysis and design use. Layout Plans will be the first suite of WAPC statutory plans to be comprehensively established and maintained in GIS.

CONSULTATION:

None required or undertaken. This report relates to data conversion of layout plans.

OFFICER'S COMMENTS:

The map-sets for Layout Plans for Aboriginal communities are being converted from CAD to GIS. This has resulted in a myriad of technical changes to content and illustration of Layout Plan map-sets, which are effectively an amendment to that plan.

This is a minor amendment as the myriad changes made to content and illustration are of a technical nature. As such, under provision 6.14 the endorsement of the WAPC only is required.

Establishing the Layout Plan suite in GIS will improve the functionality of those plans when used by associated agencies and authorities and endorsement of the consequent amendments is recommended.

Endorsement of all Layout Plan listed at Attachment A as minor amendments is recommended.

Attachment A

Layout Plan	Layout Plan Number	Amendment Number(s)
Bayulu	1	1, 2, 3, 4 & 5
Iragul	1	1
Buttah Windee	1	1
Yakanarra	1	4
Kandiwal	1	1
Balgo	3	2, 3
Four Mile	1	1
Jimbilum	1	1
Yirrallelm	1	1

Attachment B



0 150 300 450
Metres

Legend

- Land Use**
- commercial
 - community
 - drinking water source protection area
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - solar
 - visitor camping
 - waterway
- Exclusion Boundary**
- drinking water source without protection zone
 - industry
 - no go boundary
 - utility
 - wastewater
- Land Administration**
- cadastre
 - electrical license area
 - private lease
 - recommended settlement zone
 - settlement layout (SL)
 - SL lot numbers
- Features**
- track

MCAZone 51, GDA 04
Top left: 772910, 7026660
Bottom right: 770160, 7071770

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority (Licence LI 430-2000-4)

Extraction date of cadastre 03/02/2012

Features derived from as-constructed survey data provided by Department of Housing. Last completed survey date 01/10/2007

Proposed water reserve detail supplied by Parsons Brinckerhoff

June 2009 aerial image provided by Landsat

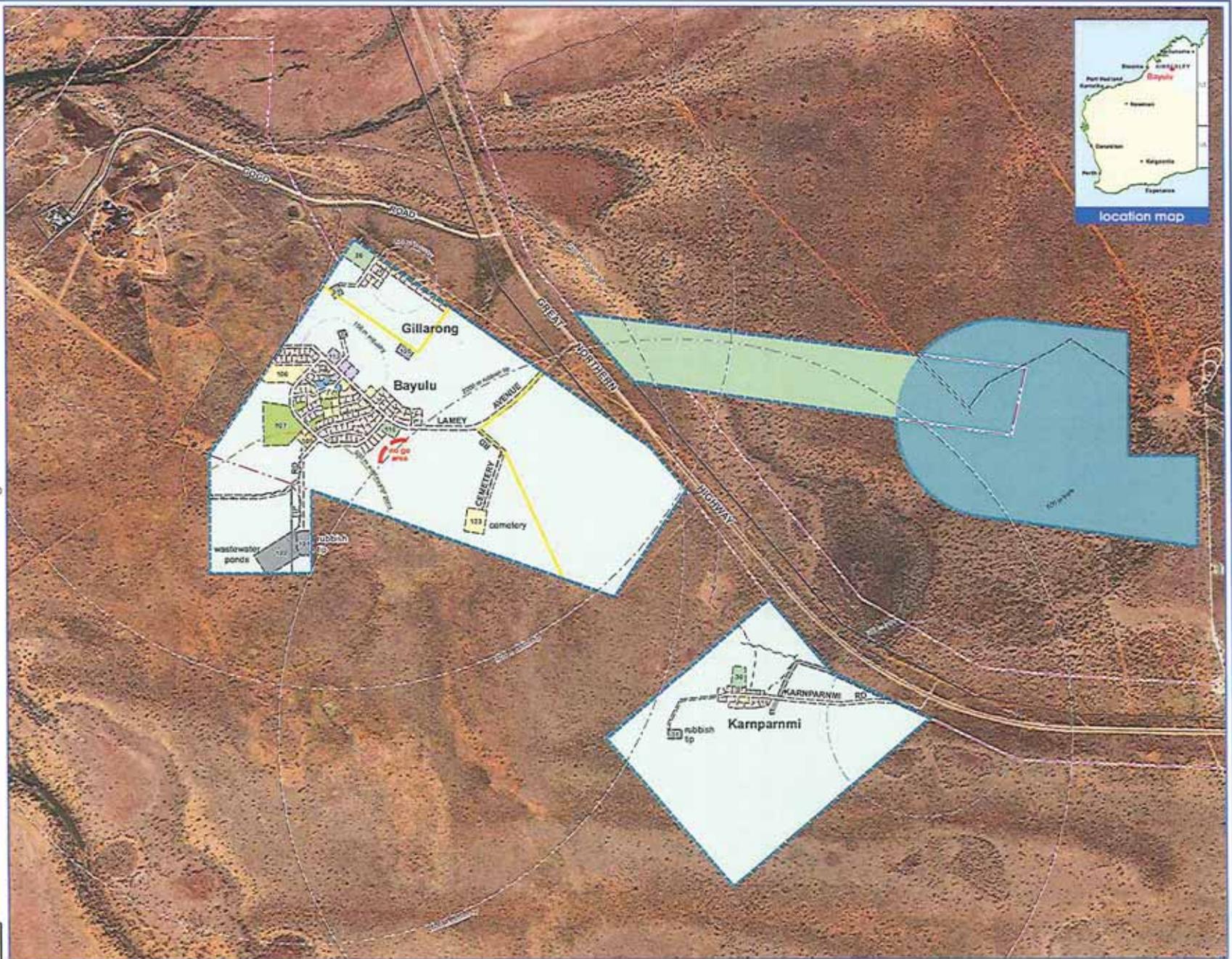
Bayulu LP1 - Context map

Western Australian Planning Commission Copyright © 2012

Settlement layout not derived from calculated dimensions

Endorsement	
Community	30 March 2011
Local Government	8 February 2009
Traditional Owners	-
WAPC	14 May 2002

This layout plan does not constitute development approval. It is the responsibility of the developer to ensure that all relevant approvals, approvals, licences and consents are in place prior to commencing physical works on the site. Organisations responsible for such works may include land owner, local government, integrated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Heritage Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Bayulu Layout Plan 1 - Context

Amendment 5



Government of Western Australia
Department of Housing



Legend

- Land Use**
- commercial
 - community
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - rural

Exclusion Boundary

- industry

Land Administration

- cadastre
- recommended settlement zone
- settlement layout (SL)
- SL lot numbers

Features

- electricity pole
- fuel tank
- hydrant
- public telephone
- contour
- electricity network
- fence
- fuel pipe
- ridge line
- significant trees
- telecommunications tower
- telephone pole
- water tank
- telecommunications cable
- track
- wastewater pipe
- water pipe

MCA Zone 51, CGA 54
Top left: 376545, 644590
Bottom right: 377263, 644610

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority (Licence PA 23-2003)

Extraction date of cadastre 03/02/2012

Features derived from as-constructed survey data provided by Sinclair Knight Merz. Last compiled survey date 01/03/2005

February 2003 aerial image provided by Landsat

Iragul LP1 - Living Area.mxd

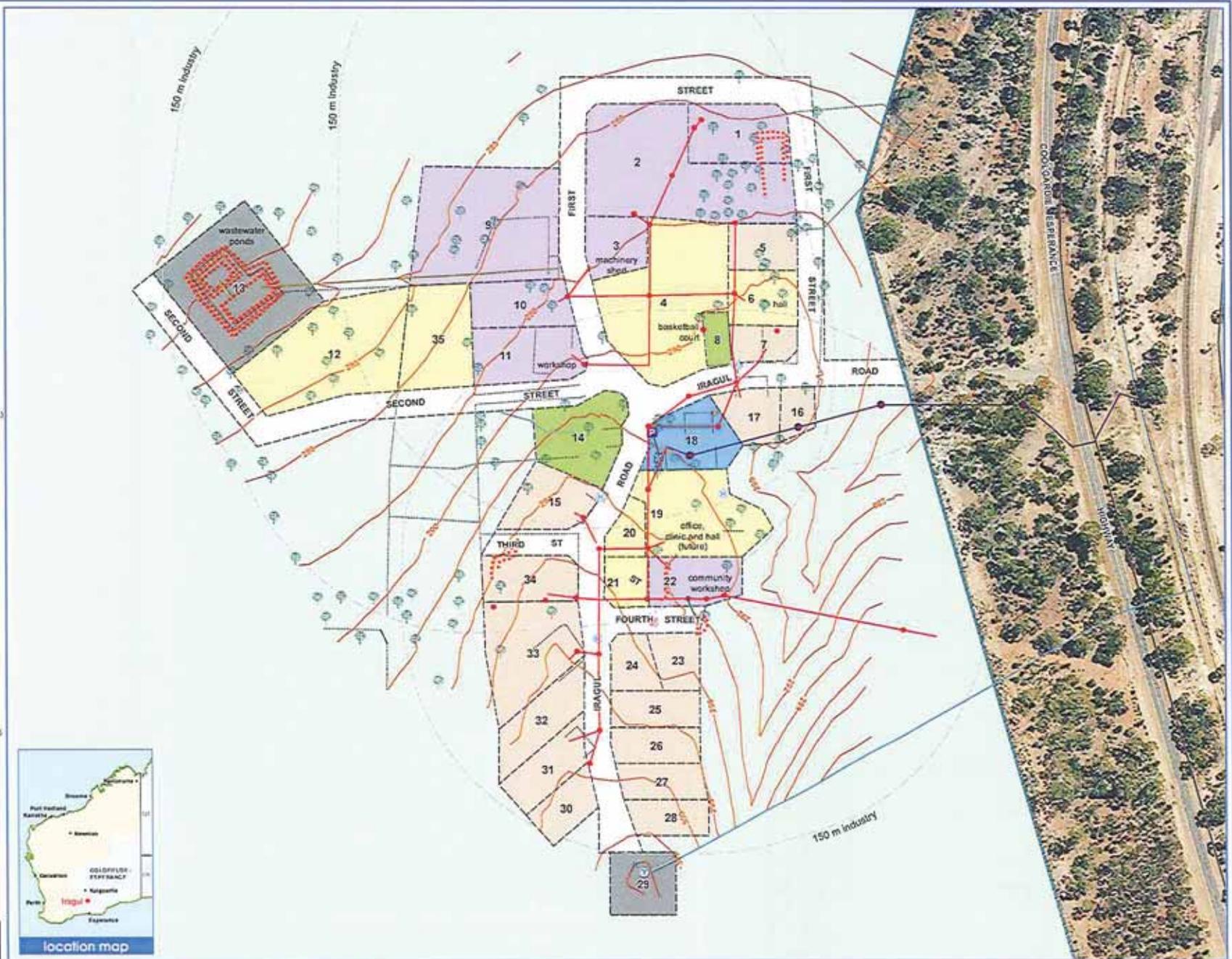
Western Australian Planning Commission Copyright © 2012

Settlement layout not derived from calculated dimensions

Endorsement

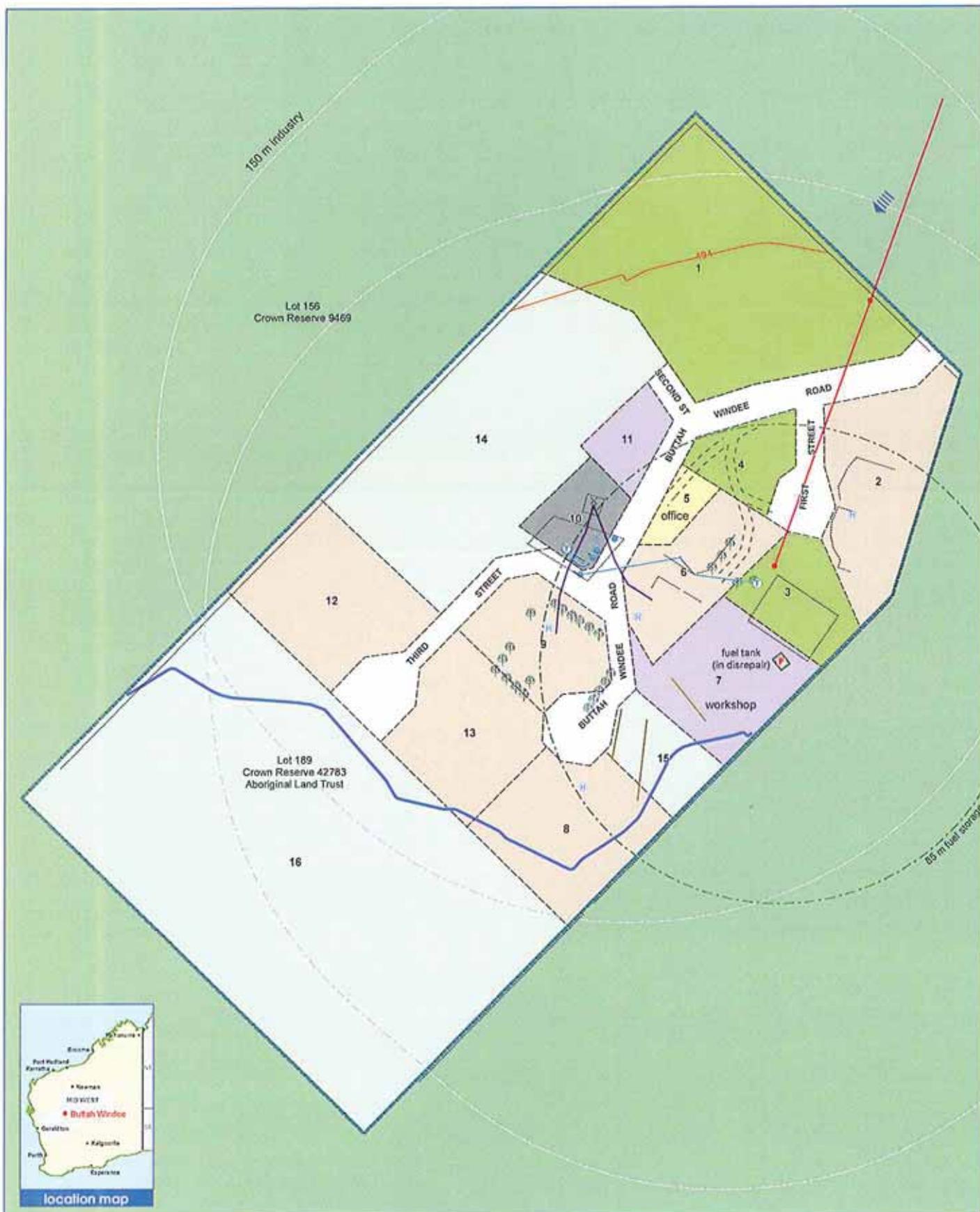
Community	20 April 2004
Local Government	3 May 2005
Traditional Owners	
WAPC	17 January 2006

This layout plan does not constitute development approval. It is the responsibility of the developer to ensure that all relevant permits, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Culture, Heritage, Commission, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Iragul Layout Plan 1 - Living Area

Amendment 1



MSA Zone S1, GOA 94
 Top M: 64303, 720540
 Bottom right: 644025, 720530

Layout plan prepared by Department of Planning
 Existing cadastral data supplied by the Western Australian Land Information Authority (© Geomatics 2007-2)

Extraction date of cadastral data: 03/09/2007

Features derived from as constructed survey data provided by Enckel Flight Mers. Last completed survey date: 17/07/2006

Buttah Windee LPI - Living Area and
 Western Australian Planning Commission Copyright © 2007

Settlement type of not derived from cadastral dimensions

Endorsement	
Community	21 March 2007
Local Government	21 July 2007
Traditional Owners	-
WAPC	13 November 2007

This layout plan does not constitute development approval
 It is the responsibility of the developer to ensure that all relevant permits, approvals, licences, and consents are in place prior to commencing physical works on the site. Operations responsible for such activities may include, but are not limited to, local government, integrated community or local, public or private bodies, Department of Environment & Conservation, Aboriginal Cultural Values Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.

<p>Land Use</p> <ul style="list-style-type: none"> community industrial open space public utility recreation residential road reserve crown reserve 	<p>Land Administration</p> <ul style="list-style-type: none"> cadastral recommended settlement zone settlement layout (SL) 21 SL lot numbers <p>Exclusion Boundary</p> <ul style="list-style-type: none"> fuel storage industry 	<p>Features</p> <ul style="list-style-type: none"> fence drainage arrow electricity pole fuel tank hydrant significant trees telecommunications tower water tank windmill 	<ul style="list-style-type: none"> contour electricity network fence food boundary fuel pipe telecommunications cable track wastewater pipe water pipe 	<p style="text-align: center;">N</p> <p style="text-align: center;">0 10 20 30 Metres</p> <p style="text-align: center;"> Western Australian Planning Commission</p> <p style="text-align: center;"> Government of Western Australia Department of Housing</p>
---	--	---	--	--

Buttah Windee Layout Plan 1 - Living Area

Amendment 1

- Legend**
- Land Use**
- commercial
 - community
 - drinking water source protection area
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - rural
- Exclusion Boundary**
- drinking water source protection zone
 - fuel storage industry
 - no go boundary
 - power station
 - utility
 - wastewater
- Land Administration**
- cadastre
 - recommended settlement zone
 - settlement layout (SL)
 - SL lot numbers
- Features**
- bars
 - electricity pole
 - fuel tank
 - hydrant
 - public telephone
 - significant trees
 - telephone pole
 - telecommunications tower
 - water tank
 - well
 - contour
 - drainage arrow
 - electricity network
 - fence
 - fuel pipe
 - ridge line
 - telecommunications cable
 - track
 - wastewater pipe
 - water pipe

MCA Zone 01 - CDA 04
 Top left: 742060, 7524535
 Bottom right: 743360, 7593500

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority (Licence LI 420-2009-2)

Extension date of cadastre C020012

Features derived from as-constructed survey data provided by Sinclair Knight Merz
 Last completed survey date 12/06/2003, updated 01/01/2007

November 2007 aerial image provided by Landgate

Yakanarra LP1 - Living Area map

Western Australian Planning Commission Copyright © 2012

Settlement layout not derived from calculated dimensions

Endorsement	
Community	1 May 2005
Local Government	1 September 2005
Traditional Owners	-
WAPC	1 March 2006

This layout plan does not constitute government approval. It is the responsibility of the developer to ensure that all relevant consents, approvals, notices and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include local government, local government incorporated community council, house the representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.

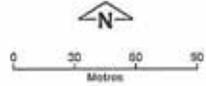


Yakanarra Layout Plan 1 - Living Area

Amendment 4



Government of Western Australia
Department of Housing



Legend

- Land Use**
- commercial
 - community
 - industrial
 - open space
 - pedestrian access way
 - public utility
 - recreation
 - residential
 - road reserve
 - rural
 - waterway
- Exclusion Boundary**
- drinking water source wellhead protection zone
 - fuel storage
 - industry
 - power station
 - utility
- Land Administration**
- cadastre
 - private lease
 - recommended settlement zone
 - settlement layout (SL) SL-loc numbers
- Features**
- bore
 - electricity pole
 - fuel tank
 - hydrant
 - public telephone
 - contour
 - electricity network
 - fence
 - fuel pipe
 - rope line
 - significant trees
 - telecommunications tower
 - water tank
 - track
 - wastewater pipe
 - water body
 - water pipe

MCA Zone 51, CDA 04
Top left: 805375, 830805
Bottom right: 806700, 835035

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority (Licence L1 430-2009-7)

Extraction date of cadastre 03/02/2012

All constructed survey data provided by Department of Housing
Last completed survey date 25/07/2003, updated 31/12/2003

July 2010 aerial image provided by Landgate

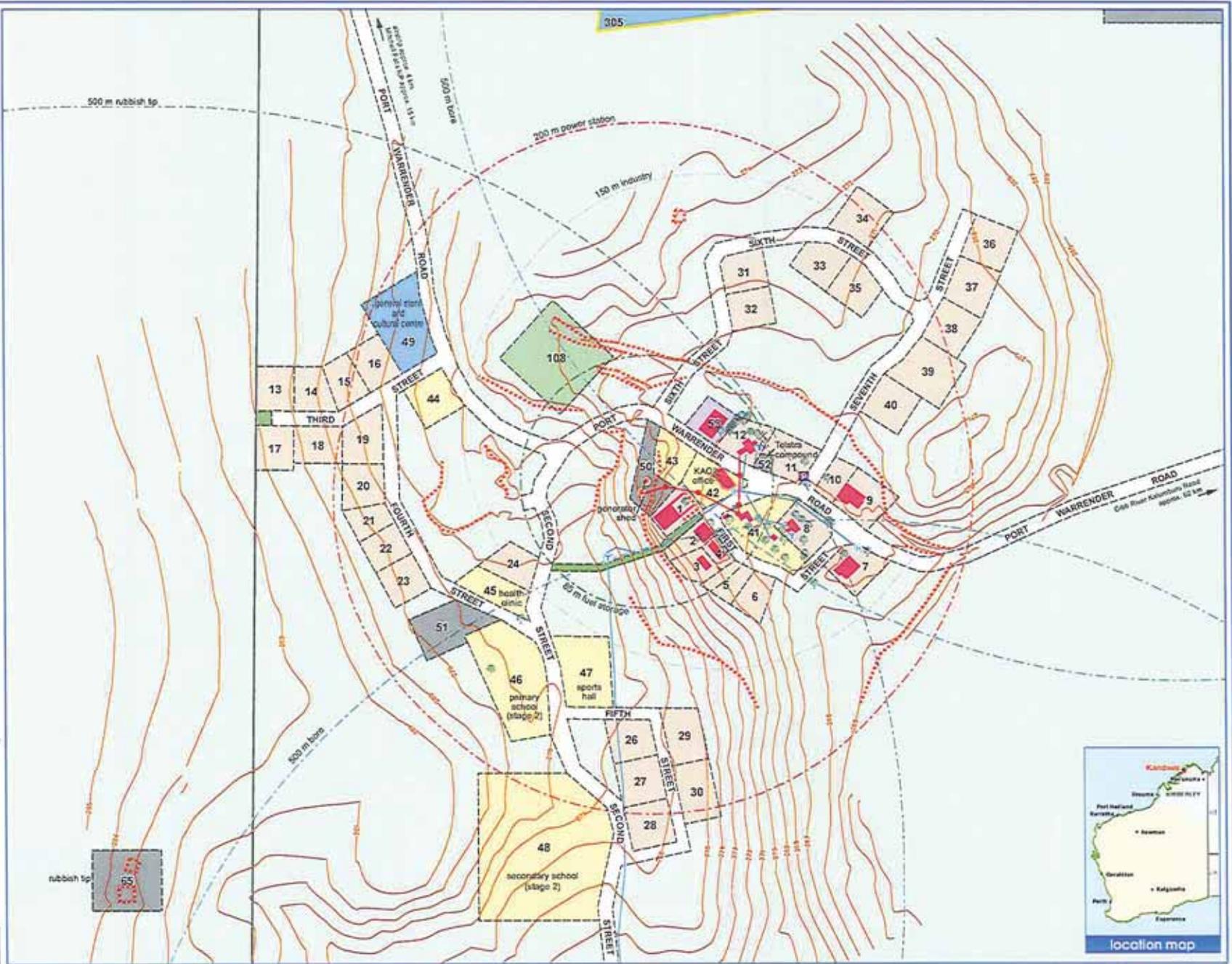
Kandival LPI - Living Area.mxd

Western Australian Planning Commission Copyright © 2012

Settlement layout not derived from calculated dimensions

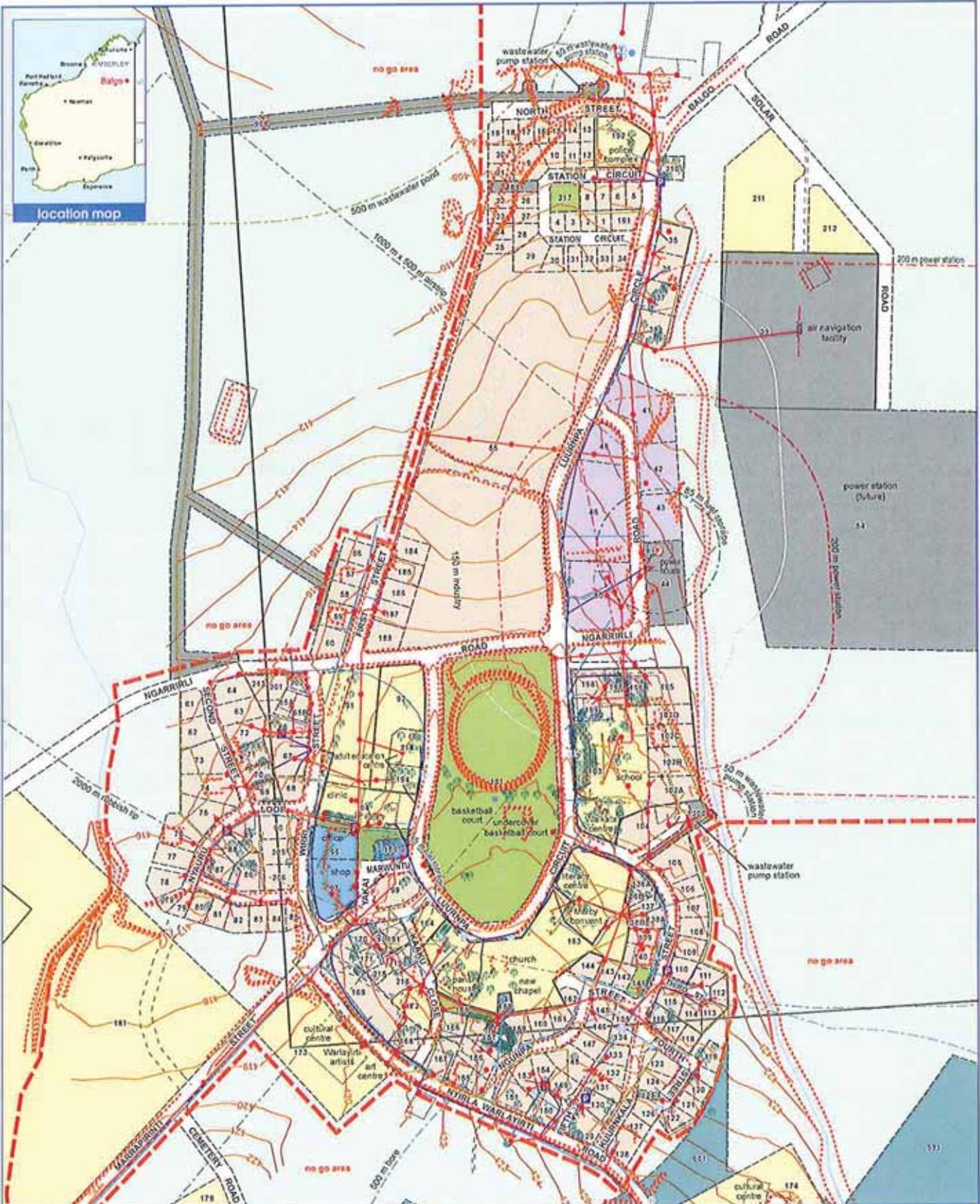
Endorsement	
Community	28 April 2010
Local Government	18 May 2010
Traditional Owners	-
WAPC	8 June 2010

This layout plan does not constitute development approval & it is the responsibility of the developer to ensure that all relevant approvals, approvals, statutes and regulations are in place prior to commencing physical works on the site. Obligations regarding for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Heritage Commission, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Kandival Layout Plan 1 - Living Area

Amendment 1



MAP No 12, 07/04
 Title No: 10100, 10105
 Reference: 10100, 10105

Prepared in accordance with Department of Planning
 Planning and/or other data supplied by the Western Australian
 Land Information Authority (Reference: 10100, 10105)

For information of all persons 25/02/2005

Features derived from as constructed survey data provided
 by Department of Planning. Information is provided as it appears on the ground.
 2003 aerial image provided by Geoscience Australia

Scale 1:10,000 (approx)

Western Australian Planning Commission (Ref: 10100, 10105)

Settlement layout derived from as constructed information

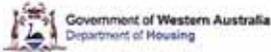
Endorsement	
Community	30 January 2005
Local Government	28 July 2005
Statistical Officers	-
WAPC	4 October 2005

This layout plan does not constitute development approval.
 It is the responsibility of the developer to ensure that all proposed works, structures, features, and other works are in accordance with the relevant planning and/or other data supplied by the Western Australian Land Information Authority (Reference: 10100, 10105). Other relevant information for such matters may include, but is not limited to, local government, non-proprietary community services, other relevant information, Department of Environment and Conservation, Regional Council of Western Australia, Environmental Protection Authority, Department of Environment and Heritage, and Department of Planning.

<p>Features</p> <ul style="list-style-type: none"> ● bore ● electricity pole ● fuel tank ● hydrant ● public telephone ● significant trees ● tele-communications ● transformer ● wastewater pump ● water tank 	<ul style="list-style-type: none"> — as-constructed — boundary — electricity network — fence — fuel pipe — edge line — tele-communications — tele-communications — fire optic cable — track — wastewater pipe — water pipe 	<p>Land Use</p> <ul style="list-style-type: none"> commercial community drinking water special protection area industrial open space public utility public utility recreation residential road reserve waterway 	<p>Land Administration</p> <ul style="list-style-type: none"> — cadastral — settlement layout (SL) — 87 <p>Exclusion Boundary</p> <ul style="list-style-type: none"> — drinking water — source wellhead — protection zone — fuel storage — industry — recreation — no-go boundary — power station — utility — waterway
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Balgo Layout Plan 3 - Living Area

Amendment 3



Legend

- Land Use**
- commercial
 - community
 - open space
 - public utility
 - recreation
 - residential
 - road reserve

- Exclusion Boundary**
- power station

- Land Administration**
- cadastre
 - recommended settlement zone
 - settlement layout (SL)
 - SL lot numbers

- Features**
- bore
 - electricity pole
 - sewer
 - electricity network
 - significant trees
 - water tank
 - fence
 - water pipe

MCA Zone 53, ODA 94
 Top left: 403370, 8242505
 Bottom right: 433855, 8242205

Layout plan prepared by Department of Planning
 Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence LI 400-2009-4).
 Exclusion date of cadastre 03/03/2012.

Features derived from as-constructed survey data provided by Department of Housing.
 Latest completed survey date 24/05/2004, updated 31/10/2004.
 May 2008 satellite image provided by Simlar Knight Merz and has a positional accuracy of +/- 2.0 m.

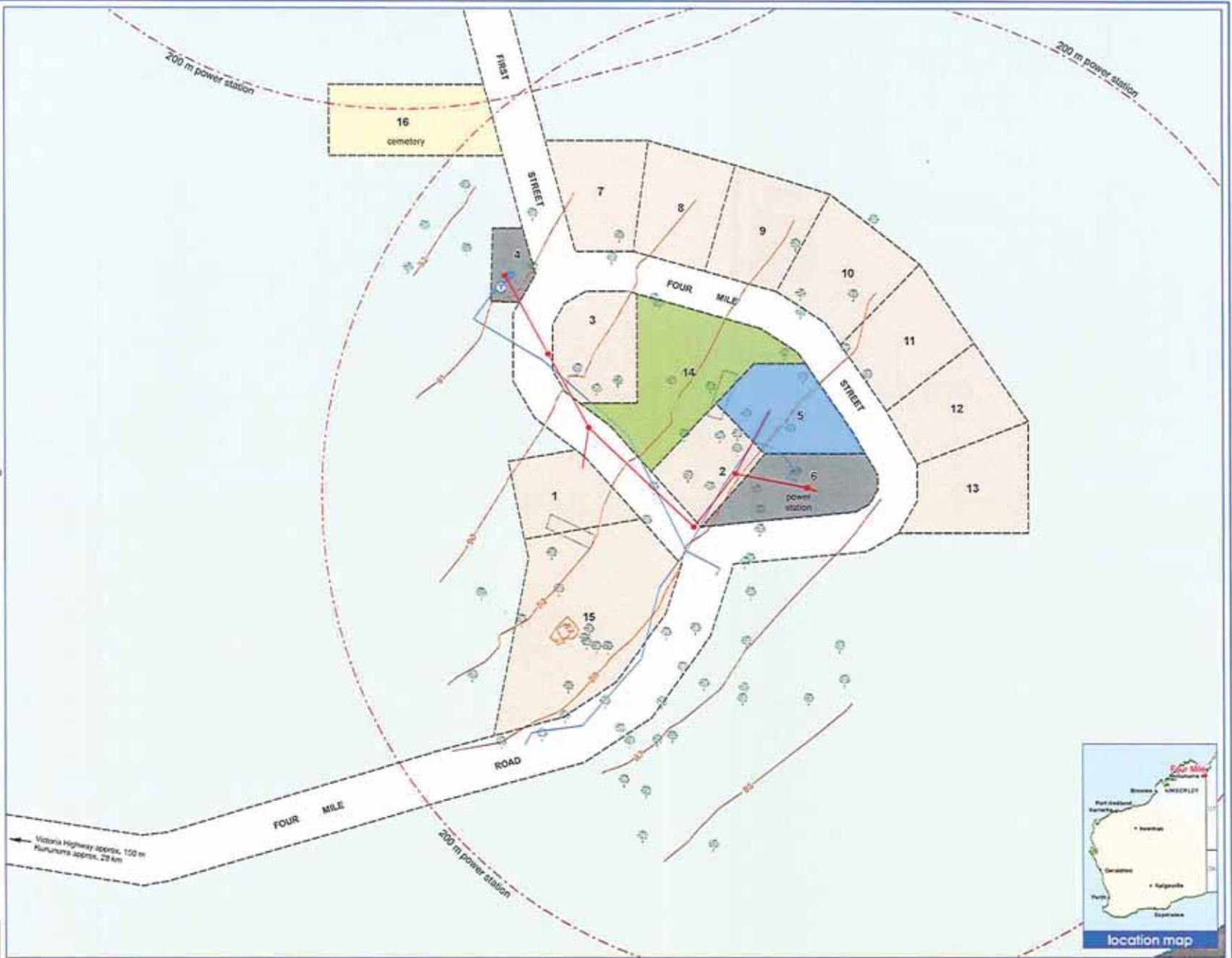
Four Mile LP1 - Living Area.mxd
 Western Australian Planning Commission Copyright © 2012

Settlement layout not derived from calculated dimensions.

Endorsement

Community	17 November 2010
Local Government	21 June 2011
Traditional Owners	17 January 2011
WAPC	29 September 2011

This layout plan does not constitute development approval
 It is the responsibility of the developer to ensure that all relevant permits, approvals, licences and consents are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owners, local government, incorporated community groups, native title representative bodies, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Four Mile Layout Plan 1 - Living Area

Amendment 1



Government of Western Australia
Department of Housing



0 20 40 60
Metres

Legend

- Land Use**
- commercial
 - community
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - rural
- Exclusion Boundary**
- drinking water
 - source watershed
 - protection zone
 - industry
 - no go boundary
 - power station
 - utility
- Land Administration**
- cadastre
 - lodged cadastre
 - recommended settlement zone
 - settlement layout (SL) & SL-let number
- Features**
- tree
 - significant trees
 - building
 - contour
 - electricity network
 - fence
 - telecommunications tower
 - water tank
 - food boundary
 - track
 - water body
 - water pipe

MGA Zone 52, GDA 94
Top left: 407065, 6240360
Bottom right: 408325, 6244805

Layout plan prepared by Department of Planning

Cadastre data supplied by the Western Australian Land Information Authority. (Licence L3 430-2009-4)

Cadastre date of cadastre 03/02/2012.

Features derived from as-constructed survey data provided by Department of Housing. Land completed survey date 1/08/2000, updated 2/05/2001, June 2011 aerial image provided by Landgate.

Jimbilum LP1 - Living Area.mxd

Western Australian Planning Commission Copyright © 2012

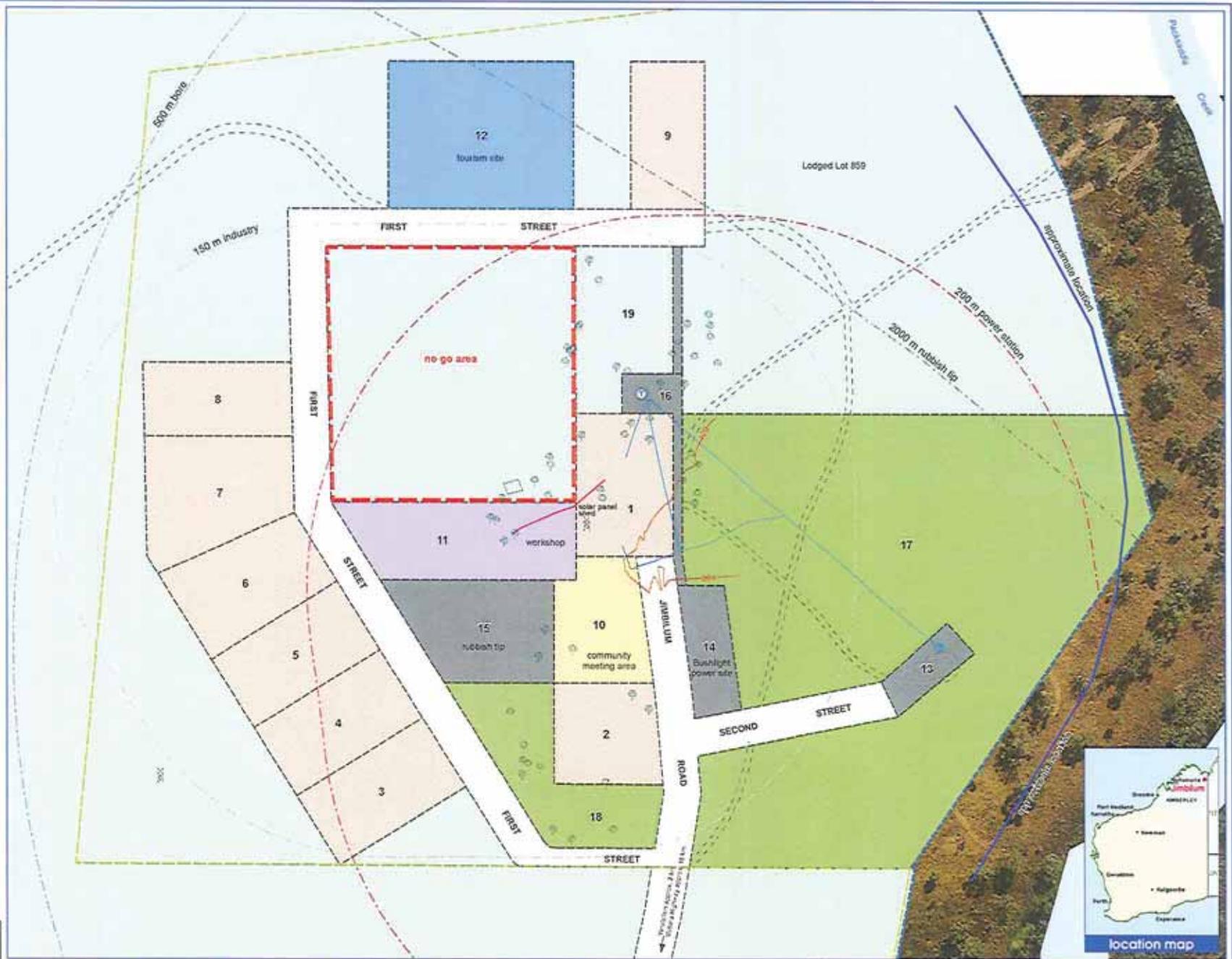
Settlement layout not derived from calculated dimensions.

Endorsement

Community	26 November 2010
Local Government	21 June 2011
Traditional Owners	17 January 2011
WAPC	29 September 2011

This layout plan does not constitute development approval

It is the responsibility of the developer to ensure that all relevant permits, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owners, local government, incorporated community groups, native title representative bodies, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Jimbilum Layout Plan 1 - Living Area

Amendment 1



Legend

- Land Use**
- commercial
 - community
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - rural
- Exclusion Boundary**
- drinking water
 - source wellhead protection zone
 - power station
 - utility
- Land Administration**
- cadastre
 - lodged cadastre
 - recommended settlement zone
 - settlement layout (SL) & SL-list number
- Features**
- bore
 - contour
 - drainage arrow
 - fence
 - significant trees
 - food boundary
 - ridge line
 - track

MCA Zone 12, ODA 94
 Tip ref: 466760, 6243740
 Datum ref: 467420, 6243220

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority, (Licence L1400-2009-4)

Extraction date of cadastre 03/02/2012.

Features derived from as-constructed survey data provided by Department of Housing.
 Last completed survey date 1/05/1997, updated 1/09/1997.

June 2011 aerial image provided by Landgate.

Yirrallelm LPI - Living Area.mxd

Western Australian Planning Commission copyright © 2012

Settlement layout not derived from calculated dimensions.

Endorsement	
Community	16 November 2010
Local Government	21 June 2011
Traditional Owners	17 January 2011
WAPC	29 September 2011

This layout plan does not constitute development approval
 It is the responsibility of the developer to ensure that all relevant permits, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Centres, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Planning.



Yirrallelm Layout Plan 1 - Living Area

Amendment 1

ITEM NO: 9.3

SHIRE OF KALAMUNDA LOCAL PLANNING STRATEGY REQUEST FOR FINAL ENDORSEMENT

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Manager, Schemes, Strategies and Amendments.
AUTHORISING OFFICER:	Director, Schemes, Strategies and Amendments
AGENDA PART:	D
FILE NO:	DP/11/02692/1
DATE:	September 2012
ATTACHMENT(S):	<ol style="list-style-type: none">1. Schedule of recommended modifications2. Local Planning Strategy Key Elements Plan3. Schedule of submissions from government agencies, local governments and community groups4. Schedule of public submissions5. List of submitters6. Update on Bushfire Review Recommendations

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

- 1. note the submissions received during the advertising of the proposed Shire of Kalamunda Local Planning Strategy and the Shire's comments in respect of each submission;*
- 2. advise the Shire of Kalamunda that the Commission is prepared to endorse the proposed Local Planning Strategy (dated November 2011), once a series of modifications have been made to the documentation as outlined in the schedule of modifications as provided as attachment 1;*
- 3. advise the Shire that the modifications are required in order to ensure that the Local Planning Strategy provides a comprehensive framework for more detailed planning and is consistent with the latest information available including state planning policies/initiatives and the findings from the Bushfire Risk Identification and Mitigation Project.*

SUMMARY:

The Shire of Kalamunda (the Shire) has prepared a local planning strategy (LPS) to guide the planning for the municipality over the next 20 years. The LPS has been prepared, in part, to satisfy the requirements set out in the *Town Planning Regulations 1967*. The regulations set out that a LPS shall:

- (a) set out the long-term planning directions for the local government;
- (b) apply State and regional planning policies; and
- (c) provide the rationale for the zones and other provisions of the Scheme.

The Shire's current Local Planning Scheme No. 3 (the Scheme) came into operation in 2007. The scheme had been in preparation for a number of years and as such reflected many planning concepts that were considered to be already out of date. In response, the Shire in 2007 commenced the preparation of the LPS.

In April 2011, the draft LPS was certified by the Western Australian Planning Commission (the Commission) pursuant to Clause 12B of the *Town Planning Regulations 1967*, with support provided for the advertising of the document, subject to a number of modifications being made. The Shire subsequently invited public comment on the LPS in mid-2011, with a total of 618 submissions being received. Some key issues were identified during the advertising period including but not limited to:

- the potential urbanisation of a portion of Wattle Grove
- the adequacy of public transport services
- the future of the hills orchards areas
- the potential for the residential bushland zone to be significantly expanded
- the importance of urban design as a planning consideration for centres
- the potential considerations associated with rezoning/subdivision in the Hills
- the need to plan for accommodation suitable for the aged
- The need to plan for affordable housing opportunities.

The advertising period identified a wide range of stakeholder views, with some significant concerns raised. There has to date been a high level of community interest in the progression of the LPS.

This report provides the Commission with the opportunity to consider the LPS for final endorsement. It is recommended that the Shire be advised that the Commission is prepared to endorse the LPS, once a series of modifications have been made to the documentation in accordance with an established schedule of modifications. The modifications are considered necessary to ensure that the LPS is comprehensive, accurate, based on the latest information available and where possible establishes a clear path forward for the Shire and other stakeholders. The recommended modifications are not considered to alter the material intent of the LPS.

There needs to be recognition that the state and regional planning framework is continuing to rapidly evolve, through the progression of *Directions 2031 and Beyond*, the *Outer Metropolitan and Peel Sub-regional Strategy* and the upcoming *North-East Corridor Sub-Regional Structure Plan*. Accordingly, the LPS has been assessed against the best information that is currently available at this time. As with all planning documents, it will be important for the LPS and town planning scheme to be reviewed on a regular basis and reflect the evolving planning framework.

BACKGROUND:

This report provides the Commission with the opportunity to consider the Shire of Kalamunda LPS for final endorsement, following the formal advertising and subsequent adoption of the LPS by the Shire. The LPS follows the gazettal of the Shire of Kalamunda Local Planning Scheme No.3 (the Scheme) in March 2007, after a number of years in preparation.

The townsite of Kalamunda is located approximately 24 km from the Perth Central Business District (CBD) and the local government area is bounded by the City of Swan and Shire of Mundaring to the north, by the City of Belmont and the City of Canning to the west, by the City of Gosnells and the City of Armadale to the south and the east by the Shire of Brookton .

The current population of the Shire is approximately 50,000 people. The Shire covers an area of approximately 349km² and encompasses three distinct areas, being the foothills/coastal plain, the Escarpment and the Eastern Rural Districts. It contains a high proportion of State Forest land and is traversed by the Primary Regional Roads of Roe Highway and Tonkin Highway and Other Regional Roads such as Kalamunda Road and Welshpool Road. It also encompasses rapidly growing urban areas in the foothills and on the coastal plain, such as Forrestfield, High Wycombe, Maida Vale, Wattle Grove and an expanding industrial and transport hub adjacent to Perth airport.

In April 2011 the Commission (through the Statutory Planning Committee), resolved to certify that the draft LPS was consistent with regulation 12(A)3 of the *Town Planning Regulations 1967* (as amended) subject to a number of modifications being progressed prior to advertising for public comment. In general terms, the modifications were in relation to improving the content and legibility of the document including the following:

1. The inclusion of additional information in the Executive Summary to clarify the broad thrust of the LPS recommendations, explaining the selected 'Scenario 3' for future planning and the justification for its selection as the preferred path forward;
2. The preparation of larger scale LPS Plan to clearly indicate the proposals for growth and development in the context of the major land use elements and transport links in the Shire;
3. The inclusion of improvement plans approved for Kalamunda Townsite and Forrestfield District Centre and a summary of proposals for redevelopment and reference to plans currently in progress; and
4. Some reorganisation of the LPS documentation to provide greater clarity about how the analysis of evidence/data and state planning framework had been translated into final recommendations/actions for the implementation of the LPS.
5. The inclusion of information in the body of the Strategy and the Executive Summary to clarify the need for a comprehensive investigation of the potential for servicing the Urban Investigation Area in Wattle Grove prior to urban zoning under the Metropolitan Region Scheme and local planning scheme and to emphasise the importance of comprehensive structure planning of this and other urban investigation areas prior to subdivision and development.

-
6. The inclusion of information in the body of the Strategy and the Executive Summary to indicate that the Commission will not support rezoning or subdivision in Residential Bushland areas until a comprehensive analysis of issues relating to bush fire risk, future servicing of the area, biodiversity protection and other relevant planning considerations have been undertaken to support such change.
 7. The inclusion in section 3.4.3 dealing with Aged Persons Accommodation reference to:
 - a) the need to plan for accessible and affordable facilities which are integrated and not separated from surrounding development in the Kalamunda community.
 - b) that prior to rezoning of such land for this purpose, there should be a demonstrated commitment to urbanisation of the surrounding area and a structure planning process to a quality urban environment.

In June 2011, Council considered the modifications requested by the Commission in respect of the draft LPS, ultimately resolving as follows:

“That Council

1. *Notes the modifications requested by the Western Australian Planning Commission.*
2. *Endorses the draft Local Planning Strategy for the purpose of public advertising for a period of eight weeks.*
3. *Determines that the following changes be made to the Local Planning Strategy following the advertising period, subject to the responses from the community:*
 - a. *Include information in the body of the Strategy and Executive Summary to indicate that comprehensive planning and analysis of issues relating to bush fire risk, future servicing and biodiversity protection will be required prior to rezoning, subdivision and development of the land proceeding.*
 - b. *That the description “Urban Investigation Areas” be replaced by “Urban Development Areas”*
4. *Request clarification from the Western Australian Planning Commission in respect to the Schedule of Modifications as to what is meant by “Demonstrated Commitment” and who ultimately will be responsible for implementing the urbanisation process.”*

The Shire updated the documentation generally in accordance with the modifications required by the Commission.

A matter that was flagged but ultimately deferred for further consideration at the time of LPS finalisation was that of aged person accommodation, including further information in respect of the identified potentially suitable sites. This matter is discussed in detail later in this report, as a significant matter for the Commission to consider.

In accordance with the 4th part of the Council resolution, the Shire requested further advice in respect of what constituted a 'demonstrated commitment' toward an urbanisation process. The Shire was advised that having regard to significant infrastructure servicing matters, the preparation of a sub-regional structure plan for the North-Eastern Metropolitan Area, would provide a demonstrated commitment to urbanisation and provide the strategic framework to progress any statutory rezoning processes under the Metropolitan Region Scheme and the local planning scheme. This matter is also discussed in detail later in this report, as a significant matter for the Commission to consider.

The Shire advertised the LPS for comment to the public and relevant government agencies for a period of 8 weeks in mid-2011. A total of 618 submissions were received from members of the public, in addition to submissions from government agencies, other local governments and community groups. Schedules of the submissions are provided with attachments. Council in October 2011 considered the submissions received during the advertising period and resolved to adopt the LPS. The Shire subsequently forwarded the LPS to the Commission for formal assessment and potential final endorsement. This report provides the Commission with the opportunity consider the endorsement of the LPS, with or without modifications. Once finalised, the LPS will inform future planning including amendments to the current local planning scheme and future preparation of a new planning scheme

A copy of the key elements plan from the local planning strategy is provided as attachment 2

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	<i>Planning and Development Act 2005 (part 5)</i>
	Town Planning Regulations 1967 (as amended)
Section:	Part 5 of the Act
Strategic Plan	
Strategic Goal:	Planning
Outcomes:	Effective Delivery of Integrated Plans
Strategies:	<ul style="list-style-type: none">• develop integrated infrastructure and land use plans for the State• build infrastructure capacity and integration• implement State and Regional Priorities
Policy	State Planning Policy 4.2 – Activity Centres for Perth and Peel State Planning Policy 3 – Urban Growth and Settlement State Planning Policy 2.4 – Basic Raw Materials State Planning Policy 5.1 – Land Use Planning in the Vicinity of the Perth Airport State Planning Policy 5.4 – Road and Rail Transportation Noise

GOVERNMENT AND CORPORATE IMPLICATIONS:

The LPS, once finalised, will provide a clear direction and framework for future land use planning in the Shire and provide the opportunity to relevant government agencies to effectively consider future planning, including infrastructure provision.

The upcoming preparation and release of the sub-regional structure plan for the North-Eastern Corridor of the metropolitan area will provide a further opportunity to further consider future urban growth and infrastructure provision at a broader level. The involvement of key stakeholders, including the Shire and relevant government agencies, will be critical to the successful preparation, finalisation and implementation of the sub-regional structure plan. Ideally the sub-regional structure plan would have been finalised ahead of the strategy, however it is not considered a practical proposition to defer consideration of the LPS at this time.

CONSULTATION:

The LPS was advertised for public comment for a period of 8 weeks in mid-2011. A total of 618 public submissions were received in addition to submissions received from government agencies, other local governments and community groups.

A schedule of submissions is with the attachments.

From the submissions received during the advertising period, the Shire identified a number of key issues, including but not limited to

- the potential for urbanisation in the locality of Wattle Grove;
- the adequacy of public transport services;
- the future of the hills orchards areas;
- the potential for the residential bushland zone to be significantly expanded;
- the importance of urban design as a planning consideration for centres;
- the potential considerations associated with rezoning/subdivision in the Hills;
- the need to plan for accommodation suitable for the aged; and
- the need to plan for affordable housing opportunities.

These issues are explored through this report. A wide range of views were expressed and some significant concerns raised.

A number of concerns were raised in submissions in respect of the manner in which advertising of the LPS was conducted. At this time, there is no information available to the Department indicating that the statutory requirements set out in the *Town Planning Regulations 1967* have not been satisfied and accordingly the LPS is presented to the Commission for formal consideration.

In considering the submissions received during the advertising period and potential modifications to the LPS as part of the finalisation of the document, it will be important for consideration to be given to whether any of the modifications have the effect of altering the material intent of the LPS and may therefore arguably trigger a requirement for further advertising prior to finalisation.

OFFICER'S COMMENTS:

Strategic Planning Context

There are a number of key state and regional planning policies relevant to the Shire's LPS.

State Planning Strategy (December 1997):

The State Planning Strategy (SPS) provides the basis for long-term State and regional land use planning and coordinates a whole-of-government approach to planning. The SPS includes a set of principles and outlines the considerations that influence good decision-making. The Shire falls within the Perth Region which has the following vision:

"Over the next three decades Perth will become one of the cleanest, most productive and liveable cities in the world. It will have all of its major natural features available for all to access and enjoy, its cultural heritage protected and its coastal and inland waters and air quality maintained to the highest possible standard, Perth will be an efficient city where the less mobile are able to easily access facilities and where there is a balance between walking, cycling, public transport, car and truck usage. It will be a region comprising distinct living areas with their own sense of community, their own recognisable centre and range of facilities."

A new State Planning Strategy is currently in preparation.

Directions 2031 and Beyond

Directions 2031 and Beyond (Directions 2031) released by the Commission in August 2010 is a high level spatial framework and strategic plan for the Perth and Peel Metropolitan Region which provides direction on a number of matters, including how to provide for a growing population whilst ensuring that the population lives within the available natural resources and where development should be focused and what patterns of land use and transport will best support this development pattern. The document was released for public comment in 2010. It is anticipated that a final document will be released in late 2012/early 2013.

A number of submissions that were received during the advertising period of the LPS questioned whether the LPS was consistent with the vision statement outlined in the draft version of *Directions 2031 and Beyond*. This is explored further later in this report.

Draft Outer Metropolitan Perth and Peel Sub-Regional Strategy (August 2010)

The draft *Outer Metropolitan Perth and Peel Sub-regional Strategy* (Sub-Regional Strategy) was released in 2010 for public comment, providing a framework for delivering the objectives of *Directions 2031 and Beyond* and addresses strategic planning issues in outer sub-regions of the North-West, North-East, South-East and South-West.

The Sub-Regional Strategy identifies the areas of Forrestfield, High Wycombe, Wattle Grove and Maida Vale for future residential development to accommodate the expected high growth associated with the expansion of the Perth Metropolitan Area, along with the nearby Perth Airport, freight rail and container handling facilities. Wattle Grove has also been identified as a potential area for future consideration as an urban investigation area due to its proximity to the urban front and employment opportunities around the airport.

The draft Strategy also identified an estimated increase in population of 69,000 across the whole sub-region and a target of 75% employment self-sufficiency has been set for the north-east sub region (including the Shire), and an additional 42,000 jobs over the whole sub-region. Kalamunda town centre and Forrestfield shopping centre are identified as District centres.

The draft strategy highlights the importance of sub-regional structure plans being prepared to effectively look at urban growth opportunities in the short, medium and long term in the context of infrastructure availability. The sub-regional structure plan for the North-Eastern corridor of the Metropolitan Region is currently in its early stages of preparation.

State Planning Policy No.4.2 (SPP 4.2) - 'Activity Centres for Perth and Peel' (August 2010)

SPP 4.2 replaced the former State Planning Policy 4.2 Metropolitan Centres Policy Statement for the Perth Metropolitan Region and a key aim of this policy is to distribute activity centres to meet different levels of community need, enable employment, goods and services to be accessed efficiently and equitably;

Kalamunda and Forrestfield are identified as District Centres in SPP 4.2. The LPS acknowledges this state policy, however only as a draft. It is recommended that such references in the LPS be updated accordingly

State Planning Policy 3 (SPP 3) 'Urban Growth and Settlement' (March 2006)

SPP 3 sets out, among other matters, to promote a sustainable and well planned pattern of settlement across the State with sufficient suitable land to provide for a wide variety of housing, employment, recreational facilities and open space. The LPS has acknowledged the importance of this policy in planning for the future.

State Planning Policy No.2.4 - Basic Raw Materials (SPP 2.4)

SPP 2.4 is a framework for identifying and protecting resources in order to ensure that the building and development needs for basic raw materials will continue to be

met. SPP 2.4 outlines key resource and extraction areas within the metropolitan region.

It identifies a rock resource area in the vicinity of Pickering Brook.

While there are areas of resource significance within the Shire, this is not currently a significant issue needing to be addressed as part of the LPS.

State Planning Policy No.2.5 - Agricultural and Rural Land Use Planning (SPP 2.5)

SPP 2.5 applies to all land zoned Rural under the Metropolitan Region Scheme and together with DC Policy 3.4 is used as a basis for determining applications for the subdivision of rural land. The Shire has a well-established Orchard area and several rural residential areas. The future of the orchard areas is currently being investigated by the Shire through the updating of the original orchards study. This matter is explored later in this report, as a key issue for requiring consideration by the Commission.

State Planning Policy No.5.1 – Land Use Planning in the Vicinity of Perth Airport (SPP 5.1)

SPP 5.1 applies to land located in the vicinity of Perth Airport which is or may be affected by aircraft noise. The objectives of SPP 5.1 are to protect Perth Airport from unreasonable encroachment by incompatible development and minimise the impact of aircraft noise operations on existing and future residential areas located in close proximity to Perth Airport.

SPP 5.1 identifies measures for areas below 20 ANEF (Australian Noise Exposure Forecast), between 20 and 25 ANEF and areas above 25 ANEF. Within the Shire, the residential areas of High Wycombe and Wattle Grove are affected by 20 to 25 ANEF. The noise contours outlined in SPP 5.1 have informed the delineation of areas on the LPS map identified for infill development. SPP 5.1 provides an effective framework for the consideration of noise around the Perth Airport and it is not considered necessary at this time for the LPS to provide further guidance or recommendations.

State Planning Policy No.5.4 – Road and Rail Transportation Noise (SPP 5.4)

There are significant transport corridors within the Shire, which have been acknowledged in the documentation and mapping of the proposed LPS. Transport corridors include major existing major roads and rail infrastructure, in addition to planned upgrades.

SPP 5.4 seeks to recognise that road and rail transport corridors play a vital role in moving people and goods safely, efficiently and effectively. In addition, such corridors provide wide-ranging economic and social benefits to the community. Growing volumes of general traffic and freight, and a greater community awareness of amenity and quality of life issues, have in general terms led to transport noise becoming an increasingly important consideration in land use planning.

This SPP has not been reflected in the proposed LPS. As an important matter that needs to be considered as part of future planning, it is recommended that at a minimum the LPS documentation be modified to:

- (a) make reference to SPP 5.4; and
- (b) establish a recommended action that relevant stakeholders, including but not limited to the Shire and relevant state government agencies, should work together to ensure that road and rail transportation noise is appropriately considered at each stage of planning and as early as possible.

Economic and Employment Lands Strategy (EELS)

The aim of this strategy is to ensure that adequate forward planning is undertaken to provide sufficient land for employment generating land uses and economic development in the Perth metropolitan and Peel regions over the next 20 years. The EELS was prepared collaboratively by the Department of Planning, LandCorp and Department of State Development.

Within the Shire, the following elements of the EELS are considered relevant

- Forrestfield Stage 1 is identified as being suitable for non-heavy industry in the short-term (EELS)
- Forrestfield Stages 2 and 3 are identified as 'medium term' (EELS)
- Land to the South of Welshpool Road and West of Tonkin Highway, within the City of Gosnells, has been identified as being suitable for industrial development in the short, medium and long term, for Precincts 1, 3A and 2/3B respectively.

The draft LPS was prepared prior to the release of the EELS, instead making reference to work previously completed as part of the draft *Industrial Lands Strategy*. It is recommended that as part of the finalisation of the LPS, that the referencing to EELS, rather than the draft industrial lands strategy, is updated accordingly.

Kewdale-Hazelmere Integrated Master plan

The Kewdale-Hazelmere Integrated Master Plan was released in 2006 by the Commission and includes land in the cities of Canning, Gosnells, Swan, Belmont and the Shires of Kalamunda and Mundaring. The area was identified as having strategic importance to Perth and Western Australia particularly for the freight industry. The report acknowledged the fact that the freight industry is growing rapidly and the volume of freight and the number of freight movements in the Perth Metropolitan Region is expected to increase significantly over the next 30 years.

The draft LPS acknowledges the master plan, including the need for key stakeholders to work together to achieve the effective implementation of the identified recommendations.

Middle Helena Catchment Area Land Use and Water Management Strategy

The Middle Helena Catchment Area Land Use and Water Management Strategy was approved by the Commission in 2010 and incorporates a primary objective of protecting this significant catchment area from inappropriate land uses. The document makes a number of recommendations which involve zoning of the land

under the Metropolitan Region Scheme and local planning schemes and inclusion of specific provisions in the local planning scheme to ensure responsible assessment of any planning applications.

Part of the Catchment Area falls within the Kalamunda Shire. The draft LPS recognises the key findings from the Middle Helena strategy and it is understood that the Shire has already commenced implementing key recommendations, including the designation of the area as a special control area, by way of a town planning scheme amendment.

Planning for Bushfire Protection Guidelines

This document was prepared by the Fire and Emergency Services Authority (FESA) in consultation with the Department of Planning and included a review of bush fire planning guidelines and Development Control Policy 3.7 Fire Planning. The new revised guidelines, *Planning for Bush Fire Protection Guidelines (Edition 2)* were released as interim guidelines and will be subject to further review and finalisation following the release of the 2009 Victorian Bushfires Royal Commission final report.

The application of the guidelines within the Shire is discussed in considerable depth later in this report.

Proposed Local Planning Strategy (LPS)

The preparation of the LPS involved the following preliminary issues being identified by the Shire as needing to be considered:

- the population is increasing in general and ageing;
- there is a need to diversify housing within the Shire to accommodate the increasing and ageing population;
- there are development pressures on special rural areas, and on land uses in the Orchard Areas;
- the rapid growth of industrial land uses and employment;
- the growth and expansion of Perth Airport;
- the rapid rate of housing development and the associated demand for new services and facilities;
- the need to achieve sustainable development and maintain the Shire's biodiversity;
- the poor quality of public transport services from the Shire to Perth;
- the need to enhance tourism development opportunities; and
- the need to improve urban design elements and streetscapes within the Shire, particularly in and around commercial centres.

Following analysis of the state and regional planning context for the Shire, the local planning context and the current shire profile, the following key objectives were established for the LPS:

- provide a more diverse range of housing accommodation in the Shire;
- promote and enhance Kalamunda Town Centre as the heart of the Shire and maintain its village atmosphere;
- protect the biodiversity and natural environment;

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- promote local employment growth building on opportunities in and around the airport and supporting home based business;
 - encourage development of well-designed activity centres in the Shire with mixed uses and facilities for the community;
 - promote and encourage tourism opportunities in the Shire;
 - provide adequate recreational and community facilities throughout the Shire;
 - expand industrial development to take advantage of state industrial and transport policies and opportunities at Perth Airport;
 - maintain the quality and economic viability of rural areas without adverse impact on the environment; and
 - promote and encourage good transportation services and the efficient development of other physical infrastructure.

It is important that the documentation identifies key existing issues and opportunities and ultimately the actions required to implement the LPS. An LPS may provide direct recommendations for incorporation into a town planning scheme, such as zoning, reservation and development, along with more proactive measures such as infrastructure development, promotion, direct investment or other development initiatives.

Now that the LPS has been certified, advertised for public and government agency comment and adopted by Council, this report provides the Commission with the opportunity to consider the merits of the LPS and whether to move toward final endorsement, with or without modification. It is recommended that the Commission advise the Shire that it is prepared to formally endorse the LPS, once a series of modifications have been made to the documentation.

Key issues

In the context of the submissions received during the advertising period, along with a technical review of the draft LPS, a number of key issues have been identified for particular consideration by the Commission, as follows:

1. Planning for Bushfire Protection
2. Proposed Residential Bushland Zone in the Foothills
3. Potential for urban development in Wattle Grove.
4. Designation of areas as Development Areas versus Investigation Areas
5. Planning for Aged and Dependent Persons
6. Transport planning
7. The future of the orchards

Following discussion of the key issues, an overview of the LPS recommendations is provided for the localities and options for progressing the LPS to finalisation.

Key issue #1 - Planning for Bushfire Protection

In the context of the bush fire events around Australia over the last few years, planning for bushfire protection is a matter that requires careful attention at the earliest opportunity in the planning for future land uses. The importance of this issue has been highlighted through documents such as '*A Shared Responsibility: The Report of the Perth Hills Bushfire February 2011 Review*', the guidelines titled

The Shire in its LPS has identified that many areas within the municipality may have an extreme fire risk and may not be currently meeting the requirements set out in the *Planning for Bushfire Protection* guidelines. As an example, in Section 3.29 of the draft LPS states:

“The Shire of Kalamunda has not undertaken a specific Bushfire Hazard Assessment to date, however, based on detailed assessments in other Hills local government areas it can be assumed that most of the Hills and Foothills areas are a potential risk. The extent of the risk or otherwise will be fully assessed with the preparation of a detailed Bushfire Hazard Assessment for the whole Shire.”

And

“The people of Kalamunda are passionate about their trees and the preservation of the trees on their land and surrounding reserves and State forests. As has been experienced elsewhere in Australia and Western Australia a sensible balance needs to be achieved to protect resident’s homes and lives from wildfires and firestorms.

For this reason the WAPC Guidelines have identified certain measures that should be followed in Extreme Fire Hazard areas;

- Reduction of hazard levels in Extreme hazard areas....*
- Creating a Building Protection zone of 20 metres around buildings....*
- An 80 metre hazard separation zone should be maintained on the edge of forests, woodlands, closed shrub, open shrub, mallee/mulga and rainforest.”*

The Planning for Bush Fire Protection Guidelines recognises the potential conflict between human safety and vegetation protection as described below: —It should be noted that building protection zones can adversely affect the retention of native vegetation. Where this loss of vegetation is not acceptable or causes conflict with either landscape or environmental objectives, reducing lot yield may be necessary in order to minimise the removal and modification of remnant vegetation”

In other sections of the LPS, there are other direct and indirect references to planning for bushfire protection, as follows

(Exec Summary) - Importantly, the introduction of new urban areas will require comprehensive planning and analysis of the issues relating to each of the proposed new areas to be undertaken prior to the Metropolitan Region Scheme amendment, Local Planning Scheme amendment, structure plan and subdivision process. The planning analysis will be required to examine a range of issues, including:

- Site analysis, comprising topography and soils, wetlands and hydrology, vegetation – flora and fauna*
- Servicing information – Wastewater, water, power supply.*

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- *District and Local Water Management LPS - Hydrological investigations.*
 - *Geotechnical and drainage investigations.*

In addition to the above analysis a Bush Fire LPS will have to be prepared with particular emphasis on the proposed Residential Bushland zoning.

(2.4.3, Housing Vision Statement) - Introduction of the Residential Bushland zone into the foothills areas of Maida Vale, Forrestfield and Wattle Grove. Comprehensive planning and analysis of issues relating to bush fire risk, future servicing, biodiversity protection and other relevant planning considerations will be required prior to rezoning, subdivision and development of the land proceeding

(2.4.3, Housing Vision Statement) - Prepare a Bush Fire Strategy with particular emphasis on the proposed Residential Bushland zoning.

(3.2 – State and Regional Planning Context) - Bush fire hazard assessment and LPS and needs to be undertaken for most of the urban areas of the Shire of Kalamunda, with the acknowledgement that human safety takes precedence over tree conservation.

(3.4.3 Housing Characteristics) - Development of these areas will require comprehensive and detailed planning to be undertaken including an analysis of the bushfire risk and the preparation of structure plans before subdivision or development can proceed.

(3.5 – Opportunities and Constraints, Page 145) – The following is a list of the main opportunities...to improve ‘bushfire planning’ especially in new developing areas.

In considering the LPS at this time for endorsement, the Commission needs to carefully consider whether the documentation has sufficiently addressed matters relating to bush fire risk. From an initial assessment, concerns have been identified. In the context of various different documents and initiatives, the identified concerns are discussed below.

Planning for Bush Fire Protection Guidelines Ed 2

The guidelines, released in 2010, were prepared jointly by the Fire and Emergency Services Authority of Western Australia (FESA) and the Commission in accordance with clause 6 of *State Planning Policy 3.4 Natural Hazards and Disasters* (SPP 3.4). The guidelines are currently the subject of review, as part of the State Governments Bushfire Review, following the fires of 2011 in Roleystone and then Margaret River.

The guidelines stress the importance of planning for bush fire hazards at all stages of planning and decision-making to avoid increased fire risk to life and property through inappropriately located or designed land use and development. As outlined in Principle 2 of the guidelines, Local governments are to identify bush fire hazard levels in their structure plans, local planning strategies and local planning schemes, based on the bush fire hazard assessment methodology outlined in the guidelines. A

detailed assessment is required to be undertaken to review the accuracy of a 'broad brush' assessment, as a basis for determining land use and zoning for specific development proposals.

Section 2.3 of the guidelines includes a series of guidance statements for the consideration of various proposals. Guidance of particular relevance to the consideration of the Kalamunda LPS is underlined below.

Guidance Statement A1 - Bush fire hazard assessment and analysis required

"Unless it is clear to the decision-making authority that the land in question is not in an area that has a moderate or extreme bush fire hazard level, any new proposals or proposals which will effect a change of land use or design resulting in the introduction of, or an intensification of development should:

- include a bush fire hazard assessment based on the fire hazard assessment methodology and classifications set out in appendix 1 of these guidelines;*
- identify any bush fire hazard issues arising from that assessment; and*
- address those issues, in accordance with the general principles that underpin these guidelines, in a statement or a report which demonstrates that all fire protection requirements can be achieved to the satisfaction of the WAPC.*

Guidance Statement A2 - Areas with Extreme Bush Fire Hazard Levels

Any change of zoning/planning provisions or design resulting in the introduction of, or an intensification of, development in an area that has an extreme bush fire hazard level will normally not be approved.

Guidance Statement A3 - Areas with extreme bush fire hazard levels where the introduction of, or intensification of land use is unavoidable

Any new proposals or proposed land use, zoning or design change that will result in the introduction of, or an intensification of development in an area that has an extreme bush fire hazard level, but which are considered unavoidable, will only be approved where it can be demonstrated that acceptable, permanent hazard reduction measures can be implemented at some subsequent stage in the planning process to reduce the hazard level to an acceptable level, and that the development can be undertaken in accordance with the general principles and building construction standards that underpin these guidelines. This may include an appropriate building protection zone, hazard separation zone and construction to an appropriate standard as specified in AS3959 and as supported by a satisfactory risk assessment and analysis.

Guidance statement A4 - Areas with moderate fire hazard levels

Any new proposals or proposed changes of zoning or design that will result in the introduction of, or an intensification of, development in an area that has a moderate bush fire hazard level will only be approved where the development can be undertaken in accordance with the general principles that underpin

these guidelines. In the case of structure plans, where the bush fire hazard was addressed at the time of the zoning of the land, the information on that hazard may be re-used, if the information is still relevant.

Guidance statement A5 - Incorporating bush fire hazard controls in local planning schemes and local planning strategies

Consideration is to be given to providing measures in local planning schemes and their amendments, and local planning strategies to identify bush fire hazard areas and ensure that development in these areas addresses bush fire hazard issues. Special control areas can be linked to the boundaries of the bush fire hazard areas established through a strategic bush fire hazard assessment.

Guidance statement A6 - Consult with FESA for planning matters and strategic bush fire hazard assessments

The advice of FESA is to be sought where compliance with the guidelines is unlikely to be achieved or additional/alternative measures are proposed to achieve the objectives. FESA is also to be consulted to provide advice on a strategic bush fire hazard assessment and the selection of areas suitable for more intensive development from a bush fire safety point of view.

Guidance statement A7 - Referral to DEC and other decision-making authorities

Where the land that is the subject of a new proposal or proposed changes of zoning or design that will result in the introduction of, or an intensification of, development in an area that abuts vegetated land managed by DEC or other relevant management agency, the application is to be referred to the DEC (or relevant agency) for advice, regarding the potential impact of their fire management practices on the amenity of the future occupants, prior to a decision being made by the decision-making authority.

Guidance statement A8 - Matters to be taken into consideration

In addition to the matters normally required to be taken into consideration, any advice received from FESA, the DEC (regarding potential impacts of their fire regime on amenity) or other relevant authority regarding fire management practices is to be taken into consideration before a decision is made by the decision-making authority on that application. When assessing new proposals or proposed changes of zoning or design that will result in the introduction of, or an intensification of, development that abuts land vested in the DEC, FESA will consider input from DEC on bush fire management prior to providing final advice on fire management practices to the decision-making authority.

In the context of the guidance statements provided in the guidelines, the following comments are offered in respect of the Kalamunda LPS,

- A1 – A bush fire hazard assessment has not been completed.
- A2- the LPS, in its current form, would likely result in the intensification of development in areas of extreme fire risk.

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- A3 – the LPS, in its current form, would likely result in the intensification of development in areas of extreme fire risk. In addition, based on the information currently available it has not been demonstrated that that acceptable, permanent hazard reduction measures can be implemented at some subsequent stage in the planning process.
 - A4 – the LPS, in its current form, would likely result in the intensification of development in areas of moderate or extreme fire risk and it has not been demonstrated to date that development can be undertaken in accordance with the general principles that underpin these guidelines.
 - A5 – the LPS does not provide any significant guidance with respect to incorporating relevant and contemporary measures in a future Shire town planning scheme or amending the existing town planning scheme to ensure that development in relevant areas address bush fire hazard issues. There is no commitment to establishing relevant special control area provisions or similar, with a model example provided at Appendix 5 of the document
 - A6 – The advice of FESA was invited during the comment period on the draft LPS, with the following response provided:

“local government is the hazard management agency regarding fire protection matters and would be expected to apply a condition requiring compliance with the Fire and Emergency Services Authority of WA (FESA) and the WAPC in accordance with Planning for Bushfire Protection Guidelines Edition 2 – May 2010 and clause 6 of State Planning Policy 3.4 Natural Hazards and Disasters (SPP3.4)

- A7/A8 – the advice of the DEC was invited during the comment period on the draft LPS, with the following response provided:

“DEC encourages the Shire of Kalamunda to implement the Planning for Bushfire Protection Guidelines”

It is considered reasonable to suggest that the advice from FESA and DEC provided during the advertising period was of a preliminary and limited nature only. The advice does not at this stage establish support for areas of likely moderate to extreme fire risk as being suitable for further subdivision and development

It is important to note that Principle 4 of the Guidelines states that in areas with an extreme bush fire level, where more intensive subdivision/development is unavoidable, permanent hazard reduction measures will need to be implemented to reduce the hazard level to low or moderate or bush fire attack levels between BAL-low and BAL-29.

In the foothills, it is important to note the level of fragmentation in the landownership, with an already irregular movement network comprising cul-de-sacs and battle-axe driveways. As part of more detailed planning, it would be a significant challenge achieving objective 2 of the guidelines, which seeks to avoid increased fire risk to life and property through inappropriately located or designed land use, subdivision and development. The practical reality is that any further subdivision or development is

likely to occur on an ad-hoc basis, as it would be at the discretion of each landowner whether they wished to proceed.

In the localities of Piesse Brook and Carmel, there are two identified areas designated as 'Special Rural'. Although serviced by a more regular road network than the foothills area, these areas do contain significant remnant vegetation and further subdivision, down to say 1ha lots, would result in a further intensification of settlement patterns in an area of expected fire risk.

SPP 3.4 – Natural Hazards and Risks

In accordance with Section 26 of the *Planning and Development Act 2005*, local governments must have regard to this policy in the preparation or amendment of town planning schemes, strategies and policies, and when providing comment and advice that deal with applications that may be affected by natural hazards. The purpose of this Policy is to encourage local governments to adopt a systematic approach to the consideration of natural hazards and disasters when performing their statutory or advisory functions.

The policy foreshadows that the Commission may prepare more detailed guidelines on the individual hazards identified in this policy, in consultation with local government and relevant state and Australian government agencies to meet the objectives of this policy and, if prepared, these should be taken into account in the determination of proposals. The Planning for Bushfire Protection Guidelines Edition 2 document was prepared in this context. This SPP highlights the expectation that planning for bushfire protection should be considered comprehensively at the time of making a formal determination on a LPS.

Local Planning Manual (WAPC, 2010)

The local planning manual identifies a range of suggested matters to be considered in the preparation of a LPS. Relevant matters include the identification of constraints on urban growth and control of subdivision and rural housing with reference to environmental impacts and the risk of bush fires.

The Commission's Local Planning Manual also identifies the potential for Special Control Areas to be used to address a range of issues including bush fire prone areas. The manual identifies relevant circumstances including where control of housing and other vulnerable forms of development need to be controlled with reference to their location, access requirements, materials of construction, refuge provisions, water supplies and where notification of risk to prospective purchasers of property is appropriate, for example by way of a memorial or notice on title imposed as a condition of subdivision or planning approval. A suggested form of provisions for a special control area dealing with bushfire management is included in Appendix 5.4, generally consistent with Appendix 5 of the Planning for Bush Fire Protection Guidelines. Again, this document highlights the importance of considering bushfire protection at the time of making a determination on a LPS

Implementation of the recommendations from the Keelty Report.

The report titled A Shared Responsibility: The Report of the Perth Hills Bushfire February 2011 Review was commissioned by the Western Australian Government in response to the Perth Hills Bushfire. The fire occurred on 6 February 2011 in the Roleystone-Kelmscott area of the Perth hills, destroying 71 homes and damaging a further 39.

The report contains 55 recommendations which were endorsed by the Government in principle, subject to further analysis and consideration by relevant government agencies and other key stakeholders. The report was tabled by the Premier in Parliament on 17 August 2011.

An Implementation Group has been formed by the Government to oversee the implementation of the Keelty Report recommendations. It meets fortnightly and its membership is comprised of:

- Director General, Department of the Premier and Cabinet (Chair)
- Public Sector Commissioner
- CEO, Fire and Emergency Services Authority (FESA)
- Director General, Department of Environment and Conservation
- Commissioner of Police
- CEO, Western Australian Local Government Association
- Volunteer nominee of the Bush Fire Service Consultative Committee (representing all of the volunteer associations)

Working groups were formed to analyse all of the Keelty Report recommendations, consult relevant stakeholders, and oversee the development of implementation plans and the implementation of the recommendations.

The review identified that non-compliance with AS3959 and the Planning for Bush Fire Protection Guidelines was a significant contributing factor to the loss of dwellings in the Roleystone area. The review identified that there were no properties that were destroyed by direct flame contact or radiant heat where it was possible to identify (either through owner/occupier advice or visual inspection) that they had developed an

Appropriate BPZ and Hazard Separation Zone or increased the construction of the home to align with the current AS3959-2009. The Special Inquiry also found that there was a widespread reluctance among local governments in the Perth Hills, and throughout WA, to make declarations of bushfire prone areas.

The Special Inquiry heard evidence that while the guidelines were supported by State Planning Policy, there is no head of power to enforce them. This means local governments have discretion as to how they interpret the guidelines and whether they adopt them in their planning schemes and local regulations.

From the Bushfire Risk Identification and Mitigation Project, the four most relevant recommendations for the Commission's consideration of the LPS the following"

- Recommendation 3 – transferring of responsibility for declaring bushfire prone areas from local government to the Commission

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- Recommendation 4 – giving legislative effect to the bushfire protection guidelines
 - Recommendation 39 – recognising that regardless of future declarations, existing planning and building problems will persist;
 - Recommendation 40 – amending title deeds for properties to indicate if the property is in a declared bushfire prone area.

These recommendations are further explained, along with a progress update, as an attachment. All related information is publicly available through the Department of Premier and Cabinet's website.

Current Kalamunda TPS 3 text:

The current provisions of the Scheme currently do not make any direct reference to the need for compliance with AS3959 in relevant areas. Furthermore, the erection on a lot of a single house does not generally require the planning approval of the local government. Consequently, there is more than a mere possibility that a significant number of dwellings will be constructed without achieving compliance with AS3959 and the *Planning for Bushfire Protection Guidelines*, unless other measures are put in place – for example, the establishment of relevant special control area provisions such as those contained in Appendix 5.4 of the *Local Planning Manual*.

Stakeholder expectations

It is important to acknowledge that the identification of areas for the intensification of development in a LPS, even in a preliminary sense, may create stakeholder expectations about a direction forward for future planning. It is also important to acknowledge that summary mapping is often interpreted by stakeholders in the absence of the full supporting documentation.

The objectives for the LPS include, but are not limited to, providing a strategic planning direction to 2031, provide direction for the Shire, the Department of Planning and the Minister for the consideration of proposals, providing a basis for decision on future infrastructure servicing etc. Once expectations have been raised, it can be difficult for relevant decision-making authorities to set these expectations aside and either not proceed or move forward in a different direction.

In the context of planning for bush fire risk, it is considered particularly important that caution is exercised when identifying areas for future possible intensification of land uses, particular whether the level of risk has not been comprehensively investigated nor have measures been put in place to mitigate the potential risks.

Shire intended path forward for planning for bush fire protection.

Through recent discussions with officers of the Shire, in the context of the LPS, it is understood that the Shire is giving consideration to the preparation of a Bush Fire Management Strategy. Investigations and planning may include but not be limited to:

- The completion of bush fire mapping for privately owned rural land in the Shire;

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- A focus being placed on the foothills areas of the area and in particular the areas designated as Residential Bushland zone in the LPS and areas adjacent to regional reserves;
 - A focus on rural zoned land identified for future development on the LPS;
 - A focus on land zoned urban where there is an interface with rural land and and/or reserved land;
 - The implementation of the recommendations outlined in the *Planning for Bushfire Protection*;
 - The establishment of statutory requirements for building design standards; and
 - The integration of fire hazard reduction plans for reserved land.

Shire officers are currently investigating the scope of necessary investigations for formal consideration by Council with respect to budget/resource allocation. Accordingly, an exact timeframe for progressing forward has not yet been determined; however Shire officers remain hopeful that the work can be progressed in a timely manner.

Options

Having regard to the information currently available and outlined above, there are a number of options available in respect of this issue, as follows:

1. Accept the LPS, as currently drafted
2. Accept the LPS, as currently drafted but as part of the Commission's decisions set out some clear concerns and/or expectations for future actions
3. Defer consideration of the LPS, pending further progress being made on bushfire mapping by the Shire
4. Require the LPS to be modified prior to endorsement, **modifying** recommendations for intensification of development, with the modifications including:
 - i. Replacing on the LPS map the words 'proposed residential bushland' with the words 'foothills investigation area', changing the designation on the map to 'investigation area' with the area depicted in white, with a red border,
 - ii. Replacing on the LPS map the areas designated as 'Special Rural', with the words 'Investigation Area', and removing the associated text box that current states 'Lifestyle opportunities...'
 - iii. Placing additional wording on the map and in the documentation generally further explaining what an investigation area and that there is no certainty that the subject areas will be rezoned.
 - iv. Further highlighting in the LPS (report) that any local or regional planning scheme amendments would need to be supported by a completed fire hazard assessment and that it is possible that

recommendations from the assessment may mean that the amendment may not proceed.

- v. Including in the report text an outline of the Shire's intended path forward for progressively plan for bush fire protection (in conjunction with FESA and the Department of Planning) including the completion of bushfire hazard assessments, the designation of areas as bushfire prone and the introduction of special control area provisions in the Town Planning Scheme to ensure building designs are consistent with AS3959.
5. Require the LPS to be modified prior to endorsement, removing recommendations for further intensification of uses and in particular the proposed Residential Bushland Zone, as follows:
 - i. Removal of Designation on map for Bushland/Residential, instead retaining the current special rural zone.
 - ii. Removal of the Designation on the strategy map for 'Special Rural' in the Foothills and also the localities of Carmel, Walliston and Kalamunda.
 - iii. Removal of related recommendations in the LPS report(for example Page 19 – introduction of the Residential Bushland zone into the foothills areas of Maida Vale, Forrestfield and Wattle Grove)
 6. Defer consideration of the LPS, pending further advice from FESA in respect of any specific matters of interest to the Commission.

On balance, having regard to the information available, Option 4 is recommended for the following reasons:

- The Shire is keen to progress further investigations into the future for the foothills area and there is a stakeholder expectation that such investigations will be progressed.
- Bush fire mapping has not yet been completed.
- There is a high likelihood of the foothills containing areas of extreme fire risk.
- The default position established under the guidelines for bushfire protection is that further subdivision and development should not be progressed in areas of extreme fire unless it is unavoidable – this is not the case in the foothills, as the land has not yet been rezoned for subdivision/development under either the Shire's town planning scheme or the Metropolitan Region Scheme.
- The areas are highly fragmented and it is difficult to see how a structure plan (or similar) could be developed and implemented that

would achieve an effective movement network including emergency ingress/egress.

- The designation of areas as an 'investigation area' will clearly outline that significant investigation is required before further planning for be progressed.

It is acknowledged that the recommended option may not meet the expectations of some stakeholders. In accordance with the *Town Planning Regulations 1967*, there is the ability for the Shire to prepare an amendment to the LPS in the future. This is an option that the Shire could contemplate, should further investigations into bush fire risk for the area demonstrate the suitability of the area to support further subdivision and development. The land could then be shown in the LPS for its intended purpose.

Key issue #2 - Residential/bushland development zone in the Foothills

The draft LPS proposes the introduction of the Residential Bushland zone into the foothills areas of Maida Vale, Forrestfield and Wattle Grove – areas which are currently zoned 'Special Rural'. The appropriateness of significantly expanding the use of this zone does require careful consideration. At present, the Residential Bushland Zone does exist in the provisions of the Shire's Town Planning Scheme; however its application is limited to discrete areas across the Shire in the localities of Maida Vale, Kalamunda, Carmel and Pickering Brook. The objective of the Zone is *"...to provide for residential and residentially compatible use and development of land which is considered suitable for such use and development but which has special environmental characteristics including land predominantly covered with natural vegetation"*

With respect to the future of the Special Rural Areas, the LPS provides the following background/context

"The Shire contains large areas of Special Rural Zoning that are coming under pressure for urban growth given their locational attributes such as their close proximity to the Perth CBD and local freight industrial uses and employment opportunities such as the Forrestfield Industrial Area and Perth Airport. This pressure is evident with commercial uses such as truck parking, machine storage and builders yards encroaching on the Special Rural areas. The quality of rural residential uses is declining."

The Shire has provided the following information in support of the Residential Bushland proposal:

"The introduction of new urban areas in Maida Vale South and Wattle Grove recognises the locational attributes of these areas for urban growth. These new urban areas are balanced by the introduction of a low density Residential Bushland zoning in the foothills areas of Maida Vale, Forrestfield and Wattle Grove. The proposed urban areas will provide an appropriate mix of housing and lifestyle opportunities in areas only 15 -20 minutes from the Perth CBD"

Furthermore, the Shire has identified feedback from a community needs survey, as follows:

"Feedback received from the community Needs Survey has been reflected in the introduction of the low density Residential Bushland zoning in the foothills"

areas of Maida Vale, Forrestfield and Wattle Grove. The proposed zoning with its emphasis on larger urban lots of 2,000sqm to 4,000sqm and tree and vegetation retention will offer choice of lots sizes and lifestyle opportunities close to all amenities. Importantly these areas will be carefully planned through the preparation of structure plans.”

In addition to the significant concerns outlined earlier in this report with respect to planning for bush fire protection, the appropriateness of the LPS recommendation for the foothills requires careful consideration in the context of relevant planning documents.

WAPC Development Control Policy 2.5 – Special Residential Development

The Commission has a Development Control Policy (DC 2.5) for ‘special residential development’. This policy, among other matters, recommends that such form of development be supported sparingly and only in special circumstances. The Policy suggests that support for such development should only be given to land zoned Urban under the Metropolitan Region Scheme as the end land use is considered to be urban in nature.

Clause 3.1.2 of DC2.5 states that the following:

“A local government’s decision to create a Special Residential zone should be based upon a site analysis and take into consideration such matters as topography, soil and climate as well as an assessment of the effects of development on the environment.”

In evaluating the proposed Residential Bushland Zone in the LPS, there are a number of matters that need be considered including but not limited to the following:

- The objectives of the proposed zone;
- Fire (as previously discussed)
- Planning for sustainable communities
- Expected development yield
- Retention of vegetation
- Effluent disposal
- Orderly and proper planning; and
- Available options.

These matters are further explored below.

Objectives of the proposed zone

Clause 5.9 of the Kalamunda of TPS 3 defines the objective of the Residential Bushland zone, as follows:

“This zone provides for residential and residentially compatible use and development of land which is considered suitable for such use and development but which has special environmental characteristics including land predominantly covered with natural vegetation”

There are existing provisions in TPS 3 relating to subdivision and development of the Residential Bushland zone, including but not limited to the following matters:

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- Requirements for reticulated water supply
 - The establishment of 500m² building envelopes.
 - Consideration being given to bushfire hazard levels
 - Requirements for potential revegetation.
 - Restrictions on the keeping of non-domestic animals.

As noted previously, there are existing areas in the hills that are already included in the Residential Bushland zone.

Planning for Sustainability Communities/
State Planning Policy 3 (SPP3) – Urban Growth and Settlement

SPP 3 identifies a large number of important requirements for the achievement of sustainable communities, including but not limited to:

- a strong, diversified and sustainable economic base;
- sufficient and suitable serviced land in the right locations for housing, employment;
- a variety and choice in the size, type and affordability of housing;
- making the most efficient use of land;
- directing urban expansion into designated growth areas which are, or will be, well serviced by employment and public transport; and
- the proper consideration of the environment, recognising the need to restore and enhance as well as protect biodiversity and to minimise development impacts on land, water, energy, minerals, basic raw materials, agriculture and other natural resources that help sustain urban economies and society;

Preliminary evaluation of proposal

In the context of the information available, the following comments are offered in general support of the proposed Residential Bushland Zone in the LPS:

- The area is in relatively close proximity to existing and planned future employment areas and transport networks;
- The area is not located in the heart of an activity centre or area of high accessibility so as to warrant a clustering of activities;
- the area does not particularly lend itself to uses other than residential, such as commercial, industrial, tourism or agriculture and as such may be argued to not to be in conflict with alternative uses;
- Houses on large lots do contribute towards an overall diversity of housing and lifestyle opportunities, satisfying the needs and preferences of some people within the broader community;
- The further subdivision and development of land may increase housing supply and improve affordability;
- The further subdivision and development of land increases the utilisation of existing infrastructure;
- There is generally greater flexibility to retain existing vegetation on residential lots in excess of 2,000m² compared to lots than say 500m²;

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- Land is generally retained in private ownership, including conservation areas, providing opportunities for private management of natural assets, potentially reducing the burden on public resources; and
 - The resultant density of residential development, on larger lots, with some vegetation retained, may arguably be more in keeping with the landscape characteristics of the area.

In the context of these identified requirements, the following comments are offered against the proposed Residential Bushland Zone in the LPS

- The resultant population density may be argued to be relatively low, contributing little to the viability of funds being invested and in land being used for employment, health, education, shops, leisure and community facilities that may be accessible by foot or cycling;
- The resultant population density may be argued to be relatively low, contributing little to the viability of public transport services;
- Land is generally retained in private ownership, including conservation areas, with the protection of natural assets being somewhat at the discretion of individual landowners, potentially with limited resources and/or expertise;
- A reasonable amount of vegetation will likely be lost on individual. The loss of vegetation may be contrary to the expectations of the local community, in the context of potential landscape and environmental impacts; and
- Permanent hazard reduction, to mitigate fire risk, can be challenging to achieve. This is particularly the case where there is an objective of retaining natural vegetation, including post-subdivision when land has been transferred into new ownership.

The land is in fragmented ownership, with the end outcomes on the ground to a large extent being determined by the aspirations of individual landowners. The appropriateness of transferring the area to the Residential Bushland Zone and allowing for further subdivision/fragmentation is questioned. It is ultimately recommended that the area be identified for further investigation to determine an appropriate direction and path forward for the future.

Retention of vegetation

With an increase in the number of lots and dwellings, there is invariably a loss of existing vegetation for fencing, utilities, house construction, outbuildings and incidental structures (for example swimming pools), establishing building protection zones and low fuel zones (for fire hazard reduction) and the establishment of vehicle access. Cumulatively, further subdivision and development can result in a significant amount of existing vegetation, with associated impacts on the natural environmental, landscape values and the character of an area . It is also common for landowners of properties that are in the order of 2,000 to 4,000m² to have the expectation that they should be able to do with their property as they wish and with limited restrictions, which may involve the clearing of further vegetation and/or the introduction of non-native species.

Although this is potentially a detailed matter requiring consideration through further planning by the Shire, it is important to acknowledge at this time that there may be impacts on vegetation values.

Effluent disposal

The foothills area is generally not serviced by reticulated wastewater infrastructure. In the context of potential impacts on public health, the natural environment and the financial feasibility of subdivision and development (as a result of infrastructure upgrade requirements), matters related to reticulated wastewater infrastructure are considered to be significant and require early evaluation.

The Government Sewerage Policy does provide a framework for the consideration of planning proposals, outlining the principles and requirements for reticulated wastewater and the circumstances in which on-site effluent disposal may be considered. Of particular note, the Government Sewerage Policy outlines that notwithstanding the requirements set out in the Government Sewer Policy, the normal planning, environmental and health assessment procedures and policy requirements continue to remain in place.

Appendix 1 of the policy outlines a number of criteria that need to be met for installation of on-site effluent disposal facilities, including but not limited to a gradient on the land, whether the land is prone to flooding, depth to groundwater and a minimum depth of free draining soils. At this time, it is understood that technical investigations into the capability of the land to support on-site effluent disposal and/or the feasibility of providing reticulated wastewater, have not been completed. The potential environmental impacts have not been formally considered by the State's environmental agencies. This issue has the potential to be a significant impediment to the land be transferred to the residential bushland zone or similar.

Orderly and proper planning

In order to provide an effective framework for future subdivision and development, (should it be deemed appropriate), the Shire has acknowledged the need for comprehensive planning including, but not limited to, the preparation of a structure plan, an amendment to the MRS (to Urban) and an amendment to the Shire's Town Planning Scheme. Each of these steps processes would need to be supported by relevant investigations and documentation, in accordance with the relevant local, state and federal environmental and planning framework of the day. Progressing through the necessary investigations and planning steps will take some considerable resources and time. It is important that this is acknowledged by stakeholders.

In the interests of orderly and proper planning, it would be important that a general presumption against further subdivision and development be established until such time as comprehensive planning has been completed. Further subdivision and/or development ahead of time may arguably be considered to be contrary to the principles of orderly and proper planning and have the potential to establish an undesirable precedent – particularly if key issues such as fire risk and associated access arrangements, along with effluent disposal, have not yet been resolved.

General comments

It is acknowledged that the Shire has been seeking to establish a clear direction and as much certainty as possible for the foothills area with the Shire. However for a decision-making body such as the Commission to formally endorse a LPS, in a particular direction and for a reasonable horizon, sufficient information needs to be able available for an informed decision to be made and there does need to be sufficient evidence that a particular direction has merit and is achievable.

At this time, there are significant matters that have not been investigated, including the potential impact on the environment, the capability of the area to support on-site effluent disposal and/or be effectively connected to reticulated wastewater. Coupled with a lack of certainty about fire risk, there is significant uncertainty about the suitability of the area to be transferred to the Residential Bushland zone at this time. It is also important that the existing landscape value and character of the area is acknowledged and is carefully considered as part of future planning for this area

The designation of the area in the LPS as an 'investigation area' or similar may possibly have some merit. Should the area be identified as an 'investigation area', it needs to be clearly understood that there is no certainty that the area would ever be rezoned or be identified as suitable for further subdivision and/or development. Should investigations either not be progressed by the Shire or should investigations progress and fail to demonstrate the suitability of the area for a particular form of subdivision and/or development, the current status quo may remain.

Options

A number of options are available to the Commission at this time, as follows:

1. Accept the LPS (as currently draft) identified the area as part of a future 'residential bushland zone'.
2. Accept the LPS, and **set out clear expectations** of the Commission for stakeholder consideration
3. Require the LPS map and LPS document to **be modified to designated** that the area as '**Foothills Investigation Area**' and that there is no certainty that the land will ever be rezoned, nor considered suitable for further subdivision and development
4. Require the LPS map and LPS documentation to **be modified**, to **remove reference** to the proposed residential bushland zone, instead effectively leaving the land in the current Special Rural zone.

On balance, option 3 is recommend at this time for the following reasons:

- Matters relating to bush fire risk have not yet been resolved, as outlined under the previous key issue

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- The direct and indirect environmental impacts of further subdivision and development in the area have not yet been determined, in terms of their acceptability.
 - It has not yet been demonstrated how further subdivision and development in the area could be effectively achieved without significantly impacting on the natural environment, landscape values and character of the area.
 - The Shire is keen to further investigate the potential opportunities for this area and considers it important that stakeholders be made aware of this through an appropriate designation on the LSP map

Key Issue 3 - Potential for urban development in Wattle Grove (East of Tonkin Hwy)

An area of Wattle Grove, to the east of Tonkin Highway, has been identified in the draft LPS as a 'Proposed Urban Development Area'. The draft LPS identifies Wattle Grove as part of 'population scenario 3', as follows:

“Population Scenario 3:

Growth by 25,000 people accommodated as in scenarios 1 and 2 plus Residential Bushland development R5 (R2.5) of Special Rural land to the east of Hawtin Road/Lewis Road (R5) and Wattle Grove south of Welshpool Road to a range of densities (R2.5, R5, R20 and R30 in centre) and including a Neighbourhood Centre in Wattle Grove. At current development rates the final part of this scenario (Special Rural land to Urban) would be required by 2025”

Scenario 3 of the draft LPS was identified by the Shire as the recommended scenario for moving forward, with the following rationale provided:

- It best meets the expressed needs and wants of the community
- It provides for growth consistent with the State Government's key strategic planning documents Directions 2031 and beyond.
- The introduction of new urban areas in Maida Vale South and Wattle Grove recognises the locational attributes of these areas for urban growth, balanced through the introduction of a low density Residential Bushland zoning in the foothills areas of Maida Vale and Forrestfield with an emphasis on tree and vegetation retention and protection.
- The proposed urban areas will provide an appropriate mix of housing and lifestyle opportunities in areas only 15 -20 minutes from the Perth CBD.
- It represents a sustainable approach and achieves an appropriate balance between population growth, protection of the environment, jobs growth and economic development in the Shire.

There are a number of different matters that need to be considered at this time, including:

- The submissions received during the advertising period;
- Draft *Directions 2031 and Beyond*;
- The draft *Outer Metropolitan and Peel Sub-Regional Strategy*;
- The intended progression of Sub-Regional Structure Plans; and
- The Commission's previous consideration of the matter.

These matters are discussed further below.

Submissions received during the advertised period

A total of 220 public submissions were categorised by the Shire as relating to the Wattle Grove Area. Of the submissions, 188 were objections, 25 were in support and 7 were neutral. Matters that were identified in the submissions included, but were not limited to the following:

- Potential impacts on lifestyle/amenity;
- Potential impacts on flora and fauna;
- Whether sufficient investigations have been completed with respect to infrastructure servicing;
- The degree of consistency with state planning direction;
- The relationship between the LPS, Amendment 18 and planning for aged persons accommodation;
- Housing and lifestyle opportunities;
- Unique landscape characteristics of the area, including as a tourist destination;
- The importance of planning for fire protection;
- The relative location of the area, relative to the Perth Metropolitan Area and the Perth Airport;
- The potential impacts of traffic;
- Urban development 'sprawling toward' the Shire, with special rural areas effectively establishing a 'buffer';
- Aspirations to see the area rezoned;
- Access to commercial and community activities;
- The relationship to planning for areas to the South, including the locality of Orange Grove; and
- Whether there is a need for urban development

This list is not exhaustive, rather only an initial summary. The full schedule of submissions is provided with attachments.

Draft Directions 2031 and Beyond

Directions 2031 and Beyond incorporates the following vision statement:

“By 2031, Perth and Peel people will have created a world class liveable city: green, vibrant, more compact and accessible with a unique sense of place.”

A number of the submissions expressed an opinion that the potential urbanisation of Wattle Grove was inconsistent with the vision statement in *Directions 2031 and Beyond*. In contrast, the draft LPS suggests that the proposed urban expansion is consistent with the *Draft Directions 2031* document.

This is a relevant matter for consideration by decision-making authorities, including the local government and the Commission when determining the merits of a particular proposal, such as a MRS amendment. Such consideration, however, can

only be only possible once necessary technical investigations have been completed and input has been obtained from all relevant stakeholders.

The draft Outer Metropolitan Perth and Peel Sub-Regional Strategy

The spatial framework map that was included in the draft strategy identified, among other matters, areas of undeveloped land zoned Urban and a portion of Maida Vale as being an part of the 'Urban Investigation Area 2011-2020'. Wattle Grove is depicted as rural on the map.

However, the text of the documentation states:

“Wattle Grove has potential for future consideration as an urban investigation area due to its proximity to the urban front and employment opportunities around the airport.”

and further:

“It should not be assumed that urban expansion areas and investigation areas indicated in the draft urban expansion plan will be rezoned for urban or industrial development at anytime.”

The draft sub-regional strategy also highlights the important role that sub-regional structure plans will play in future planning. It is recommended that these statements are reflected in the LPS.

Progression of a Sub-Regional Structure Plan for Metropolitan North-East

Consistent with the recently released Structure Plan Preparation Guidelines (WAPC, 2012), sub-regional structure plans are intended to guide infrastructure provision and ultimately inform the consideration of amendments to the Metropolitan Region Scheme (MRS) and the Peel Region Scheme (PRS). A sub-regional structure plan is intended to address all strategic issues in a transparent and uniform manner by developing a long term spatial framework for the sub-region.

Sub-regional structure plans will in turn provide guidance to government agencies and service providers for their long term planning of funding, staging and implementation. It is not anticipated that a sub-regional structure plan would provide final/definitive boundaries for future urban areas – but rather general boundaries and indicative timing. More detailed analysis would then need to then be progressed by each local government to inform the definition of exact boundaries for MRS amendments, TPS amendments, structure plans and the like. Regard would need to be given to a wide range of planning matters including traffic impacts, infrastructure serving and environmental impacts of local, state and federal significance.

Initial investigations are being progressed for the North-East Sub-Regional Structure Plan, with substantial progress anticipated over the next 12 months. Stakeholders will have the opportunity to provide considerable input into the plan.

Previous consideration of the matter by the Commission

When the draft LPS was considered by the Commission in April 2011, for certification ahead of advertising, the Commission required that the LPS to be modified to include in the LPS an acknowledgement that there may be servicing constraints and to clarify the requirements for a comprehensive investigation of the potential and timing for servicing of this land prior to zoning or development for urban purposes. The LPS was also required to be modified to refer to the need for detailed structure planning prior to the subdivision and development of any land. The following is an extraction from the schedule of modifications:

“Include information in the body of the LPS and the Executive Summary to clarify the need for a comprehensive investigation of the potential for servicing the Urban Investigation Area in Wattle Grove prior to urban zoning under the Metropolitan Region Scheme and local planning scheme and to emphasise the importance of comprehensive structure planning of this and other urban investigation areas prior to subdivision and development. (Rationale: Currently LPS does not acknowledge the issues to be addressed prior to rezoning for urban development)”

Accordingly, the Commission has previously flagged the potential for further investigation but has not committed itself definitively to the land being progressed towards urban development, particularly as necessary investigations and stakeholder engagement have not been progressed.

The Shire in June 2011 when considering the modifications required by the Commission also requested advice in respect of what constituted a ‘demonstrated commitment’ towards urbanisation and who ultimately would be responsible for implementing the urbanisation process. The Commission subsequently advised that:

- Wattle Grove area has potential for future urban development given its proximity to major transportation routes, employment centres and existing and future urban areas.
- The servicing of this land however requires more comprehensive examination taking into consideration future urban development in Maddington/Kenwick Strategic Employment and the financial implications for the State of infrastructure provision within these areas in the context of the wider Metropolitan Region.
- the Sub-Regional LPS for the North Eastern area which will provide more detailed analysis of the potential for urbanisation and the staging of such development. It is intended that this plan will provide the demonstrated commitment to urbanisation and provide the strategic framework to progress the statutory rezoning process under the Metropolitan Region Scheme and local planning schemes.

As mentioned previously, it is expected that the Sub-Regional Structure Plan will be substantially progressed over the next 12 months, with opportunities for significant stakeholder input prior to finalisation.

Summary

In summary, the Commission in recent years has maintained a consistent position with respect to Wattle Grove – identifying it as an area for investigation but by no means a certainty as suitable for urban development, with associated amendments to the MRS, local planning scheme, detailed structure planning and subsequent subdivision/ development.

It is acknowledged that the Shire is seeking to establish certainty in direction for the future for this locality. However, for the Commission to formally endorse the LPS, in a particular direction and for a long time horizon, sufficient information needs to be able available for an informed decision to be made. At this time it is not considered that there is sufficient information available to say with certainty that this area should be formally designated for future urban development.

Ideally, *Directions 2031 and Beyond*, the *Outer Metropolitan Perth and Peel Sub-Regional Strategy* would have been finalised, and the Sub-Regional Structure Plan prepared prior to the Commission needing to consider Shire's draft LPS. Deferring a determination on the draft LPS is not considered realistic; accordingly matters need to be determined by decision-making authorities based on the best information available.

Options and recommended path forward

There are a number of options available, as follows:

1. Endorse the LPS, as adopted by Council (designation as a development area).
2. Require LPS maps and documentation to be modified to depict 'investigation area' for Wattle Grove and for the map to be updated such that its illustration is clearly not to be construed as an exact boundary (for example using a different shape such as an asterisk or star).
3. Remove all designations and recommendations for Wattle Grove from the LPS map and documentation.

On balance, option 2 is recommended. Matters of terminology are discussed further in the next section.

Key Issue 4 –Identification of areas as 'Development Areas' versus 'Investigation areas'

The draft LPS identifies two areas as 'proposed industrial development areas' and three areas as 'proposed urban development areas'. When the LPS was considered by the Commission in April 2011 for certification ahead of advertising, these areas were identified as 'proposed light industry' and 'proposed urban investigation areas' respectively.

The Shire in June 2011 when it considered the LPS, post advertising, decided to modify the LPS to instead designate areas as 'Proposed Industrial Development

Areas' and 'Proposed Urban Development Areas'. The Shire in considering the matter provided the following justification:

“the wording ‘Urban Development Area’ is considered more appropriate in reflecting the 20 year time span of the document. Importantly, the change in the description will still require comprehensive planning and analysis to be undertaken prior to rezoning, subdivision and development occurring.”

And

“The description urban development is also consistent with the zoning classification of Urban Development zone under the Shire’s Local Planning Scheme No.3. This zoning requires the preparation of a structure plan prior to subdivision and development occurring.”

The appropriateness of this wording needs to be carefully considered against a range of matters, including:

- the expectations that a designation in a LPS may generate for stakeholders;
- the guidance provided in the local planning manual;
- the degree of consistency with local government planning documents;
- the degree of consistency with relevant state planning documentations; and
- the different options for moving forward.

Each of these matters is discussed below.

Stakeholder expectations

Existing landowners and prospective purchasers routinely make development, subdivision and land transaction decisions based on the information that is available in respect of current planning documents (TPS zoning etc) and any indication about a future planning direction (potential rezonings etc). It is important, therefore that decision-making authorities take all reasonable steps to ensure that planning documents clearly explain what is certain and what is not. Further stakeholders do not necessarily choose to access all available information, such as explanatory documents, instead sometimes only referring to summary and/or graphical information such as a LPS map and not necessarily the accompanying report.

The current designation of these areas in the LPS as 'development areas' arguably does not effectively communicate the technical investigations and the statutory planning processes that are required to be progressed prior to having a suitable planning framework in place to support the progression of an MRS amendment.

For comparative purposes, the *Outer Metropolitan Perth and Peel Sub-Region Strategy* incorporates the following text with respect to investigation areas:

“It should not be assumed that urban expansion areas and investigation areas indicated in the draft urban expansion plan will be rezoned for urban or industrial development at anytime.”

Incorporating similar text into the LPS is recommended.

Local Planning Manual

These guidelines identify a LPS as being a framework for local planning and the strategic basis for local planning schemes. An LPS should provide the interface between regional and local planning, and are increasingly being seen by other agencies as the means by which to address economic, resource management, environmental and social issues at a strategic level.

An LPS should set out the local government's objectives for future planning and development and includes a broad framework by which to pursue those objectives. The LPS will need to address the social, environmental, resource management and economic factors that affect, and are in turn affected by, land use and development.

Among other matters, an LPS should:

- provide the rationale for the zoning and reservation of land and for the provisions of the scheme relating to development and development control;
- provide a strategic framework for assessment and decision-making in relation to proposed scheme amendments, subdivision, and development;

The guidelines state that strategies should 'generally include a diagrammatic representation (spatial plan) of strategic land uses, development, infrastructure and natural resources. The guidelines suggest that mapping should focus on the general pattern of land use rather than specific zoning. It is recommended that this approach is reflected in the LPS.

Consistency with local government planning documents:

As outlined earlier, part of the rationale for seeking to utilise the wording 'development area' rather than 'investigation area' area has been to achieve consistency with the classification of the urban development zone under the Shire's Local Planning Scheme No. 3 and such a zoning requires the preparation of a structure plan prior to subdivision and development occurring.

General consistency in planning terminology is generally recognised as a positive. The use of the same or similar term for different meanings or in different contexts, however, has the potential to cause confusion or misunderstanding.

Land designated as a 'development area' in the Scheme ordinarily has had relevant investigations completed, statutory processes progressed including a completed amendment (rezoning) under the Shire's scheme, with a structure plan either substantially progressed or in place to provide a framework for subdivision or development. The degree of uncertainty about the suitability of land for subdivision and development therefore is minimal, with landowners generally able to proceed with subdivision and development in a timely manner. This cannot be said of the various areas identified as 'proposed development areas' in the LPS. It is therefore recommended that the term 'investigation area' be used.

Degree of consistency with state planning documents

Rather than aligning the terminology in the LPS with the provisions of the Shire's local planning scheme, an option that is available is to align the mapping and text

designations with state planning documents, such as the *Outer Metropolitan Perth and Peel Sub-Region Strategy* and the *Economic and Employment Lands Strategy*, which also make use of the term ‘investigation area’. To improve understanding, a direct reference may also be included back to the source document on mapping legends and the like.

In total, there are 7 different locations identified on the LPS as ‘development areas’, 3 being residential and 4 being industrial in nature. The table below provides a summary of the LPS designation compared to the designation under state planning documents

Location	LPS designation	Outer Metropolitan Sub-regional Strategy	Economic and Employment Lands Strategy	Current MRS
Wattle Grove (South of Welshpool Road)	Proposed Industrial Development Area	Rural	Rural on map, text acknowledges planning for Maddington Kenwick Strategic Employment Area progressing	Rural
Forrestfield Stage 1 (West of Roe Highway)	Proposed Industrial Development Area	Rural	Potential Industrial Area (short-term)	Urban
Forrestfield Stage 2	Proposed industrial development area	Rural	Potential Industrial Area (medium-term)	Urban
Forrestfield Stage 3	Proposed industrial development area	Rural	Potential Industrial Area (medium term)	Rural
Maida Vale (East of Roe Highway)	Proposed Urban Development Area	Urban Investigation Area 2011-2020	Urban	Rural
Wattle Grove (East of Tonkin Hwy)	Proposed Urban Development Area	Rural, however text makes reference to future investigation	Rural	Rural
Pickering Brook	Proposed Urban Development Area	Not depicted.	Rural	Rural

Land that is already zoned or is in the process of being rezoned under the MRS as Urban or Industrial may arguably have a much higher likelihood of being ultimately being suitable for further subdivision and development. It is recommended that this reflected in the LPS.

Options and recommended path forward

There are a number of options available:

1. All 7 identified areas in the LPS remain as development areas, without modification
2. Designate all 7 identified areas in the LPS as ‘investigation areas’, flagging that there remains some uncertainty regarding the planning for the area
3. Differentiate land based on current zoning under the MRS, with those areas already zoned or on their way to being zoned for development purposes being identified as ‘development areas’ and those areas currently in the Rural zone under the MRS remaining as ‘investigation areas’

-
4. Modify the map to differentiate different areas based on respective designations under the *Outer Metropolitan Growth Strategy* and the *Economic and Employment Lands Strategy*, with areas identified with a greater level of certainty being designated as 'development areas' (ie. Only Forrestfield Stage 1, with the balance remaining as 'investigation areas')

On balance, option 4 is recommended at this time for the following reasons:

- An intended direction is established, providing a basis for further investigation by the local government and/or state government;
- The level of certainty is realistic, with no guarantee that the land will be ultimately rezoned for further subdivision and development, hopefully result in realistic stakeholder expectations;
- The source documentation identifying the area for investigation will be clear to stakeholders, hopefully assisting understanding and minimising confusion.
- The LPS will achieve general consistency with state documents and initiatives and demonstrate how these are applicable to the local area, as envisaged in the *Town Planning Regulations*.
- This approach will hopefully assist in differentiating the role and function of a LPS from statutory planning instruments.

It is acknowledged that the recommended approach may not meet the expectations of some stakeholders that may be seeking a definitive timeframe and planning direction to facilitate further subdivision and development.

Key Issue 5 - Planning for Aged and Dependent Persons

Planning for aged and dependent persons was identified by the Shire as an important consideration for the draft LPS. The importance of the issue was previously identified in 2008, when consultants were engaged to prepare an 'aged accommodation strategy'. The Shire has sought to recognise and respond to the findings from the 2008 strategy in its LPS, with the following text extracts provided in section 3.4.9 of the LPS:

- *The Shire of Kalamunda has higher percentages of aged residents than average. By 2030 there will be 18,459 people over 55 years of age and half of those will be over 70 years of age.*
- *There is little choice in housing for older people in the Shire. Currently 94% of housing is separate housing for families'. As 25% of the population is over 55 years of age there is clearly a mismatch of housing to community needs.*
- *There is a decline in Commonwealth and State investment in public housing'. The Shire will need to play an active role in promoting greater investment in public housing to counterbalance the negative trends in supply.*
- *Appropriate locations for aged accommodation in the Shire need to be identified now reflecting indicative requirements for each locality. A local planning policy needs to be prepared to establish location and design criteria for aged accommodation.*

The draft LPS, submitted to the Commission for certification ahead of advertising, outlined six properties for aged persons accommodation that were considered to present the best opportunity for the delivery of aged accommodation. As a guide, the

sites were listed in the order in which the Shire considered development may occur first, as follows:

- *“Lot 106 Hale Road, Forrestfield,*
- *Lot 500 Gavour Road, Wattle Grove*
- *Lots 303, 53 & 213 Brentwood Road, Wattle Grove*
- *Lots 7,8 & 4255 Lewis road, Forrestfield*
- *Reserve 30314 Wilkins Road, Walliston*
- *Lot 800 Kalamunda Road, Maida Vale (Hill View Golf Course)”*

It is understood that the inclusion of this information was predominantly a response by the Shire to a request from the Minister (when he initially considered Amendment 18 for Gavour Road), that a strategic framework be established for aged person’s accommodation so that the planning for individual sites could be considered in the context of a strategic planning instrument. There were no details of the criteria used for the identification of the sites in the LPS.

In April 2011, the Shire’s LPS was presented to the WAPC for certification, ahead of advertising for public comment. The WAPC required the following modifications in relation to aged person’s accommodation:

“In 3.4.3 under the section dealing with Aged Persons Accommodation includes reference to:

- *the need to plan for accessible and affordable facilities which are integrated and not separated from surrounding development in the Kalamunda community.*
- *that prior to rezoning of such land for this purpose, there should be a demonstrated commitment to urbanisation of the surrounding area and a structure planning process to create a quality urban environment.*

(Rationale: The establishment of such uses some distance from urban nodes generates the need for specific facilities and services, creates development with limited opportunity for integration with surrounding development in the long term and does not provide an ideal environment for accessibility and affordability for the aged.)”

and

“Include information in the body of the Strategy and the Executive Summary to clarify the need for a comprehensive investigation of the potential for servicing the Urban Investigation Area in Wattle Grove prior to urban zoning under the Metropolitan Region Scheme and local planning scheme and to emphasise the importance of comprehensive structure planning of this and other urban investigation areas prior to subdivision and development.”

(Currently LPS does not acknowledge the issues to be addressed prior to rezoning for urban development)

Following the decision of the Commission, the matter was further considered by Council and the documentation ultimately updated and advertised for public comment.

In the context of the submissions received during the advertising period and the information currently available, the Commission now needs to consider whether to endorse the LPS, with or without modifications in relation to providing a suitable framework for aged person's accommodation.

Amendment 18 – Proposed Aged Accommodation at Lot 500 Gavour Road.

The Minister granted consent to advertise Amendment 18 in 2009 subject to:

“Support advertising of Amendment 18 to the Shire of Kalamunda Town Planning Scheme No.3 in the knowledge that there is an increased demand for aged care facilities and to determine the support or otherwise of the local community for the proposal. However, consent to advertise is also given in the knowledge that the proposal is not currently supported by any detailed strategic planning instruments

Council be advised that:

- i) Intensification of land use and development in the Wattle Grove locality will only be considered following comprehensive planning for the wider locality which has been the subject of appropriate consultation and review, including assessment by agencies responsible for the provision of infrastructure, services and utilities*
- ii) Council through the review of their Local Planning Strategy should investigate alternative sites for aged persons development and clearly rank the sites which are best suited for development; and*
- iii) Consent to advertise should not be construed as support for the proposed rezoning as the proposal is still to be assessed against wider planning considerations and metropolitan planning LPS.*

In relation to (i) above, the subject LPS is intended to provide the comprehensive planning for the wider locality.

Investigations into individual sites

As mentioned above, the Minister's consideration of Amendment 18 included a recommendation that the LPS should incorporate an "investigation" of alternative sites for aged person's development and clearly rank the sites which are best suited for such development. The Shire has responded to this requirement through the inclusion of the 6 identified sites in Section 3.4.3 of the LPS, with associated commentary on each site. The Shire has also established a commitment to prepare a local housing strategy, which will address aged person accommodation more comprehensively.

It is understood that by identifying the 6 sites for the LPS, the Shire's investigations were of a preliminary nature only. During the advertising period, a public submission was received suggesting that following further investigation an additional 18 sites in the Shire were identified as potentially suitable. The Shire noted this submission when considering the adoption of the LPS.

Summary of state planning documents

Liveable Neighbourhoods provides the following guidance with the respect to the location of retirement complexes:

Element 1, R20 – Retirement complexes should be located close to town and neighbourhood centres, and to incorporate multi-storey denser components to achieve sufficient yield on relatively small sites. In some cases, they may be designed so that their facilities can be shared by the broader community and be located to form the core of the neighbourhood centre.”

The *Residential Design Codes* provides the following guidance:

6.11 *Objective: To ensure that dwellings for the aged and for people with special needs can be provided within normal residential areas*

6.11.2 *Performance criteria: Dwellings that accommodate the special needs of aged or dependent persons and which:*

- *Are designed to meet the needs of aged or dependent persons*
- *Are located in proximity to public transport and convenience shopping*
- *Have due regard to the topography of the locality in which the site is located; and*
- *Satisfy a demand for aged or dependent persons’ accommodation.*

State Planning Policy No.1 identifies a number of principles for planning and infrastructure delivery, as follows:

“Planning should ensure that physical and community infrastructure by both public and private agencies is coordinated and provided in a way that is efficient, equitable, accessible and timely. This means:

i. planning for land use and development in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes and essential services...”

The Government Sewer Policy provides guidance with respect to wastewater for aged person accommodation, with an extract provided below:

“4. Mandatory Provisions

This policy requires the provision of reticulated sewerage to all subdivision and density development. Possible exceptions are covered in Section 5...

.. 5.2.4 Aged persons’ accommodation developments

Proposals for aged or dependent persons’ accommodation where:

- (iii) The local authority is satisfied that no better alternative site is available in a particular locality for such development which could reasonably be connected to reticulated sewerage;*

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- (iv) *An appropriate wastewater treatment system approved by the Executive Director, Public Health is used, The system must be capable of satisfaction the conditions of Appendix 2 in relation to:*
- *Final effluent quality criteria*
 - *Irrigation area requirements*
- (v) *The wastewater treatment and disposal system is owned and operated by a single identifiable person or body (eg owner or strata body) and an acceptable maintenance program is in place for the system and disposal area: and*
- (vi) *The internal wastewater reticulated system installed is of a standard acceptable to the Water Authority of Western Australia and includes provision for connection to sewer when it becomes available..."*

From a review of the state-level documentation, some common themes in relation to aged person's accommodation can be identified including:

- (a) The importance of responding pro-actively to current/emerging issues and needs;
- (b) the importance of considering relative location for proposals, from an accessibility perspective and also from a potential impact on amenity, character and environment perspective; and
- (c) the importance of considering infrastructure demands and availability as part of the planning process, in consultation with infrastructure service providers.

Approaches taken by other local governments

From a preliminary review of the approaches taken by a number of local governments, including Joondalup, Wanneroo, Rockingham, Belmont and Bayswater, some standard practices have been developing, as follows:

- a local housing strategy has prepared, as one element of a LPS;
- the local housing strategy has been identified a range of range of initiatives and actions needing to be progressed in order to properly cater for aged and dependent persons, exploring issues such as population projections and the amount of diversity of housing stock to meeting the needs of future populations; and
- the local housing strategy has identified for a local planning policy to be developed to provide a framework for the consideration of planning proposals, including location criteria and infrastructure requirements. (an example local planning policy is the City of Rockingham Policy 3.3 – Planning for Community Facilities in New Suburbs).

These general approaches are consistent with that outlined in documents such as the *Local Planning Manual*, while recognising that the format of a local planning strategy is intended to be flexible and provide a framework for considering local issues and opportunities. Ideally, a local housing strategy would have been prepared to inform the preparation of the Shire's LPS.

Shire of Kalamunda Accommodation Strategy

The Shire's adopted Aged Accommodation Strategy (2008) incorporated a recommendation that a local planning policy be developing to establish development,

locational and design criteria, as a consistent framework for the Council to assess and consider planning proposals. The strategy identified that such a policy could assist with encouraging service providers to develop proposals that are in the right location in the context of demand, while also being sensitive to residential amenity and character considerations.

It is understood that the Shire has not yet progressed the development of a local planning policy. It is understood that in the absence of any decisions to the contrary, the Shire will be seeking to provide a framework for aged accommodation through a new local housing strategy. The Shire has recently commenced preparation of a local housing strategy, which it anticipates being ready for public comment in early 2013. It needs to be acknowledged that this may not meet the expectations of some stakeholders, who have until now been expecting the local planning strategy to provide such a framework. It is recommended that the LPS be modified to provide a stronger framework for aged accommodation.

Analysis of the Kalamunda LPS and potential options for progressing forward

Having regard to various relevant state planning documents, the Shire's Aged Person Accommodation Strategy, the approaches taken by other local governments and the submissions received during the advertising period, the following observations are made in respect of the Kalamunda LPS currently before the Commission:

- the 6 sites that have been identified to date have been based on limited investigation, with notable information lacking in respect of the accessibility of each site by public transport to commercial and community activities and the ability to be effectively serviced by infrastructure;
- there may be additional sites within the Shire that are equally or even more suitable than the identified sites;
- the LPS has not established a framework for the consideration of sites and future planning proposals
- A local planning policy has not yet been developed by the Shire providing a framework for the consideration of sites and future planning proposals
- There is an identified action in the LPS for the future preparation of a local housing strategy.

On balance it is considered that the LPS, as adopted, does not provide a sufficient strategic framework for aged and dependent person's accommodation. A clear path forward has not been established for the short or medium term.

At this time, there are a number of options available, as follows:

1. Endorse the LPS, as adopted by the Shire.
2. Defer consideration of the LPS until each site is investigated further, having regard to accessibility by public transport to community/commercial activities and ability to be serviced effectively by water, sewer and power, and for the documentation to be updated accordingly.
3. Require the LPS, as adopted, to be modified to clearly identify that:

-
- i. the six identified sites have been based on preliminary investigations only and that each site requires further investigation
 - ii. additional sites within the Shire may be suitable, having regard to accessibility criteria and ability to be effectively serviced by infrastructure.
 - iii. require the LPS to be modified to incorporate potential criteria for determining the suitability of sites including, but not limited to the following:
 - accessibility to public transport;
 - accessibility to convenience shopping;
 - ability to be effectively serviced by infrastructure in an efficient and cost effective manner; and
 - the characteristics of the land
4. Require the LPS, as adopted, to be modified to:
- i. Remove reference to the existing sites
 - ii. Establish an action that a local housing strategy and local planning policy be developed to provide an effective framework for the consideration of potentially suitable sites.

On balance, Option 3 is recommended. In accordance with the recommendations outlined in the 2008 aged accommodation strategy, it will be important to acknowledge that the Shire will need to be proactive in facilitating the planning for, and development of, aged and dependent person accommodation.

There may, from time to time, be a need to consider proposals ahead of the development of a comprehensive planning framework. Notwithstanding the information outlined in this report, every proposal does have to be considered on its individual merits. Just because a particular land use or development proposal has not been previously envisaged for a site, does not automatically mean that it does not have merit. New ideas and proposals emerge on a daily basis, with changing landowner aspirations.

Key Issue 6 – Integrated transport and land use planning

An important consideration for the LPS will be to establish a clear and effective path forward for the integration of land use and transport planning. Ensuring high levels of accessibility and mobility, while minimising direct and indirect impacts (such as congestion and air pollution) will be a significant challenge. There are a number of local characteristics that do not make the challenge any easier, including the topography of the hills, the large expanses of areas for regional parks, significant regional traffic movements and the physical barrier of the airport for east-west movements.

The *Local Planning Manual* (WAPC, 2010) outlines that a LPS should provide a description of transport networks, the relationship between transport and land uses/development generating movement, the impact of urban growth on travel demand and transport services and the achievement of a better relationship between transport and development. The principles established at the LPS stage should also provide a basis for later/more detailed assessment of individual proposals.

Further guidance has been provided through the Commission's recently released 'Guidelines for the Preparation of Integrated Transport Plans' (WAPC, 2012). The guidelines acknowledge that while integrated transport plans are not a statutory requirement under the *Planning and Development Act 2005*, such plans should feed into a LPS. The guidelines do highlight the importance of transport related matters being carefully considered at each stage in the planning process.

During the advertising of the LPS, no formal submissions were received from the Department of Transport, Main Roads nor the Public Transport Authority (reason not known). Considering the importance of transport related matters, advice has more recently been sourced from each of the relevant state government agencies and has formed part of the assessment of the LPS.

The following sub-sections outline some of the key challenges and ultimately a recommended path forward. Traffic congestion and access to public transport were among substantial concerns raised by members of the public during the advertising period.

Regional integrated transport plan

In 2008, the Eastern Metropolitan Regional Council (in conjunction with the Shire, as one of a number of member Councils) released a document titled Regional Integrated Transport Strategy (RITS) for Perth's Eastern Region (2008). In 2009, the RITS Action Plan was reviewed to take into account progress over the previous two years and to align future actions for the period of 2010 - 2013 with WA policy and planning, including the *Directions 2031 Spatial Framework for Perth and Peel*. The RITS Action Plan provides a coherent framework for development of the region's transport system that integrates all transport modes. The RITS was recognised in the Commission's recently released guidelines for the preparation of integrated transport plans as a good practice example. To date, the Shire has been progressing with the implementation of the actions identified in the RITS, with an on-going commitment required for the effective implementation.

Road infrastructure

The primary regional road network in this area is expected to carry significant traffic volumes into the future, particularly Tonkin Highway and Roe Highway. Through the 'Gateway Project', Main Roads has predicted that the existing traffic volumes on Tonkin Highway and Roe Highway of between 40,000 and 50,000 vpd will double by 2031 as a result of general urban and industrial growth in the Perth Metropolitan Area, the upgrading of the Perth airport and increases in both state and national freight movements. In this context, planning is well underway for the development of the Kewdale intermodal terminal.

At this stage, the LSP does not reference the primary freight route under local government jurisdiction. Brookton Highway / Canning Road / Welshpool Road East through the Kalamunda area and the impact on the road network with possible increased freight volumes on this route in the future. This needs assessment as part of any future planning requests. In addition, reference should be made to the *Perth and Peel Freight and Intermodal Network Plan* to recognise the existing and future

planned intermodal terminals in the Forrestfield (Abernethy Road) and Kewdale areas and the potential traffic impacts of freight movements and associated traffic generation and related employment traffic generation on the network from these terminals in the future

Main Roads has established a 'Regional Operational Model' (ROM) for the Perth Metropolitan Area. This model is used as a basis for projecting traffic growth on the major road network, typically over 10 and 20 year time horizons. The model also provides critical data for local traffic impact assessments completed by proponents at the time of rezoning, structure planning and subsequent subdivision and development. The ROM at this stage has not factored in the growth recommendations outlined in the LPS.

It is recommended that the Shire and Main Roads give consideration to the updating of the ROM, in a similar way to work completed in a number of other local government areas, including recent work with Armadale, Gosnells and Serpentine-Jarrahdale. A typical project timeframe for the updating of the ROM, as a joint exercise by the relevant local government and Main Roads, is typically in the order of 6 months. Until the ROM has been effectively updated, it is difficult to determine the level of impact on the road network that will result from the implementation of the Shire's LPS. While not considered essential at this time for the finalisation of the LPS, it is recommended that the updated modelling be completed as part of the LPS implementation.

In accordance with the Commission's Guidelines for Transport Impact Assessments and Guidelines for Structure Plan Preparation, it will be critical that all structure plans and rezoning proposals are supported by relevant transport impact assessments to enable informed consideration by planning and transport related decision-making authorities and allow for the early identification of transport challenges that may lie ahead.

Public transport

The LPS has identified that access to public transport is a key issue that will need to be considered as part of the future planning and infrastructure delivery for the area. During the formal advertising of the LPS, a significant number of submissions raised access to public transport as being of concern.

The *Public Transport for Perth in 2031 Plan* was released by the Department of Transport for comment in 2011. Informed by the *Directions 2031 and Beyond* spatial framework, the plan envisages Perth's public transport system carrying more than twice as many people by 2031, and public transport becoming the preferred choice of travel to Perth's strategic centres and through to the outer sub-regions.

In the context of the Shire, the draft Public Transport Plan identifies the opportunity to expand the existing network by establishing a rail spur line to service the airport and foothills area, with possible park'n'ride and bus interchange facilities located to the east of the railway. The Public Transport Authority is currently progressing project related investigations however it is understood that the investigations are still only in early stages with funding, timing and alignment yet to be confirmed. It is

expected that investigations will be substantially progressed over the next 12 months to enable further consideration by the State Government.

Based on the information currently available, the depiction on the LPS of an indicative rail alignment and a notation outlining that matters are subject to investigation does not appear to be unreasonable, recognising that the strategy has been established with a 20 year time horizon and in itself establishes no commitment about timing or configuration. The LPS documentation does however make reference to the future rail spur being provided to Kalamunda. While accurate in referring to the local government area, planning for rail networks generally incorporates suburb/locality rather than the local government area. For reasons of consistency and to reduce the likelihood of stakeholder confusion, it is recommended that the strategy references are accordingly modified from Kalamunda to High Wycombe.

In the instance that a station is ultimately provided to the east of the airport, it may be necessary to establish a significant park and ride facility, in the order of 2,000 bays, particularly due to the large catchment area, low residential densities and the potential for industrial land uses to be the predominant surrounding land use. With land between Dundas Road and Roe Highway being in fragmented ownership and at different stages of planning it may be problematic to extend the rail network east of Dundas Road. The development of a rail link, with associated parking and interchange facilities may necessitate the development of effective east-west movement networks, including at the intersections with Roe Highway.

Non-motorised travel

Although it is expected that private car travel will remain the predominant form of transport (at least for commuting), there will need to be a significant focus on facilitating non-motorised transport options including walking and cycling. In 2011, the Eastern Metropolitan Regional Council finalised a Regional Bicycle Master Plan incorporating a 20 year program for establishing cycle infrastructure projects that would improve regional connections. In addition, the master plan has sought to establish a focus on emphasising road safety and design requirements, education, the provision of adequate end-of-trip facilities and the establishing a framework for the preparation of local bicycle plans by individual local governments.

The Regional Bicycle Master Plan had not been finalised when the LPS was prepared by the Shire and accordingly had not been reflected in the documentation. Considering the anticipated time horizon for the strategy, providing a framework for planning and infrastructure provision over the next 20 years, it is recommended that the LPS be updated to reflect the key features and recommendations contained in the master plan. Incorporating the Master Plan into the LPS also establishes a relationship between transport and land use planning that can later be translated into more detailed assessments of structure plans, rezoning proposals and the like.

Road and rail transportation noise

State Planning Policy 5.4 (SPP 5.4) – Road and Rail Transportation Noise provides a state-level framework for the consideration of impacts associated with road and rail transportation noise. To date, this framework has not been reflected in the Shire's LPS. In accordance with SPP 5.4, it is important that potential noise impacts are

considered at each stage in the planning process and at the earliest opportunity in order to provide maximum design flexibility and to avoid later difficulties.

The LPS envisages new areas of urban development and infill residential development within existing areas. Combined with expected growth in transport movements, noise is expected to become an increasingly importance consideration. Accordingly, it is recommended that the LPS be modified to include reference to SPP 5.4 as part of the state planning framework and as a matter that will require consideration at each stage in the planning process.

Options

There are five options available:

1. Accept the LPS, as current drafted.
2. Accept the LPS, however outline areas of concern and/or expectations for future actions.
3. Accept the LPS, with modifications including:
 - a. Reference being made in the documentation to SPP 5.4 as part of the state planning framework;
 - b. Reference being made in the traffic and transport section of the LPS documentation to the Commission's Transport Assessment Guidelines for Developments and the need for traffic impact assessments to be considered at each stage in the planning process;
 - c. Reference being made in the traffic and transport section of the LPS documentation to the Regional Integrated Transport Strategy prepared by the EMRC in 2008, as a framework for more detailed planning and infrastructure delivery;
 - d. Reference being made in the traffic and transport section of the LPS documentation to the Eastern Metropolitan Regional Bicycle Masterplan prepared by the EMRC in 2011, as a framework for more detailed planning and infrastructure delivery; and
 - e. Updating references to a potential rail linkage as being to 'High Wycombe' rather than 'Kalamunda'.
 - f. Reference being made to the *Perth and Peel Freight and Intermodal Network Plan*
4. Defer consideration of the LPS until further regional traffic modelling work is completed by the Shire in conjunction with Main Roads.
5. Defer consideration of the LPS, pending any further matters of concern being investigated.

Based on the information currently available, option 3 is recommended as this will see the LPS updated to reflect relevant transport documents and initiatives, establish a framework for the implementation of the LPS and ensure that the LPS is able to be finalised at the earliest opportunity

Key issue 7 – Planning for the Future of the Orchard Areas

The draft LPS identifies some significant challenges for the future of the orchard areas, summarised as follows:

“The Shire is under continual pressure to reduce the size of lots in the orchard areas with the social fabric of the hills orchard areas changing with family members within the industry moving into other occupations and the aging of the workers, many family members no longer have time to devote to working the orchards. In addition, claims of declining markets from overseas competitors have placed added economic pressures on the industry. Staff at the Department of Agriculture have strongly opposed such changes in the past as they claim that the orchards are a strategic fruit growing area for the Perth Metropolitan Region. This is an aspect that will require further investigation.”

A related initiative in the LPS has been identified as follows:

“Proposed Scheme Amendments and Policy Initiatives

Review the Hills Orchard Study, with consideration to a minimum 2 hectare lot size. This has to be considered against the broader social, economic and environmental implications of such a move.”

It is understood that the Shire has recently commenced the review of the Hills Orchard Study, with substantial progress expected to be achieved over the next 12 months. A wide range of issues will need to be considered, including but not limited to:

- The aspirations, concerns and ideas of landowners;
- The capacity of the soil to support viable orchard activities;
- The protection of water resources;
- The potential for facilitating complimentary land uses; and
- The potential for land use conflict, in the context of protecting the amenity of existing and future residents, along with the achievement of recommended separation distances to protect agricultural activities.

Although in an ideal world, the Orchards Study would be completed and could inform the finalisation of the LPS at this time, that is simply not the case and the LPS needs to be considered in the context of the information currently available.

As outlined in a number of other sections of this report, stakeholder expectations arising from local planning strategies do need to be considered. Of potential concern is the identification of 2 hectares as a potential minimum lot size for further subdivision. While it is acknowledged that the text of the LPS identifies that investigations into subdivision potential will need to be considered in the context of a wider range of implications, such designation is not currently included on the LPS map. Furthermore, the identification of 2 hectare even in a preliminary context could be argued to be pre-empting the outcomes of the study.

At this time, the following is recommended:

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- That the Commission notes the commencement of the study by the Shire
 - That the Commission notes that the outcomes of the study, once known, may inform a future review of the shire's draft LPS
 - That reference on the LPS map to 'a minimum 2 hectare lot size' be replaced with 'potential for further subdivision' or similar, to ensure stakeholders expectations are not pre-empting the outcomes from the study.

Although deferring the consideration of the LPS until the orchard study is completed is an option available to the Commission, this is not recommended due to the need to finalise the LPS in a timely manner.

LPS considerations for each locality within the Shire

This report thus far has explored a number of significant issues for consideration as part of the LPS. This section now explores the recommendations outlined in the LPS for the individual localities within the Shire, along with some minor recommended modifications to the LPS.

i. Wattle Grove

East of Tonkin Hwy

As noted earlier in this report, land to the East of Tonkin Highway has been identified in the draft LPS as an area for future urban growth, as a 'proposed urban development area'. There are a number of options available to the commission in considering the finalisation of the LPS at this time. It is recommended that the area be identified as an 'investigation area', reflecting its identification in the *Outer Metropolitan Perth and Peel Sub-Regional LPS*.

As noted earlier in this report, a portion of Wattle Grove has been identified for inclusion in the Residential Bushland zone. There are a wide range of considerations, including whether or not this form of development is appropriate in this location and the fact that matters related to bushfire risks have arguably not progressed far enough to demonstrate that the area is appropriate to support an intensification of development. In the context of the Planning for Bushfire Protection Guidelines, further subdivision and development is 'avoidable'. Accordingly, it is recommended that the LSP map and documentation is modified to remove the proposed residential bushland designation and identify the area as an 'investigation area'

West of Tonkin Highway/South of Welshpool Road

To the West of Tonkin Highway and South of Welshpool Road, the draft LPS recommends that land form part of a future industrial development area. This specific recommendation has not been depicted in past planning documents, such as the draft *Industrial Land LPS*, the *Outer Metropolitan Perth and Peel Sub-Regional LPS* nor the *Economic and Employment Lands LPS: Non-Heavy Industrial – Perth and Peel Regions*. Notwithstanding this, the proposal does appear to have general merit, having regard for the potential impacts of proposed land uses adjoining to the South.

The City of Gosnells is currently progressing the planning for the *Maddington Kenwick Strategic Employment Area*, including consultation with landowners, Shire of Kalamunda, relevant state government agencies while completing necessary technical studies to support future planning. Precinct 1 has recently been rezoned under the MRS from Rural to Industrial, including tabling in parliament. The MRS amendment for Precinct 1 came into effect in August 2012.

Once the relevant investigations have been completed by the Shire, in conjunction with landowners, the City of Gosnells and relevant state government agencies, there may be the opportunity to update the LPS and potentially consider structure planning, along with amendments to the MRS and local planning scheme. At this time, there is no guarantee that the land will be rezoned for future subdivision and development.

The LPS identifies the following action: “*Work with the City of Gosnells in respect to the planning implications of the Maddington Kenwick Strategic Employment Area for land owners in the Shire of Kalamunda.*” This action is considered appropriate at this time.

The LPS map identifies the area as an ‘industrial development area’. For a range of reasons outlined earlier this report, it is recommended that this area is identified as an ‘investigation area’ rather than a ‘development area’, thereby reflecting an intended direction but also flagging the remaining uncertainty at this time.

ii. Forrestfield

Infill Residential development South of Berkshire Road

The proposed LPS identifies the potential for increased residential densities in the older established urban area, through residential infill development. This recommendation is reiterated in the recommendations for achieving the housing vision statement, specifically increasing the residential densities around the Forrestfield Forum Shopping Centre.

The draft LPS identifies potential loss of character as being a relevant consideration, with the Shire identifying the potential for new dwellings to be constructed at the rear of properties, with existing houses at the front being potentially remaining in relatively poor condition, with associated streetscape and character considerations.

It is understood that the Shire’s upcoming local housing strategy will delineate areas suitable for increased residential densities and establish recommended density codings. The progression of the strategy will provide opportunities for stakeholder input, including members of the public and relevant government agencies.

Prior to the rezoning of any land, it will be necessary to establish an effective framework for the consideration of water management issues, with respect to establishing and achieving water quality and quantity design objectives. *Better Urban Water Management* establishes a context for such matters and further guidance on the level of investigation required. Transport considerations will also likely be critical, with respect to private car, public transport and non-motorised transport options. A traffic impact assessment will likely be required in accordance with the Commission’s *Guidelines for Transport Assessments*. Whether a formal structure plan will be

required to provide an effective framework for the achievement of increased residential densities is a matter that will need to be considered in the preparation of the local housing strategy.

New residential development north of Berkshire Road

Progressive subdivision and development is occurring in Wattle Grove Cell U7. Over the next 20 years, it is expected that a further 525 lots will be realised, accommodating a population of approximately 1,300 people. This growth represents approximately 6% of the estimated growth out to 2031, which is consistent with the *Outer Metropolitan Perth and Peel Sub-Regional Strategy*. Although depicted in some of the figures in the LPS documentation, the area has not been identified on the key elements plan.

The LPS does identify the character of new residential areas as being of potential concern, based on experiences to date. Fragmented ownership/subdivision has been seen as a contributing factor, with streetscapes and public open space areas not meeting the aspirations of community stakeholders. The LPS does identify that a careful approach will be required to effectively integrate streetscape design into the subdivision process to ensure an appropriate level of amenity and character for new residents.

Although U7 is shown on various figures within the LPS document, U7 is not depicted on the planning LPS map. As a minor matter, it is recommended that this addressed as part of the modifications to the LPS prior to formal endorsement.

Forrestfield Industrial Development.

Stage 1 (between Berkshire Road and Sultana Road) of this future industrial area was rezoned to Urban under the MRS, being approved in April 2011. Amendment 34 to LPS 3 was gazetted in 2011, transferring the land to the Industrial Development zone. This area is intended to accommodate light industrial development. It is understood that the Shire is progressing necessary investigations to be able to move forward with the finalisation of structure planning and development contribution arrangements to enable subdivision and development to proceed. This area is considered to be appropriately depicted on the 'Proposed Industrial Development Area' on the LPS map.

Stage 2 is zoned Urban under the MRS and Industrial Development under LPS No.3. Initial investigations are being progressed by the Shire, with a number of environmental factors, servicing and design matters needing to be satisfactorily addressed prior to subdivision and development. The area has been identified as 'medium term' in the *Economic and Employment Lands Strategy*. This area is considered to be appropriately depicted as the 'Proposed Industrial Development Area' on the LPS map.

Stage 3 is zoned Rural under the MRS and Special Rural under TPS 3. The area is in fragmented ownership, with a range of ideas, concerns and aspirations expressed by landowners during the advertising period. The area is also located within the Kewdale Hazelmere Integrated Master Plan, with '*structure planning required to identify land suitable for industrial and urban development... urban design*

investigations required to address residential interface issues". Furthermore, the master plan recommends that the Forrestfield precinct more generally is identified as being of strategic importance to the State in term of its location within this freight transport hub and potential to facilitate additional general industrial land uses and more intensive urban development where appropriate.

Based on the information available it is highly likely that the area will ultimately be rezoned for development purposes, although there is no absolute certainty about this. Accordingly, it is recommended that the area be identified as an 'investigation area' on the LPS map.

iii. Maida Vale

Proposed urban development north of Sultana Road

The Maida Vale South Area has been identified as a future urban area under the draft LPS. The draft *Outer Metropolitan Perth and Peel Sub-Regional LPS* identifies the area as an 'urban investigation area, with an indicative timeframe of 2011-2020. The land is currently zoned Rural under the Metropolitan Region Scheme and Special Rural under the Shire's Town Planning Scheme No.3.

As outlined in the draft *Outer Metropolitan Perth and Peel Sub-Regional LPS* it should not be assumed that urban expansion areas and investigation areas indicated in the draft urban expansion plan will be rezoned for urban development at any time.

Prior to subdivision or development proceeding, the draft LPS acknowledges the need for comprehensive planning to be progressed including relevant investigations, rezoning under the MRS, rezoning under LPS No. 3 and the preparation of structure plans. Each of these steps incorporates requirements for stakeholder engagement. Consistent with other areas contained within the LPS, it is recommended that this area is designated as an 'investigation area' rather than a 'development area'.

Infill residential development (bounded by Maida Vale Road, Roe Highway, Kalamunda Road)

This existing residential area has been identified for increased residential densities to achieve infill development in older areas. The LPS identifies an expected yield of 192 lots, accommodating 480 persons.

It is understood that the Shire's upcoming local housing strategy will delineate areas suitable for increased residential densities and establish recommended density codings. The progression of the strategy will provide opportunities for stakeholder input, including members of the public and relevant government agencies.

Prior to the rezoning of any land, it will be necessary to establish an effective framework for the consideration of water management issues, with respect to establishing and achieving water quality and quantity design objectives. *Better Urban Water Management* establishes a context for such matters and further guidance on the level of investigation required. Transport considerations will also likely be critical, with respect to private car, public transport and non-motorised transport options. A

traffic impact assessment will likely be required in accordance with the Commission's *Guidelines for Transport Assessments*. Whether a formal structure plan will be required to provide an effective framework for the achievement of increased residential densities is a matter that will need to be considered in the preparation of the local housing strategy.

Residential bushland

As noted earlier in this report, a portion of Maida Vale has been identified for inclusion in the Residential Bushland zone. There are a wide range of considerations, including whether or not this form of development is appropriate in this location and the fact that matters related to bushfire risks have arguably not progressed far enough to demonstrate that the area is appropriate to support an intensification of development. As previously discussed, it is recommended that the area is identified as an 'investigation area'

iv. High Wycombe

South of Kalamunda Road

Increased residential densities are recommended for existing areas in Highway Wycombe, to facilitate infill residential development in existing areas. It is understood that the Shire's upcoming local housing strategy will delineate areas suitable for increased residential densities and establish recommended density codings. The progression of the strategy will provide opportunities for stakeholder input, including members of the public and relevant government agencies.

Prior to the rezoning of any land, it will be necessary to establish an effective framework for the consideration water management issues, with respect to establishing and achieving water quality and quantity design objectives. *Better Urban Water* establishes a context for such matters and further guidance on the level of investigation required. Transport considerations will also likely be critical, with respect to private car, public transport and non-motorised transport options. A traffic impact assessment will likely be required in accordance with the Commission's *Guidelines for Transport Assessments*. Whether a formal structure plan will be required to provide an effective framework for the achievement of increased residential densities is a matter that will need to be considered in the preparation of the local housing strategy.

North of Kalamunda road

Cell U2 is expected to continue with urban development, yielding an anticipated 328 lots and accommodating a further 820 persons (equating to 4% of the expected growth within the Shire over the next 20 years) This is generally consistent with the expectations outlined in the *Outer Metropolitan Perth and Peel Sub-Regional Strategy*. While depicted on a number of figures within the LPS documentation, the development of this area is not illustrated on the key elements map. It is recommended that this be required as a modification.

v. Gooseberry Hill

The LPS does acknowledge concerns expressed by community members about the limited nature of public transport servicing the area. It was also acknowledged that access to reticulated wastewater infrastructure is currently limited and is likely to remain that way due to the nature of the area. The LPS does not provide any specific recommendations in respect of the Gooseberry Hill locality at this time, however this is considered reasonable in the context of the limited changes anticipated for this area.

vi. Piesse Brook

A significant proportion of this locality is identified as Parks and Recreation reserve under the MRS. A relevant consideration for the planning of this area, recognised under the LPS, is the implementation of the Middle Helena Catchment Strategy. There is some landowner interest in further subdivision within this locality, which the Shire had advised that it is prepared to further investigate in conjunction with the Department of Water and the Department of Planning.

An area immediately north of Mundaring Weir Road has been identified on the LPS map as 'special rural', with an associated notation that states 'lifestyle opportunities – investigation of rural zoned land below the minimum lot size to special rural lots'. This area is currently zoned Rural under the MRS and is predominantly zoned 'Rural Landscape Interest' under the Shire's LPS No. 3. The area is in fragmented ownership, there is some significant existing vegetation and the current LPS no. 3 provisions allow subdivision to potentially achieve a minimum lot size of 6 hectares with development controls relating to the keeping of animals, commercial activities and the clearing of vegetation.

Without an assessment having been completed, the bushfire hazard level for this area is not known. Considering the location and characteristics of the area, there is a reasonable likelihood that the area may be identified as extreme. Should the area be rezoned to Special Rural, a minimum lot size of 1 hectare may potentially be established, allowing for further subdivision (and subsequent development) of some properties. In accordance with the *Planning for Bushfire Protection Guidelines*, further subdivision and development should not be supported unless it is unavoidable – that is not the case in this instance. It is recommended that the strategy be modified to replace the designation of 'special rural' with the designation 'investigation area'

vii. Kalamunda

The LPS identifies matters relating to increased residential densities as a relevant consideration, in the context of infrastructure availability. The LPS recommends that residential areas in Kalamunda should be recoded to increase development and make the sewerage scheme more economically viable. During the advertising period, a number of submissions identified this matter as an area of potential concern particularly with respect to potential traffic impacts and the loss of character.

The LPS does not provide any particular strong direction on this matter, beyond acknowledging that the current sewerage scheme is not economically viable in its

current form. The LPS does anticipate that infill development and subdivision around the Kalamunda Townsite could potentially accommodate an additional 1,136 lots, equating to approximately 2,840 people.

Without the benefit of a specific proposal, technical investigations nor direct stakeholder engagement on related issues, it is not considered appropriate for the Commission to establish a formal position at this time. Any proposal for rezoning would need to be supported by relevant investigations/documentation and considered on its merits against the planning framework of the day and against the matter listed in Schedule 7 of the *Planning and Development Act 2005* in respect of the matters.

Any scheme amendment to rezone land would need to be progressed in accordance with the provisions of the *Town Planning Regulations 1967*, including formal advertising for stakeholder comment. Any proposal would need to be considered on its merits, having regard to the submissions received from members of the public and relevant government agencies.

viii. Hacketts Gully

A significant proportion of the Hacketts Gully locality is identified as State Forest, with the balance being rural in nature with some orchards. The LPS identifies the protection of the Middle Helena Water Catchment Area as a priority for this locality. As outlined earlier, the Shire is currently progressing a study for the orchard areas to identify opportunities for the future. The LPS identifies that a significant issue for this locality is the potential Western Power Eastern Terminal and associated infrastructure; it is understood that further consideration of this proposal has been deferred.

ix. Bickley

The Bickley valley has been identified as an area containing significant tourism attractions, including national park areas and a wine region. There are no specific recommendations contained within the LPS in respect of this locality

x. Lesmurdie

There are no specific recommendations contained in the LPS for this locality. Subdivision and development are constrained by the lack of sewer and there is arguably a lack of community support for further subdivision and development. The lack of public transport services is a concern to the local community. In addition, concerns have been raised with respect to streetscape and general amenity matters – the shire has start to respond to these concerns through the preparation of a townscape improvement plan.

xi. Carmel

An area immediately north of Carmel Road has been identified on the LPS map as 'special rural', with an associated notation that states 'lifestyle opportunities – investigation of rural zoned land below the minimum lot size to special rural lots'. This area is currently zoned Rural under the MRS and is predominantly zoned 'Rural

Landscape Interest' and 'Rural Conservation' under the Shire's LPS 3. The area is in fragmented ownership, there is some significant existing vegetation and the current scheme provisions allow subdivision to potentially achieve a minimum lot size of 6 hectares with development controls relating to the keeping of animals, commercial activities and the clearing of vegetation.

Without an assessment having been completed, the bushfire hazard level for this area is not known. Considering the location and characteristics of the area, there is a reasonable likelihood that the area may be identified as extreme. Should the area be rezoned to Special Rural, a minimum lot size of 1ha may potentially be established, allowing for further subdivision (and subsequent development) of some properties. In accordance with the *Planning for Bushfire Protection Guidelines*, further subdivision and development should be not be supported unless it is unavoidable – that is not the case in this instance. It is recommended that the strategy be modified to replace the designation of 'special rural' with the designation 'investigation area'

xii. Walliston

There are no specific recommendations in the strategy with respect to the locality of Walliston. It is generally recognised that access to reticulated sewer is the predominant constraint to further subdivision and development.

xiii. Pickering Brook

The LPS proposes the identification of the Pickering Brook Townsite site for urban expansion and for the area to form part of a 'proposed urban development area'. The LPS identifies that there is the opportunity to consolidate existing uses, with a view to provide a focus for the town, as follows:

“Some scope exists for further subdivision of the land in the town site of Pickering Brook to a minimum of 2,000sqm and the expansion of the Residential Bushland (4,000sqm lots) zone to land immediately abutting the town site to allow for the creation of additional lots. There is also potential for a small commercial activity centre at the centre of Pickering Brook to cater for neighbourhood services and to create a focus for the settlement. Consideration should therefore be given to the preparation of a structure plan for the Pickering Brook Town Site to guide further subdivision in the town site area.”

A portion of the Townsite has been subdivided and developed, generally reflecting the current Urban zoning under the MRS. The LPS proposes a significant expansion of the Townsite, with Figure 35 in the LPS identifying a structure plan area.

It is acknowledged that the current settlement pattern is somewhat irregular, with a commercial centre located some distance to the west of the existing residential area. The merits of seeing the land transferred to the Urban zone under the MRS have not yet been determined, nor is there is sufficient supporting documentation in the LPS to support this occurring.

It is understood that the Shire's investigations for the future of the town are in early stages and are expected to continue, somewhat in parallel with the current Hills Orchard Study. Key considerations will presumably include but not be limited to potential settlement patterns, infrastructure servicing, transport, environmental impacts, relationship to the surrounding land uses and planning for bush fire protection.

Without the necessary knowledge and investigations completed, it is not considered appropriate to designate Pickering Brook as an 'Urban Development Area' at this time. Acknowledging the need for further planning, it may be considered appropriate to designate the area as a 'Pickering Brook Townsite Investigation Area' or similar, and for the colour on the LSP to be updated accordingly. It is also recommended that figure 35 in the documentation be modified to include a watermark notation on the plan stating 'for illustrative purposes only' or similar, to ensure that stakeholders understand that this has not yet been formally established a definitive boundary for future structure planning.

It is recommended that the LPS designation of 'Proposed Urban Development Area' be replacing with a designation of 'Pickering Brook Townsite Investigation Area' or similar, removing the current colouring and instead establishing simply a red border around the area. In addition, it is recommended that Figure 35 in the documentation be modified to include a watermark that states.

Path forward for finalising the LPS

This report provides the Commission with the opportunity to consider the submissions received from the advertising period, the subsequent recommendations of the Shire and ultimately make a determination on the finalisation on the LPS.

The Statutory Planning Committee in April 2011 considered the LPS for initial certification. The decision of the Committee arguably established the LPS as a 'seriously entertained' planning document, enabling the matter to progress to advertising for public comment. Having given consideration to the submissions received during the advertising period, the subsequent decisions of the Shire and the completion of a technical review, a series of recommended modifications have now been identified as set out throughout this report and set out in full as an attachment.

The recommended modifications are not considered to be substantial in nature nor alter the material intent of the LPS. In the main, the modifications are intended to make sure that the LPS properly cross references other existing planning documents or the current status of planning initiatives, each incorporating separate opportunities for stakeholder involvement and input.

A LPS is a framework, intended not as a precise statutory planning instrument, but rather a strategic document intended to provide direction for an extended period – in the case of Kalamunda, the intended period is 20 years. It is considered appropriate for a LPS, as an overarching strategic framework, to identify particular strategies and actions that will need to be progressed into the future to deliver a particular outcome and/or investigate a particular matter more comprehensively. It is not realistic to expect that a LPS will provide definitive resolution to all matters.

The final assessment of the LPS submission has been completed using the best information available at this time, recognising that there are a number of strategic initiatives that may inform future planning including, but not limited to:

- The finalisation of *Directions 2031 and Beyond*;
- The finalisation of the *Outer Metropolitan Perth and Peel Sub-Regional Strategy*;
- The finalisation of the public transport plan for Perth); and
- The preparation and progression of a sub-regional structure plan for the North-East Corridor of the Perth Metropolitan Region.

However, timely decisions need to be made based on the best information available, and for planning documents to be regularly reviewed to ensure that they remain contemporary, providing a framework for considering and effectively planning for emerging issues and opportunities. Maintaining effective stakeholder relationships will be critical for the successful implementation of the LPS in a dynamic environment.

CONCLUSION

It is recommended the Commission advise the Shire that it is prepared for grant approval final approval to the LPS, once the mapping and documentation has been updated in accordance with the recommended modifications set out in the attachments and the full resolution set out at the beginning of this report.

The Kalamunda LPS is presented for formal consideration by the Commission. In light of the submissions received from the advertising period and further technical assessment, a number of recommended modifications have been identified.

Once the modifications have been made to the documentation, the LPS is considered to have met the requirements set out in the *Town Planning Regulations 1967*, relevant state planning policies and guidelines and matters outlined in the *Local Planning Manual*. The LPS, once modified, will provide an effective framework for more detailed investigations and planning to progress.

Shire of Kalamunda Local Planning Strategy

Recommended Schedule of Modifications – September 2012

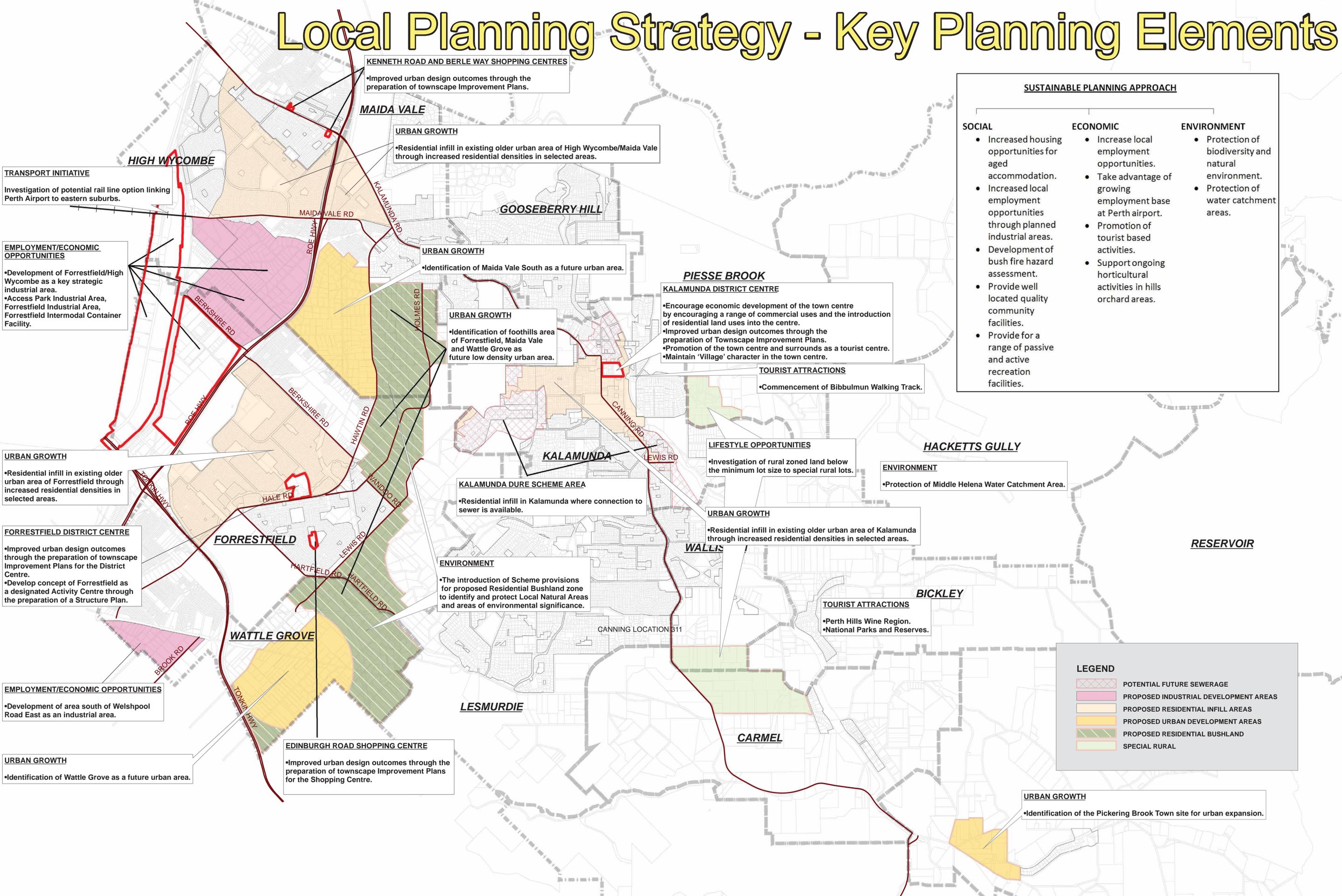
#	Section	Modification
1	Document	Inclusion of document/version control page
2	Executive Summary, Section 2, Section 3.4.3, Key Elements Plan	<p>Inclusion of text explaining the purpose of the key elements plan. and including a statement in the document that to effect of 'It should not be assumed that investigation areas will be rezoned for further subdivision urban or industrial development at anytime' and incorporate the following definition of investigation area – 'Investigation area means an area identified in a strategic plan that presents development and growth opportunities, however requires further investigations to resolve identified constraints including infrastructure servicing.</p> <p>The text in Section 2 shall clearly outline the key matters that will need to be investigated for each investigation area including but not limited to:</p> <ul style="list-style-type: none"> • Bushfire risk • Transport/movement networks • Infrastructure/servicing • Environmental and landscape impacts • Urban water management
3	Key Elements Plan	Inclusion of new category 'investigation areas' on the map legend
4	Sections 2.4.9, 3.2.4, 3.2.7, 3.4.9	Updating the documentation to replace references to the Draft Industrial Lands Strategy with reference to the Economic and Employment Lands Strategy (2012)
5	Section 3.2 – State and Regional Planning Context	Modifying the documentation be to (a) make reference to the SPP 5.4 and (b) note that relevant stakeholders, including but not limited to the Shire and relevant state government agencies, will need to work together to ensure that road and rail transportation noise is appropriately considered at each stage of planning and as early as possible.
6	Section 3.2.4 – State Planning Framework	Updating the reference to Liveable Neighbourhoods, no longer as a draft policy but rather a final/operational policy.

#	Section	Modification
7	Section 3.2.5 – State Planning Policies	Updating the reference to SPP 4.2 – Activity Centres for Perth and Peel from a draft policy to a final/operational policy.
8	Section 3.2.6 – Regional and Sub-Regional Structure Plans	Including reference to the planned preparation of the Sub-Regional Structure Plan for the North-Eastern Metropolitan Area of Perth, with substantial progress anticipated over the next 12 months.
9	Section 3.2.9 – Planning for Bush Fire Protection Guidelines	Including in the report text an outline of the Shire’s intended path forward for progressively planning for bush fire protection (in conjunction with FESA and the Department of Planning) including the completion of bushfire hazard assessments, the designation of areas as bushfire prone and the introduction of special control area provisions in the local planning scheme to ensure building designs are consistent with AS3959.
10	Section 3.2.9 – Planning for Bush Fire Protection Guidelines	Highlighting in the LPS that any local or regional planning scheme amendments would need to be supported by a completed fire hazard assessment and that it is possible that recommendations from the assessment may mean that rezonings may not be able to proceed.
11	Executive summary, figure 1, Section 3.4.3, Key Elements Plan	In the localities of Wattle Grove, Forrestfield and Maida Vale replacing the designation of ‘Proposed Residential Bushland’ with a designation of ‘Foothills Investigation Area’ The key elements plan shall be modified to remove the colour shading for the relevant area, with the area depicted in white, with a red border, in accordance with the Commission’s <i>Structure Plan – Digital Data and Mapping Standards</i> (2012). A notation shall be placed on the mapping stating that an exact boundary for the investigation has not yet been determined. The notation on the map stating ‘Environment – The introduction of Scheme provisions for proposed Residential Bushland zone to identify and protect Local Natural Areas and areas of environmental significance’ shall be removed from the map. The notation stating ‘Urban Growth – Identification of foothills area of Forrestfield, Maida Vale and Wattle Grove as future low density urban area’ shall also be removed from the map.
12	Executive summary, figure 1, Section 3.4.3, Key Elements Plan	In the locality of Wattle Grove replacing the designation ‘Proposed Urban Development Area’ with a designation of ‘Urban Investigation Area’. The area shall be illustrated on the Key Elements Plan in such a manner that clearly depicts that an exact boundary has not been determined (as example, an asterisk or star). The key elements plan shall be modified to remove the colour shading for the relevant area, with the area depicted in white, with a red

#	Section	Modification
		border, in accordance with the Commission's <i>Structure Plan – Digital Data and Mapping Standards (2012)</i> . A notation shall be placed on the mapping stating that an exact boundary for the investigation has not yet been determined.
13	Executive summary, figure 1, Section 3.4.3, Key Elements Plan	In the locality of Maida Vale replacing the designation 'Proposed Urban Development Area' with a designation of 'Urban Investigation Area'. The area shall be illustrated on the Key Elements Plan in such a manner that clearly depicts that an exact boundary has not been determined (as example, an asterisk or star). The key elements plan shall be modified to remove the colour shading for the relevant area, with the area depicted in white, with a red border, in accordance with the Commission's <i>Structure Plan – Digital Data and Mapping Standards (2012)</i> . A notation shall be placed on the mapping stating that an exact boundary for the investigation has not yet been determined
14	Executive summary, figure 1, Key Elements Plan	In the localities of Wattle Grove and Forrestfield where currently designated 'Proposed Industrial Development Area' and land is currently zoned Rural under the Metropolitan Region Scheme the designation shall be modified to 'Industrial Development Investigation Area'. The key elements plan shall be modified to remove the colour shading for the relevant area, with the area depicted in white, with a red border, in accordance with the Commission's <i>Structure Plan – Digital Data and Mapping Standards (2012)</i> . A notation shall be placed on the mapping stating that an exact boundary for the investigation has not yet been determined
15	Key elements plan	In the localities of Kalamunda, Walliston and Carmel replacing the designation 'Special Rural' with a designation of 'Investigation Area'. The key elements plan shall be modified to remove the colour shading for the relevant area, with the area depicted in white, with a red border, in accordance with the Commission's <i>Structure Plan – Digital Data and Mapping Standards (2012)</i> . A notation shall be placed on the mapping stating that an exact boundary for the investigation has not yet been determined and the notation that states 'Lifestyle Opportunities...' shall be removed from the key elements plan.
16	Key elements plan, Section 3.4.8	In the locality of Pickering Brook replacing the designation 'Proposed Urban Development Area with a designation of 'Pickering Brook Townsite Investigation Area'. The key elements plan shall be modified to remove the colour shading for the relevant area, with the area depicted in white, with a red border, in accordance with the Commission's <i>Structure Plan – Digital Data and Mapping Standards (2012)</i> . A notation shall be placed on the mapping stating that an exact boundary for the investigation has not yet been determined.
17	Key elements plan	Designation of urban cells U2, U4,U6,U7 and U9 as 'urban development areas'

#	Section	Modification
18	Section 3.4.3 – Housing Characteristics	<p>Modifying the documentation to clear clearly identify that:</p> <ul style="list-style-type: none"> • the six identified sites for aged person accommodation have been based on preliminary investigations only and that each site requires further investigation • additional sites within the Shire may be suitable for aged person accommodation, having regard to accessibility criteria and ability to be effectively serviced by infrastructure. • require the LPS to be modified to incorporate potential criteria for determining the suitability of sites including, but not limited to the following: <ul style="list-style-type: none"> ○ accessibility to public transport ○ accessibility to convenience shopping ○ ability to be effectively serviced by infrastructure in an efficient and cost effective manner ○ the characteristics of the land • matters relating to aged person accommodation will be considered further as part of the local housing strategy that is currently in preparation by the Shire.
19	Section 2.4.12 – Traffic and Transport (strategies) Section 3.4.13 – Traffic and Transport	<p>Modifying the documentation, as follows:</p> <ul style="list-style-type: none"> • Including reference to SPP5.4 as part of the state planning framework; • Reference being made in the traffic and transport section of the LPS documentation to the Commission’s Transport Assessment Guidelines for Developments and the need for traffic impact assessments to be considered at each stage in the planning process; • Reference being made to the Regional Integrated Transport Strategy prepared by the EMRC in 2008, as a framework for more detailed planning and infrastructure delivery; • Reference being made to the Eastern Metropolitan Regional Bicycle Masterplan prepared by the EMRC in 2011, as a framework for more detailed planning and infrastructure delivery; • Updating references to a potential rail linkage as being to ‘High Wycombe’ rather than ‘Kalamunda’; • Reference being made to the freight routes contained within the Shire that are under the local government jurisdiction; and • Reference being made to the Perth and Peel Freight and Intermodal Network Plan
20	Section 2.4.10 – Rural, Section 3.4.8 – Rural Land Use	Replacing the reference to a ‘minimum 2 hectare lot size’ with ‘potential for further subdivision and development’

Local Planning Strategy - Key Planning Elements



SUSTAINABLE PLANNING APPROACH

SOCIAL	ECONOMIC	ENVIRONMENT
<ul style="list-style-type: none"> Increased housing opportunities for aged accommodation. Increased local employment opportunities through planned industrial areas. Development of bush fire hazard assessment. Provide well located quality community facilities. Provide for a range of passive and active recreation facilities. 	<ul style="list-style-type: none"> Increase local employment opportunities. Take advantage of growing employment base at Perth airport. Promotion of tourist based activities. Support ongoing horticultural activities in hills orchard areas. 	<ul style="list-style-type: none"> Protection of biodiversity and natural environment. Protection of water catchment areas.

LEGEND

- POTENTIAL FUTURE SEWERAGE
- PROPOSED INDUSTRIAL DEVELOPMENT AREAS
- PROPOSED RESIDENTIAL INFILL AREAS
- PROPOSED URBAN DEVELOPMENT AREAS
- PROPOSED RESIDENTIAL BUSHLAND
- SPECIAL RURAL

TRANSPORT INITIATIVE
Investigation of potential rail line option linking Perth Airport to eastern suburbs.

EMPLOYMENT/ECONOMIC OPPORTUNITIES
•Development of Forreestfield/High Wycombe as a key strategic industrial area.
•Access Park Industrial Area, Forreestfield Industrial Area, Forreestfield Intermodal Container Facility.

URBAN GROWTH
•Residential infill in existing older urban area of Forreestfield through increased residential densities in selected areas.

FORRESTFIELD DISTRICT CENTRE
•Improved urban design outcomes through the preparation of townscape Improvement Plans for the District Centre.
•Develop concept of Forreestfield as a designated Activity Centre through the preparation of a Structure Plan.

EMPLOYMENT/ECONOMIC OPPORTUNITIES
•Development of area south of Welshpool Road East as an industrial area.

URBAN GROWTH
•Identification of Wattle Grove as a future urban area.

KENNETH ROAD AND BERLE WAY SHOPPING CENTRES
•Improved urban design outcomes through the preparation of townscape Improvement Plans.

MAIDA VALE
URBAN GROWTH
•Residential infill in existing older urban area of High Wycombe/Maida Vale through increased residential densities in selected areas.

URBAN GROWTH
•Identification of Maida Vale South as a future urban area.

URBAN GROWTH
•Identification of foothills area of Forreestfield, Maida Vale and Wattle Grove as future low density urban area.

PIESSE BROOK
KALAMUNDA DISTRICT CENTRE
•Encourage economic development of the town centre by encouraging a range of commercial uses and the introduction of residential land uses into the centre.
•Improved urban design outcomes through the preparation of Townscape Improvement Plans.
•Promotion of the town centre and surrounds as a tourist centre.
•Maintain 'Village' character in the town centre.

TOURIST ATTRACTIONS
•Commencement of Bibbulmun Walking Track.

LIFESTYLE OPPORTUNITIES
•Investigation of rural zoned land below the minimum lot size to special rural lots.

KALAMUNDA DURE SCHEME AREA
•Residential infill in Kalamunda where connection to sewer is available.

ENVIRONMENT
•The introduction of Scheme provisions for proposed Residential Bushland zone to identify and protect Local Natural Areas and areas of environmental significance.

URBAN GROWTH
•Residential infill in existing older urban area of Kalamunda through increased residential densities in selected areas.

ENVIRONMENT
•Protection of Middle Helena Water Catchment Area.

TOURIST ATTRACTIONS
•Perth Hills Wine Region.
•National Parks and Reserves.

EDINBURGH ROAD SHOPPING CENTRE
•Improved urban design outcomes through the preparation of townscape Improvement Plans for the Shopping Centre.

URBAN GROWTH
•Identification of the Pickering Brook Town site for urban expansion.

Government Agency and Community Group Submissions		
Issue	Submission/Issue Number	Council response
1 General - no objection to the strategy		
	1.1, 5.1	noted
2 Protection of natural environment		
Protection needs to be afforded to threatened fauna habitats (Carnaby black cockatoos)	3.2, 9.3, 10.3	All such habitats will be protected as per Federal legislative requirements
concern that native vegetation particularly throughout the Residential Bushland zone will become degraded by measures to comply with the Planning for Bushfire Protection guidelines, suggests implementation of wildlife corridors and areas of high conservation value be excluded from strategic firebreaks and restrictive fencing	3.3,4.17	Shire is mindful of protecting vegetation. Residential Bushland zone has been specifically chosen to retain high percentage of trees. Fire protection measures will also need to be catered for.
protection for TEC and DRF areas, Bush Forever sites and creek lines of Maida Vale and Wattle Grove area	4.4.	Prior to any rezoning proposal, flora and fauna assessments will be undertaken to ensure all land identified as having significant vegetation and habitats are afforded the appropriate protection
Support for the incorporation of the Local Biodiversity Study into the local planning strategy	4.2, 7.6, 16.2	Noted
Strategies, "minimise the impacts of the built environment on the natural environment", supported, but the phrase "taking into account the need to balance these objectives with the wider strategic land use planning" is of a great concern	4.6	The environmental objectives must be balanced against the social and economic objectives of the Strategy.
Minimise the loss of significant areas of wetland.	4.11.	Wetland protection as recognised by the DEC and EPA will be protected.
Ensure that the development of other tourist attractors is not at the expense of the environment.	4.12, 4.22, 7.8	Tourism development should be sustainable and not at the expense of the environment
Industry, vision statements, NRPG has expressed concerns in 2004 over the potential loss of vegetation in KHIMP areas in the Shire.	4.14	The proposed industrial area in Forrestfield/High Wycombe given its strategic location represents a key development area for State and local government. Areas identified as having significant vegetation will be set aside as reserve land. This has occurred with Stage 1 of the development.
proposed environmentally sensitive design guidelines for Forrestfield High Wycombe industrial area - will they have any teeth?	4.15	Yes, once adopted. The guidelines are more for the built form, but will also consider environmental management
Ensure that needed rural land for residential uses is suitable under environmental, biodiversity and sustainability criteria.	4.18	Noted
Wildlife Corridor Strategy is referred to as a Plan and as not having a formal status, hope that a consideration is given to a true importance of the strategy. Reserves to reflect Wildlife Corridor Strategy	4.31, 16.2	The Wildlife Corridor Strategy will be re-examined as part of the LPS. - The LPS has no intention of changing any of these reserve areas
Protection of wetlands, spoiled by the phrase, where practicable, shows a lack of real commitment.	4.38,4.37	The Shire acknowledges the concern and commits to addressing this matter
Does the Shire have a legislative ability to extend the protection of biodiversity and remnant vegetation as far as subdivision stage?	4.40.	Biodiversity Strategies are guideline documents. There are, however, statutory requirements covering most stages of the planning process. See Planning and Development Act and Environmental Protection Act.
Rationalisation of reserves, concern is how the environmental values will be assessed; it might be different if assessed in isolation than in relationship to potential linkages.	4.41	Qualified environmental staff will assess.
Resist the pressure for further subdivision in Orchard areas as well as Rural Conservation and Rural Landscape Interest for damaging effect it could have on environment.	4.46	Council has resolved to review the Hills Orchard Study as a result of strong community pressure.
The proximity of the new industrial area to the Poison Creek has to be closely controlled and any contamination will extend to the airport wetlands, already under threat.	4.49	The Environmental Protection Authority does not permit creeks to be contaminated.
Remnant vegetation needs more protection than given by Bush Forever alone	4.53	The Shire comprises 74 per cent conservation in reserves, nature reserves, national parks and State forests.

NRPG is concerned that any community concerns voiced in submissions will fail to amend this document. The Shire has an obligation to defend the environmental values that make Kalamunda what it is, not only for the residents of the Shire but Perth as well, to the best of their legislative ability and this Strategy should, through its attention to detail, ensure that these values are preserved.	4.57	The environmental objectives must be balanced against the social and economic objectives of the Strategy in a sustainable way
That the Shire of Kalamunda's Strategy strengthens provisions to participate in the Shire of Mundaring's pursuit of watercourse maintenance and enhancement for those watercourses and catchment areas shared by both municipalities.	8.7	Joint watercourse monitoring is in the interests of both Shires.
That the Strategy recommends that appropriate consistent measures are put in place to ensure that private landholders maintain responsibility over the protection of Local Natural Areas on private holdings.	8.8	Agree
So much of the eastern side of the Swan Coastal Plain has been cleared that it is a part of government policy that there is a presumption against clearing on the eastern side of the Plain. The UBC appeals that the government policy is respected.	9.2, 10.2	Noted
Mundy Regional Park is strategically important in maintaining and expanding wildlife corridors between the Swan River and Darling Scarp and this should be recognised in the Local Planning Strategy.	16.4	Noted
Support for general thrust of LPS, particularly with respect to environmental protection	4.3	Noted
Keen to see vision statement for the environment translated from words into action	4.5	Noted
industrial activities have the potential to impact on the natural environment that will required careful attention	4.26	Noted
Concerns about impact of unsustainable development on the natural environment	4.27,4.30,	Noted
General support for the local biodiversity strategy	4.29,7.6	noted
keen to see restrictions on vegetation clearing properly addressed at structure plan stage	4.32, 4.35	This is a requirement of the Planning and Development Act
the implementation of the biodiversity strategy to date seems to offered little benefit with respect to minimising vegetation clearing and the dominance of development of environmental planning	4.33	The Shire is not sure what exactly is being referred to. Certain development proposals have been rejected on sustainability grounds, particularly the environmental aspects
It is understood that Wattle Grove East of Tonkin Highway was identified as a mitigation zone by the federal govnmernet and as such should remain rural without explicit approval from the federal government	9.4, 10.4	Further information required as part of future planning, as the federal government does not usually get involved in local matters
3 Planning for Bushfire Protection		
Shire encouraged to implement the Planning for Bushfire Protection Guidelines	3.1, 17.1	Shire already implements guidelines
concern with possible reaction from State authorities in the preparation of a Bushfire Strategy, protection of natural environment will not be sufficiently robust in the face of population and commercial pressures	4.1	This concern is relate to the overall interaction between State bushfire considerations and vegetation preservation but is not specifically relevant to the Local Planning Strategy. The preparation of a Fire Management Strategy will be well considered and fully investigated to ensure it meets the recommendations contained in the draft Strategy.
Planning for Bushfire Protection Guidelines, applied widely they have a potential to devastate the environment.	4.23	This will be reviewed and considered as part of the proposed strategy.
Extreme fire hazard area, terms selective clearing and firebreaks seem mutually exclusive.	4.24	Selective clearing around dwellings will have to occur.
Building protection zone of 20m, will cause a problem if extended to existing dwellings, equally, the 80m hazard separation zone would involve a great deal of clearing.	4.25	Noted
Research on post fire weed eradication, should be given a high priority in the budget.	4.43	Noted

That the Shire of Kalamunda's Strategy recommends coordinated periodic reviews of its Bushfire Assessment with the Shire of Mundaring in order to provide comprehensive planning between municipal boundaries.	8.6	Comprehensive joint planning is a worthwhile objective
utilities should be provided in a manner which maximises vegetation preservation	4.21	Noted
the acknowledgement of environmental linkages is welcome	4.34	Noted
concerns about lack of resources available at the Shire for environmental compliance, particularly in buffer areas	4.36	The Shire has sufficient resources
4 Rural zones - Special Rural, Hills Orchard Areas		
Special Rural and Rural Composite zones, in particular where they are buffers between urban zones and the scarp should be preserved as they are.	4.47	Strong resident submissions that Residential Bushland, 4,000sqm lots, should be adequate buffer.
The invasion of Special Rural zones by industrial uses points to a failure of the current zoning to define clearly activities permitted by the zone.	4.48	Do not agree. This reflects economic changes taking place in the State and Kalamunda is central to these changes.
Shire of Kalamunda should put precautionary measures in place to ensure that the proposed intensification of development in current rural areas does not create an undesirable precedent for growth within its boundaries.	8.5	Noted
Provide additional protection for Hills Orchard Area	2.1, 2.9, 4.46	Orchard area will be subject of further review that will include consultation with Dept of Ag & Food
environmental values of areas should be recognised in hills orchard review	4.19	This will be taken into consideration as part of the review
strategic value of orchard areas should be recognised by zoning under the scheme or recognition in local policies	2.2	Strategic value of orchard area is well understood and needs to be safeguarded
the predicted growth in WA will be require food supplies to double, making areas like the hills orchard area even more valuable	2.3	Agree with comment.
None of the 4 LPS growth scenarios propose a change in zoning so why does the LPS observe that it is necessary for rural lands to be identified for residential purposes	2.4	The rural land referred to is the special rural zone, which is not an agricultural/food production area
increase in small rural lots does not translate to increase in agricultural enterprise - lots below 10ha should be zoned rural residential, to establish clear definition of urban growth boundaries	2.5-2.7	Noted
threat of fruit fly on agricultural land - appropriate controls and buffers to urban land	2.8	This will need to be addressed on an ongoing basis
5 Residential Bushland		
fully supported, but should include cases for blocks less than 4000sqm	4.8	Noted
6 Aged Care facilities		
agreed, but not to the detriment of wildlife corridors/greenways	4.9	Noted
Rezoning land on the promise of an aged care facility being developed has failed in the past (Active land rezoning in High Wycombe).	4.28	Noted
Why is ageing population a constraint	4.54	A normal distribution of population age groups better for social and economic reasons.
Urban development in Wattle Grove area would capitalise on the close proximity to Perth and services in nearby developed areas and the regional road network. In particular, that applies to the two locations proposed for future aged accommodation in Wattle Grove area. All that is dependent on the extension of sewerage in the area. This may increase the suitability for development in Orange Grove, in the City of Gosnells that is at present retained as rural living.	6.1	Advice received and discussion held with the Water Corporation indicates that the necessary services can be provided to the site. The issue is one of timing and cost.

Aged accommodation is most urgent - Gavour Road. Wattle Grove lot should be prioritised.	7.1, 15.2 - 15.6.	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, developers, State and Local government are in a position to undertake the planning process necessary to develop the sites.
Supports aging in place	15.4	Noted
Preparation of a local housing strategy to provide more aged accommodation by private sector is supported	5.2	
7 Housing diversity		
Lack of housing diversity is another challenge for Shire of Kalamunda, infill and activity centre's consolidation will partially cater for that. Other ways to address that would be density bonuses for corner lots or larger sites as well as expanded use for Granny flats.	5.3	The Shire has tried to diversify, however, residents generally prefer single residential.
Housing should emphasise sustainable design principles, minimise private car use, maximise higher densities in the foothills and preserve bush	7.5	Noted
Would welcome opportunity to discuss opportunities for a number of potentially to be disposed of by the Shire, in order to meet future housing needs	5.4	Noted
8 Industrial land		
the draft Strategy referred to land in Orange Grove as being considered for industrial development, however, City of Gosnells has expressed a strong objection to that part of the State Government Draft Industrial Land Strategy.	6.2	Noted
It is possible that the industrial development in the Maddington Kenwick Strategic Employment Area will have an impact on the Special Rural area in Wattle Grove in terms of increased traffic movements through Coldwell and Brooks Roads. The proposal in the draft Strategy for light industrial development for this area is supported as development for this purpose would likely be better planned and coordinated across the boundary with the City of Gosnells if the ultimate intent is for similar, rather than potentially conflicting land uses.	6.4	The Shire will be looking to coordinate its structure planning of the area with the City of Gosnells in respect to Area 3A.
Planning for the Maddington Kenwick Strategic Employment Area is progressing, including MRS amendment for precinct 1 and preliminary investigations for other precincts. Keen to see other	6.3,6.5	Noted and supported.
9 Public transport		
The Shire should exploit the airport proximity opportunities, particularly the rail extension into the Shire for park and ride.	7.2	The Shire has been advocating for a rail extension from Perth Airport for the past 3 years.
Strongly support plan for public transport and encourage the Shire to continue planning for airport rail spur to be built under next Labor government	7.7	Noted, as above
The Shire of Kalamunda should liaise with the Shire of Mundaring in advocating the expansion of public transport in the hills.	8.3	Noted
10 Bicycle network		
Consider developing a dedicated bicycle network plan for the Shire that would be integrated, where possible with the Shire of Mundaring bicycle network.	8.4	Integration of cycle networks is worth pursuing
11 Traffic/Roads		
In order to inform Shire of Mundaring's investigations for the optimum access arrangements for businesses in Midvale between Roe Highway and Farrall Road, decisions that result in intensification of development affecting Roe Highway should be related to the Shire of Mundaring	8.1	Ongoing liaison with the Shire of Mundaring will be maintained.

	The Shire of Kalamunda should include provisions to facilitate auditing of the adequacy of vehicular access, linking both shires.	8.2	Ongoing traffic monitoring will be maintained.
12 Urban Design and Streetscape			
	It is important to ensure that activity centres are attractive and carefully designed	7.3,4.10,4.20	Urban design and streetscape for the commercial areas of the Shire, i.e. Kalamunda Town Centre is an important element of the Strategy and is reflected in the townscape improvement plans currently being prepared for a number of commercial centres in the Shire. These guidelines will allow for the creation of safe, attractive, environmentally sustainable, economically successful and socially equitable places.
13 Support for community infrastructure			
		7.9	Noted
14 Service Infrastructure			
	Developers of this land will need to examine water, wastewater and drainage servicing options in more detail in consultation with the Water Corporation. System upgrades may be required, depending on the nature, scale and timing of development.	18.1	It is acknowledged that detailed investigation will have to be undertaken for this area in terms of service delivery.
	Head works for the Forrestfield/High Wycombe Industrial areas- existing water scheme for the area will have to be reviewed in light of the proposed rezoning. This review will take approximately 1 year to complete and once done it will outline what works will need to be prefunded by developers.	18.4	Noted
	Mundaring Weir- Reservoir Protection Zone for the Mundaring Weir should be included in the Scheme Maps	18.5	The Shire is proposing to initiate an amendment to introduce Scheme provisions to place a Water Catchment reservation and Rural Water Protection zone over areas designated P1 and P2.
	Middle Helena Catchment Area- The RPZ for Middle Helena Catchment Area as per MHCA-Land Use and Water Management Strategy should be included on the Scheme Plan maps.	18.6	As above
	Victoria Reservoir- RPZ for Victoria Reservoir should be included in the Scheme Plan maps.	18.7	Noted
	Waste Water - Kalamunda DURE Scheme- figure 39 in the Strategy should be revised following the agreement and update of the information.	18.8	The plan will be amended to reflect this.
	Review the wording for the Stirk Parks catchment comments under section 3.4.14-The Corporation is currently waiting on formal submission from the Shire to enter into performance based prefunding agreement to construct wastewater pump station. The Corporation pays this money back once the successful takeover of the pump is complete. Sufficient funds are currently available but this cannot be guaranteed until the formal application from the Shire is received.	18.9	The document will be amended to reflect this.
	The proposed urban growth areas in Forrestfield, Maida Vale and Wattle Grove areas, including the areas already serviced with the sewer will require a substantial upgrade of the existing pump station and mains extensions from existing sewer infrastructure into the areas currently without sewer. The order of priority in order to allocate the capital funds is currently being investigated by the Water Corporation.	18.10.	The Shire of Kalamunda is aware and acknowledges that further increase of density in already serviced areas will require in most cases some upgrade of the facilities and infrastructure and that the servicing of the areas currently without the sewer will require a significant work on extension of the infrastructure from the current sewer districts.
	Storm water drainage - Local authority drainage is a major constraint to development and that should be mentioned either in section 3.4.14 Utility Services or in a standalone section. - Additional stormwater runoff from new developments needs to be compensated on site to pre-development levels.	18.11, 18.12	Noted
	Opportunity to incorporate Yule Brook, Crumpet Creek and Poison Gully into POS should be included.	18.13	Noted
	Flows in Poison Gully upstream of Perth Airport should be compensated as described in the capacity review.	18.14	Noted

	The findings of the Crumpe Creek Hydrology Study should be incorporated into Maida Vale south urban area and Forrestfield Industrial area.	18.15	Noted
	The Shire may investigate opportunities to integrate Reynolds Road Compensating Basin into the POS as discussed in the scheme review.	18.16	Noted
	Existing Yule Brook floodplain through the proposed industrial area south of Welshpool Road East needs to be retained to be consistent with the City of Gosnells land planning for the MKSEA immediately downstream.	18.17	Noted
	It would be expected that the Strategy contains a District Water Management Strategy. The need is to address State Water Strategy 2003, State Water Plan 2007 and the Strategy Planning Policy 2.9	18.18	DWMS will be required for all local planning scheme amendment proposals resulting from the implementation of the Strategy.
15 Administrative			
	DoW advised of numerous updates and text inclusions	11.1-11.10.	Noted or too detailed for broad scale land use plan
16 Other			
	Site investigation to determine soil and groundwater contamination for future development proposals should be done in case of reported or suspected contaminated sites	3.4	All development sites will need to be assessed for contamination as part of the detailed site assessment requirements
	Infill development is fine in-principle, however POS areas should be excluded from consideration	4.7	All new development areas will require the provision of a minimum of 10% for public open space.
	should ensure that more sections in the strategy are shown as subject to environmental sustainability	4.13	noted
	general support for the established rural vision statement	4.16	noted
	mapping provided should offer a greater level of detail	4.39, 4.42,	the LPS has been prepared strictly in accordance with the DoP guidelines and an appropriate level of detail has been provided
	strong support sustainability considerations through urban design, the provision of housing and in addressing climate change	4.44	Noted
	local open space should be chosen to make maximum use of any links to other areas of POS	4.50	Agreed.
	local trails master plan is supported, however some concerns about dieback	4.51	Noted
	information provided by Western Power in respect of future supply may no longer be reliable, concerns about powerlines through state forest.	4.52	Noted
	erosion is of concern, particularly from new development. Environmental policies need to be reviewed by the shire	4.55	Noted, however not seen as directly related to LPS
	Minor typographical corrections to the document recommended	4.56	Will be corrected
	Support for population projects and the need to carefully plan ahead for upward pressure	7.4	Noted
	objection to the finalisation of amendment 18 for lot 500 Gavour Road	9.1	The issue of amendment 18 will be dealt with as a separate issue to that of the strategy. The focus of the strategy is to plan the strategic direction for the next 20 years. Irrespective of the proposal for Gavour Road, the strategy would still recommend that the Wattle Grove Area be identified for future urban development
	There are at least 78 sites and places that might be sites under the Aboriginal Heritage Act. Disturbance to sites is an offence	12.1-12.3	Such issues will need to be identified at the time of structure planning
	A redevelopment proposal for a particular oval should be recognised in the strategy	13.1, 13.2	the redevelopment proposal is a separate matter to that of the strategy and will progress regardless
	New premises will be required for the Kalamunda Community Radio	14	This is not considered to be a strategy issue as too detailed

Public Submissions - Wattle Grove

Issue	Submission/Issue Number	Council response
General support for strategy, no comment offered	15, 42	
1 Protection of flora and fauna - natural environment		
concern with development that could occur on the escarpment at Kalamunda and Lesmurdie, because of the visual effects.		No development can occur within the regional reserve and the preference is to limit visual impact along escarpment.
more native plants and trees throughout shire		Noted
Does not support the protection of the natural environment and biodiversity within the Local Planning Strategy plans.		Noted
Concerned about loss of native/natural habitat, want natural environment protected	22.7, 25.5, 29.7, 45.7, 52.14, 53.5, 55.6, 56.6, 57.6, 57.12, 58.6, 59.9, 62.2, 63.13, 64.7, 65.8, 67.2, 69.13, 70.5, 71.4, 75.6, 76.10, 77.10, 93.3, 94.6, 97.7, 98.6, 99.6, 103.7, 104.7, 108.7, 128.8, 186.3, 196.2, 200.1, 203.1, 204.1,	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
preserve and protect Lesmurdie Falls Bushland areas, also the Hills Reserve.		Noted
Plan for fire risk development near forests and Reserves. Plans to include preventative measures by the Shire and DEC.		The Strategy acknowledges the fire management issues and a Fire Management Strategy will be prepared following the State Government adoption of the document.
protect wildlife corridors	25.7	The Wildlife Corridor strategy will be reviewed as part of the draft Strategy.
no more disposal of reserves		The District Conservation Strategy is currently being reviewed by staff. The disposal of reserves is only being considered where there is no environmental value, amenity value and is costly to maintain.
general support for the local biodiversity strategy	1.7, 45.7	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
feeling that the local planning strategy does not effectively recognise the local biodiversity strategy	52.22	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
vegetation should be retained in new development areas	25.6, 33.6, 109.6, 114.6, 116.6, 117.6, 120.6, 121.4, 122.7, 123.6	Noted
Wattle Grove should be retained as a 'mitigation zone', as previously identified under federal legislation	26.7, 52.19, 59.16, 60.9, 61.7, 62.5, 63.20, 67.9, 68.9, 69.16, 71.12, 73.7, 74.7, 80.8, 81.12, 82.12, 83.8, 84.9, 87.10, 88.10, 89.10, 90.10, 100.9, 101.9, 105.10, 111.10, 112.10, 113.10, 124.1, 139.5, 140.4, 142.11, 143.9, 147.11, 156.10, 162.10, 168.10, 172.5, 180.10, 183.3, 184.3, 195.2, 196.5.	Not sure where such a zone is referenced. It does not form part of Directions 2031 and beyond strategic vision
clearing of vegetation may impact on cockatoo habitat	52.18, 57.11, 59.14, 60.7, 61.6, 62.3, 63.18, 65.11, 66.10, 67.8, 68.8, 69.15, 70.8, 71.10, 72.8, 74.5, 75.8, 78.9, 79.10, 80.6, 81.11, 82.10, 92.9, 102.11, 103.10, 104.10, 106.11, 125.3, 126.11, 127.11, 129.6, 130.10, 132.11, 133.10, 134.9, 135.9, 136.9, 137.11, 141.10, 145.6, 149.4, 150.10, 155.11, 157.11, 158.10, 159.7, 160.7, 163.10, 164.12, 167.10, 171.11, 173.10, 177.11, 178.11, 179.2, 182.10, 187.11, 205.11, 205.12,	Carnaby's cockatoos are protected under Federal legislation, as such all identified habitats will have to be protected
land has been incorrectly identified as having conservation value and should be considered for future growth	220.2-220.4	The sites are adjacent to land identified in the LPS for potential development for industrial purposes. Subject to WAPC removing the MRS reservation and further investigation of environmental constraints, it is considered that the subject land could be included in the proposed industrial area
the LPS has not made reference to the Greater Brixton Street wetlands	200.5	Noted
2 Proposed Residential Bushland Zone		
Houses and bush do not go together- perhaps some controlled burning or small pockets of high density housing would help.	1.6	Bushfire protection management plans will be required in Residential Bushland areas
Requests modification to area included in the Residential Bushland zone. Would like flexibility to be provided within the residential bushland zone for transition of lot sizes. Would prefer increasing lot size consideration when adjacent to large lot sizes, such as 1 acre.	219.2	Many of the properties are already proposed to be included in the zone. The extension of the residential bushland zone is proposed.
foothills should be retained as a greenbelt	19.5, 135.1, 136.1	The introduction of the residential bushland zone providing for lifestyle block of 4,000m2 will require the retention of vegetation for all developments. This zoning will provide the necessary buffer to the scarp
Disappointed not to have been included for urban subdivision but pleased to be included for residential bushland subdivision	34.1, 35.2, 36.4	Noted
would like to see 2,000m2 lots to give more people the opportunity to live on a bush block	36.2	The introduction of the residential bushland zone into the foothills areas will allow for subdivision in some areas down to 2,000m2 sized with lots within the balance being 4,000m2
supportive of proposed designation for area	38.1, 219.1	the introduction of the residential bushland zone in to the foothills will allow for lifestyle blocks of 4,000m2 and 2,000m2. A key element of this zone will be the requirement to retain vegetation onsite
3 Rural zones - Special Rural, Hills Orchard Area		
Would like property to be classified as Special Rural zoning to maximise the development potential.		Noted

Public Submissions - Wattle Grove

Issue	Submission/Issue Number	Council response
Would like Special Rural Areas/Orchards to be subdivided into smaller parcels, but would like the Special Rural/Orchard areas to be retained.	35.1	Subject of the Hills Orchard Study review. -. The draft Strategy proposes to review the Hills Orchard Area with a view to consider possible reduction in the minimum lot size for orcharding areas where it can be demonstrated that such reductions in the lot size will not affect the viability of the orcharding industry. The Strategy is recommending that the residential bushland zone be extended to include the special rural buffer. If this is supported then subdivision could be consider down to 2,000sqm or 4,000sqm depending on the location.
Special Rural/ Orchard retain as is, do not allocate all orchard/rural to housing.	11.2, 14.2, 17.1, 107.1, 108.10, 110.11, 115.11, 118.10, 119.9, 120.9, 122.10	There is no intention of turning the whole of the rural area to residential. The Hills Orchard area is recognised as important for fruit production and tourism opportunities. These areas will be protected under the Strategy.
it is essential to retain some orchard and special rural areas, with some rezoned to cater for housing demand	1.2	There are areas in the LPS which retain special rural and rural zoned land for horticultural activities
special rural and orchard areas should be retained as such.	2.2, 18.2, 18.9, 19.2, 21.2, 22.2, 26.2,26.6, 27.1, 29.2, 30.2, 33.1, 37.2, 38.1, 44.2, 45.2, 49.2, 52.20,55.5, 56.5, 56.7, 57.5, 59.8, 63.13, 64.6, 65.7, 66.7, 67.1, 67.12, 68.1, 71.3, 68.12, 69.12, 124.7, 139.1	Noted. The draft strategy proposes to review the hills orchard area with a view to considering possible reduction in the minimum lot sizes for orcharding areas where it can be demonstrated that such reductions will not affect the viability of the orcharding industry
Special Rural Areas – See them more as tourist attractions in themselves and special environments to retain without major subdivisions.		Some of the rural areas in the Shire are a crucial part of the tourist attraction.
the future of rural and orchard areas is limited to the hills only.	4.2,5.2, 25.2	Noted. The draft strategy proposes to review the hills orchard area with a view to considering possible reduction in the minimum lot sizes for orcharding areas where it can be demonstrated that such reductions will not affect the viability of the orchard
current owners should not be forced to sell	6.2	Owners will not be forced to see, even if land is rezoned
special rural areas are important as providing opportunities for commercial businesses	31.2	special rural areas do allow for limited commercial development, primarily in the form of truck parking
Special rural areas have no future as they are located too close to the Perth CBD	32.2, 40.5	The proximity of the special rural areas in the foothills close to Perth offer opportunities for alternative land use consideration
special rural areas should be expanded	33.4, 72.7, 73.6, 73.9, 76.9, 77.9, 77.14, 78.7, 79.8, 80.4, 80.9, 83.9, 84.10, 87.7, 88.7, 89.7, 90.7, 100.7, 101.7, 103.12, 104.12, 105.7, 106.13, 107.7, 107.12, 108.12, 111.11, 112.11, 113.7, 117.11, 122.12	the population of Perth is expected to grow to 2.2m over the next 20 years and 3.5m by 2050. The Shire like all local governments is expected to accommodate some measure of this predicted growth. The proximity of the special rural areas in the Perth foothills offers opportunities for sustainable residential development offering the community a range of lot sizes and lifestyle opportunities. If the Shire does not plan for these areas in a sustainable way, the risk is that the State Government will resume the strategic planning for the shire
rural land should be retained to ensure sufficient space for existing land uses	59.17, 63.21, 64.9, 67.10, 68.10, 69.17, 73.8, 76.12, 77.12, 78.10, 79.11, 81.13, 99.9, 109.10, 114.10, 116.9, 117.9, 121.8, 123.9	In the event that urbanisation of the area does proceed, no landowners will be forced to sell or subdivide their land. Effectively owners can remain on their landholding indefinitely.
urban dwellers rely on the rural buffer for a number of reasons including but not limited the provision of a visual break	51.5, 52.21, 58.10, 59.18, 63.22, 66.12, 67.11, 68.11, 69.18, 71.13, 76.13, 77.13, 78.11, 79.12, 81.14, 82.13, 83.7, 84.7, 87.9, 88.9, 89.9, 90.9, 92.5, 97.4, 98.10, 99.10, 100.10 101.10, 124.11, 125.12, 126.9, 127.9, 128.6, 129.12, 130.11, 131.10, 132.12, 133.11, 134.11, 135.11, 136.11, 137.8, 138.10, 139.10, 140.8, 141.4, 142.3, 143.3, 144.10, 145.12, 146.6, 147.6, 148.10, 149.5, 150.11, 151.10, 152.9, 153.9, 154.10, 155.5, 156.5, 157.8, 158.11, 161.10, 162.11, 163.11, 164.11, 165.4, 165.10, 166.9, 167.11, 168.6, 169.4, 170.4, 171.9, 172.8, 173.11, 174.9, 175.11, 176.10, 177.5, 178.5, 179.5, 180.7, 181.10, 182.11, 183.6, 184.4, 187.9, 192.6, 192.8, 195.3, 196.6, 216.10, 217.10,	Buffers to existing and proposed medium to low density residential density residential development will still be achieved with the proposed residential bushland zone.
4 Aged Accommodation facilities		
More park home accommodation with security of tenure as a cheaper alternative to retirement village.		The Strategy identifies the need to plan for accessible and affordable aged accommodation facilities.
Urgent need / supports aged accommodation	1.1, 5.1, 6.1, 8.1,9.1, 16.1, 20.1, 32.1, 40.1, 44.1, 46.1, 47.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, developers, State and Local government are in a position to undertake the planning process necessary to develop the sites.
Does not support aged care centres and wants a younger more vibrant mix.		Noted
More flexibility needed to allow second dwellings on current blocks without any need for subdivision.		If the zoning is appropriate and lot size adequate, a proposal for a second dwelling can be considered without the need for a subdivision to occur in some circumstances.
support for aged accommodation development, especially in Wattle Grove	7.1, 25.1, 49.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, developers, State and Local government are in a position to undertake the planning process necessary to develop the sites.
aged person accommodation is very much needed, however it needs to be well-located	10.1, 11.1, 14.1, 18.11, 19.1, 29.1, 102.5, 103.11, 104.11, 105.6, 106.10, 107.11, 108.11, 110.12, 111.7, 112.7, 113.5, 114.9, 115.9, 116.9, 117.10, 118.11, 119.10, 120.10, 121.9, 122.11, 123.10, 218.19, 218.21, 218.22	Noted.
wattle grove lacks infrastructure and shops to support aged person developments	26.1, 37.1, 85.2, 86.2,187.4,	All services and infrastructure will have to be provided before urbanisation of the area can proceed. This will be addressed at the structure plan stage.
Aged accommodation is important, however nursing home accommodation is a greater priority	18.1, 218.24	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. Whilst the focus of these developments will be independent living units, some of the facilities will provide residential care facilities as well.

Public Submissions - Wattle Grove

Issue	Submission/Issue Number	Council response
the shire should only be facilitating high care facilities	22.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. Whilst the focus of these developments will be independent living units, some of the facilities will provide residential care facilities as well.
shire should take the lead in providing aged accommodation, through land acquisition and development of sites	21.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The Shire is looking to develop partnerships with aged care facility providers to deliver residential aged care accommodation
Should not locate old people all together, instead needing to be located close to families	28.1, 45.1, 199.2	Noted, this would be a decision of the individual
Hoping not to need aged accommodation for a long time to come	30.1	Noted
aged accommodation development may impact on current lifestyle and amenity of area	31.1, 36.1, 190.2, 191.2,	The issue of scheme amendment 18 is a separate issue to that of the strategy. The focus of the strategy is to plan the strategic direction of the shire for the next 20 years. Irrespective of the proposal for Gavour Road, the draft strategy would recommend that Wattle Grove be identified as future urban
the Shire's identification of 6 sites is not exhaustive, with further investigations revealing a large number of additional sites	218.15	Noted.
sites such as Lot 500 are Gavour Road are not readily able to be serviced by infrastructure and should be removed from the list	218.16, 218.17, 218.23	The issue of scheme amendment 18 is a separate issue to that of the strategy. The focus of the strategy is to plan the strategic direction of the shire for the next 20 years. Irrespective of the proposal for Gavour Road, the draft strategy would recommend Wattle Grove as future urban
without an established commitment to the urbanisation of Wattle Grove, the designation of Lot 500 in the list of potential sites is considered inappropriate	218.20	The issue of scheme amendment 18 is a separate issue to that of the strategy. The focus of the strategy is to plan the strategic direction of the shire for the next 20 years. Irrespective of the proposal for Gavour Road, the draft strategy would recommend Wattle Grove as future urban
the identification of sites in Wattle Grove appears at odds with the accommodation strategy, which states that Wattle Grove has a low proportion of people over 55	218.25	Noted, however it would be assumed that any such facilities would likely draw from a catchment greater than the immediate locality
high care facilities need to be addressed by federal and state governments	192.3	Agreed, however most facilities are likely to be built by the private developers.
5 Growth/Housing /density		
growth and development is inevitable and should be effectively planned for	1.3, 1.5,4.5, 16.3, 34.2	the population growth scenarios reflect the expected population growth Perth will experience over the next 20 years
Concerned about population growth and housing development. The Shire should take a proactive approach protecting local area	11.4, 22.5, 29.5, 31.5, 33.5, 37.4, 45.6	Shire needs to plan for population expansion along lines established by State Government.
Supports higher density, population growth	1.6, 4.1, 4.3	Noted. Some special rural areas particularly in the foothills have been identified as having potential for subdivision
Support for increased densities around centres	4.6, 22.6	Noted
larger block size, range of lot sizes	10.6, 14.5, 19.4, 21.5	Directions 2031 and Beyond encourages more affordable and a better range of housing in close proximity to commercial areas and public transport routes. The proposal for the residential bushland zone allows for the subdivision of land down to either 2,000sqm or 4,000sqm sized lots.
housing density is too high. Larger lots should be provided, in keeping with country atmosphere	5.5, 10.6, 33.3, 45.4, 49.6	The strategy provides for a broad range of lot sizes through the introduction of the residential bushland zone into the foothills providing for 2000m2 and 4000m2 lots. Combine this with the proposed urban areas of Maida Vale south and Wattle Grove will offer a range of housing opportunities for the community
support for increasing land available for new houses	8.5, 20.2, 20.6, 32.3, 40.2, 46.4	The identification of new urban areas in Maida Vale South and Wattle Grove will provide housing opportunities in areas which are considered to have more affordable land in the Perth Metropolitan Region.
a greater diversity of housing options should be available	18.4	Noted
growth will facilitate economic development	20.5, 23.1	Noted
more housing will ultimately result in better schools, shops and public transport services	36.5	All new urban development areas will require structure planning to be undertaken to ensure that there will be appropriate transport, commercial and community facilities
the LPS is based on incorrect population growth projections (25,000), which is inconsistent with state government forecasts of 20,000 by 2031	52.7, 54.1, 58.4, 60.4, 63.7, 69.6, 70.1, 78.3, 79.3, 82.6, 91.7, 97.3, 103.3, 104.3, 107.3, 108.3, 120.3, 122.3, 130.3, 133.3, 134.3, 135.3, 136.3, 150.3, 158.3, 163.3, 164.3, 167.3, 173.3, 177.7, 178.7, 179.7, 181.3, 187.10, 205.7,	the projection of 20,000 for the shire prepared by the Department of Planning is out of date and expected to be revised upward when new data is released consistent with the project 2.2m growth by 2031 outlined in Directions 2031 and beyond
Support for increased densities around centres, this should be explored further in LPS	218.13, 218.14	Noted
increased development and densities should occur on urban land to take pressure of rural land, LPS should be updated accordingly	218.4, 218.5, 218.6	All existing urban cells in the shire have been considered and incorporated into the population growth scenarios. If the shire progresses option 1 (growth by 10,000), then it is considered that all existing urban cells will be completed by 2017. This is not the preferred scenario as the draft strategy is a 20 year plan for growth
Want to look at trees rather than roofs.	130.7, 133.7, 134.7, 135.7, 136.7, 150.7, 158.7, 163.7, 164.7, 167.7, 173.7, 177.9, 178.9, 179.9, 182.7, 205.10,	Noted
urban development should occur in areas close to public transport and/or have essential services	187.6, 188.3, 188.4, 192.4, 200.3, 203.3, 204.3,	Agreed
6 Industrial land		
Creation of industrial area on Welshpool Road East should be stopped- we need pockets of rural land as a buffer between residential lots.	3.1, 22.3, 26.3, 41.1	The land on Welshpool Road East is affected by the Maddington Kenwick industrial area in the City of Gosnells. As this area progressing residents will be affected by traffic accessing Welshpool Road via Coldwell and Brook Roads. The Shire must plan for this outcome with an appropriate and compatible land use adjoining this area.

Public Submissions - Wattle Grove

Issue	Submission/Issue Number	Council response
Does not want industrial growth in semi-rural SW area. Would like this area and Wattle Grove to remain semi-rural/low-density housing.		Forrestfield and High Wycombe area proposed to change to Industrial Development have been pinpointed by the State Government Kewdale Hazelmere Integrated Masterplan and the draft Industrial Land Strategy.
Would like to preserve Kalamunda Shire against industrial and commercial activity.	27.2, 33.2, 45.3, 49.3	Well planned industrial and commercial use land will enhance the area and improve employment potential in the Shire.
Supports industrial growth in appropriate locations		Noted
	7.2, 21.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. The area will provide employment opportunities for the local community and drive demand for housing in the area
Does not support industry in Forrestfield and High Wycombe. Too many trucks parked and driving through the areas.		Truck parking is an issue and the Shire need to finds areas for truck depots to be located to take the trucks out of residential areas.
Would like to preserve some bushland / landscaping amongst industrial.	25.3	Bushland with conservation values in the broad industrial areas will be preserved. -. The Shire is working on design guidelines that include landscaping requirements for proposed new industrial development areas in Forrestfield/High Wycombe.
Industrial Growth and Employment – From Roe Highway through High Wycombe is badly planned and an unreasonable bottle neck at times. Morning/evening commute time, school drop off/pick up – Travel time has doubled.	5.2	-. Traffic studies have been prepared and will be implemented as development of the industrial area progresses
concerns about impacts from industrial development including impact on the character of the area, along with noise, pollution and traffic impacts	3.2, 6.3, 31.3, 47.3, 200.4, 211.4	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Too much industry encroaching on the Hills area.	10.2	Industry is predominantly proposed in the foothills.
industrial growth around the Perth airport is inevitable and is not opposed	5.3, 25.3, 29.3, 30.3, 36.3, 44.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Planning for industrial development of special rural areas, such as that adjacent to the Maddington Kenwick Strategic Employment Area should progress	8.2, 220.5	Land to the south of Welshpool Road East has been identified as future industry due to the planning being progressed by the City of Gosnells as part of the Maddington Kenwick Strategic Employment Area
industrial development will be beneficial with respect to employment creation	18.3, 20.3, 23.1	The proposed Forrestfield/High Wycombe industrial area will generate significant employment opportunities for the local community who wish to reside in the locality
7 Rail extension/ public transport		
Increased public transportation, train station to the airport, city, north of city due to heavy traffic and other transport options.	1.8, 2.5, 6.8	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs to Perth is an issue of concern for local residents and needs to be addressed. The Shire is actively pursuing a rail link option from Perth Airport to the eastern suburbs. This would open up rapid bus links and improved cycling facilities options to a station in Forrestfield or High Wycombe.
Public transport usage is limited and is fine for meeting current needs	5.6, 14.6, 21.8, 33.7, 35.3	Noted
public transport is reasonable but services could be extended	8.7, 25.8, 49.7, 50.1	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs to Perth is an issue of concern for local residents and needs to be addressed. The Shire is actively pursuing a rail link option from Perth Airport to the eastern suburbs. This would open up rapid bus links and improved cycling facilities options to a station in Forrestfield or High Wycombe.
Increases to public transport are very much needed.	9.4, 10.81, 11.7, 12.2, 16.6, 19.6, 20.8, 26.8, 29.8, 30.6, 32.4, 36.6, 37.5, 38.2, 39.2, 44.6, 45.8	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs to Perth is an issue of concern for local residents and needs to be addressed.
8 Traffic /Roads		
Population growth should not commence until the roads are upgraded.	19.3, 43.1	Urban growth areas will be the subject of structure planning prior to any new development to insure the necessary infrastructure is in place.
upset with the current condition of Roe Hwy and Berkshire Rd intersection. Wants the intersection realigned for traffic to enter safely. Suggests overpass		Roe Highway and Berkshire Road intersection needs improvement. Main Roads Department will construct interchange when funds made available.
High Wycombe has been ignored as the gateway to Kalamunda. The traffic is heavy and the approach is now an industrial area.		The shire is working with state government departments to have the freight routes and intersections around Perth Airport and the existing and planned industrial areas recognised and improved.
In view of increased traffic and further increases with larger populations, should roads be wider.		Some of the main roads in the Shire of Kalamunda are planned to be widened (Kalamunda Road, Hale Road etc.)
trucks are clogging up our (rural) streets	14.3	The Forrestfield/High Wycombe Industrial Area has been identified by the state government as a key site to accommodate freight movements due to its proximity to air, rail and road links
Tonkin Hwy needs more fly overs	37.3	This is a matter for Main Roads to determine
9 Path networks		
additional cycle paths need to be constructed	13.1, 22.4, 30.7, 40.3	the provision of multiuse paths is a priority for the Shire. There will be provided on-going improvements to footpaths and public open space areas
10 Urban Design and Streetscapes		
Supports urban design and streetscape, with parks and bushland. Would like more cycleways, artwork and designs in footpaths., suburbs having own character	1.4, 4.4, 5.4, 6.5, 16.2, 20.4, 29.4, 44.4, 49.5	Noted. Townscape improvement plans address streetscape issues. Detailed urban design initiatives are being planned at commercial centres.
Does not support various centre enhancements		Noted
New subdivisions should incorporate improved streetscapes	8.4, 46.3	Urban design and streetscape considerations are important for commercial areas within the shire, with a number of improvement initiatives being progressed. The greening of the streetscapes will be implemented for existing and future residential areas

Public Submissions - Wattle Grove

Issue	Submission/Issue Number	Council response
Wattle Grove should be given a higher level of priority for urban design improvements, as currently lagging behind	26.4	A landscape master plan is currently being developed for the Wattle Grove Urban Area. The plan will guide improvements to the public open space over the next two years
new roads should be provided with greater width to allow parking, as too narrow	30.4	If on-street parking is to be provided then the road reserve widths will be design to accommodate this requirement
Urban design considerations are not considered relevant to a particular area	31.4	Urban design and streetscape considerations are important for commercial areas within the shire, with a number of improvement initiatives being progressed. These guidelines will allow for the creation of safe, attractive, environmentally sustainable, economically successful and socially equitable places
11 Community facilities		
the more community infrastructure and facilities there are the better	1.10, 20.2	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
without improved infrastructure and facilities, urban development should not be occurring	26.5	Urban growth can only be achieved where all necessary services and infrastructure can be provided
Facilities in Forrestfield are very good		Noted
Juniper Way Reserve needs more seating in the park surrounding the 2 playgrounds.		The issue of community playground facilities is being addressed through the Shire's Community Facilities Plan.
Would like increased recreation / community facilities	19.7, 20.10, 22.9, 31.10, 201.1	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
Whilst recognising that efforts are being made on some walk tracks, more can be done in the way of improving many of the tracks and providing informative signage, rest areas and BBQ facilities.		Noted
More community infrastructure and facilities are needed for the new Wattle Grove Area	2.6, 8.8, 27.3, 33.9, 39.3	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
the currently level of community infrastructure provision is appropriate	5.9, 11.9, 16.7, 49.9	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
Provision of community infrastructure should be done in a consultative manner]	6.10, 14.7, 21.9	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
funding for community infrastructure is not distributed evenly across the shire	26.1	All services and infrastructure will have to be provided before urbanisation of the area can proceed. This will be addressed at the structure plan stage.
it is unclear how funding will be provided for community infrastructure	29.1	Future funding will be provided through reserves created as part of the Shire's long term financial plan
need to provide more infrastructure to meet the needs of young people	45.1	Noted
12 Public Open Space		
more parks are needed in newly developed areas	10.10, 14.4	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
Would like to leave more open spaces. Would like to remove the rollerblade rink and BMX bike track to more suitable location in Forrestfield.		Open space provision will be further examined. Details such as specific uses are not being considered as part of the Local Planning Strategy.
Believes blocks of land are too small for children to play. Would like more parks, gardens, and sporting areas closer to new housing.	10.4	The Strategy proposes to accommodate different needs with the variety of block sizes.
Improvements to Wattle Grove public open space areas are excellent, now need to see similar done for other areas	7.3	The proposed improvements to the public open space area in Wattle Grove represent a long term commitment by the Shire to provide local residents with an appropriate level of amenity. Other areas will receive funding in future years
more sport venues are needed for meeting the needs of young people	45.5	Noted
Concern about public open space areas being located adjacent to stormwater drains	12.1	Some areas of open space are required to have the dual function of recreation and drainage on the proviso that the drainage function is still designed as usable public open space
public open space areas in Wattle Grove need improvement	13.2, 14.4, 48.1	A landscape master plan is currently being developed for the Wattle Grove Urban Area. The plan will guide improvements to the public open space over the next two years
13 Sustainability		
Does not believe Shire and the occupants are living sustainably. Unhappy with commute times increase without new bridge lanes. Does not want much tourism, believes it is poor for the environment.		Shire is committed to improving sustainable living where ever possible. Comments on commuting times and tourism are noted.
Supports environmentally and people friendly urban designs. Supports sustainable growth.		Noted
Supports sustainable development	16.5, 18.7, 20.7, 29.6, 31.7, 44.5	Noted
14 Tourism development opportunities are good so far.		
Supports increased tourism	1.9, 6.9	Tourism is an important element of the draft Strategy. Planning for sustainable tourism is one of the key goals of the Shire as it can make a significant contribution to the local economy. There are a number of potential business attractions, natural and historical sites that need to be promoted. The Hills Orchard areas offer great potential for further tourism related development.
Does not support tourism development opportunities		Noted
Supports a blend of accommodation and agriculture. Would like to preserve the valleys.		Planning and Tourism related initiatives which allow for existing horticultural activities to provide accommodation, tearooms and restaurants are supported by the Strategy.
Tourists come to the hills drawn by the natural environment	5.7, 11.8	Tourism and the opportunities that exist for passive and active recreation in Kalamunda is an important element of the draft strategy
tourism development opportunities should not impact on lifestyles of existing residents	10.9, 26.9, 49.8	Sustainable tourism development is the key

Public Submissions - Wattle Grove

Issue	Submission/Issue Number	Council response
tourism developments should not be a priority consideration	31.9, 33.8	Noted
15 Service Infrastructure / utilities		
Would like to have: Gas line to the hills, more roads to access all utilities, underground power.		Noted, however, unlikely owing to high cost of digging through granite.
State Sewerage Policy is not suitable for the Hills area. The Shire should challenge the State Health Department and develop a local policy suitable for our soil types and terrain.		Noted
two properties across Lenori Road from the current shopping centre in Gooseberry Hill could be additional retail site.		Noted
Access to sewerage and other services won't be readily available to service Wattle Grove, designation for development premature	18.6, 50.2, 93.2, 94.2, 118.12, 187.5, 218.2, 218.7	Formal advice from the Water Corporation indicates that Wattle Grove can be serviced. The issue is one of timing and cost.
the servicing requirements should be clearly outlined, for consideration ahead of future planning	218.8, 218.11	Future planning of the area will require detailed planning investigations to be undertaken, including servicing to support the MRS amendment process
16 Amendment 18 related matters		
Aged accommodation needs to be in the correct location. The location proposed is not the best location that is available. The WAPC has confirmed that aged accommodation sites in Gavour Road and Brentwood Road do not meet the need to plan for accessible and affordable facilities	2.1, 24.1, 52.11,55.4,56.4, 59.7, 61.5, 63.11, 69.10, 70.4, 70.6, 72.6, 73.4, 74.4, 75.5, 75.10, 76.1, 77.1, 79.4, 80.1, 81.1, 81.8, 82.1, 82.9, 84.5, 84.6, 86.3, 87.5, 87.6, 88.6, 88.11,89.6, 89.11, 90.6, 90.11, 91.2, 91.8, 92.6, 92.7, 97.5, 97.6, 98.4, 98.5, 99.4, 99.5, 100.5, 100.6, 101.5, 101.6, 102.6, 102.7, 103.5, 103.6, 104.5, 104.6, 105.11, 106.6, 106.7, 107.5, 107.6, 108.5, 108.6, 109.4, 109.5, 110.6, 110.7, 111.5,111.6, 112.5, 112.6, 113.6, 113.11, 114.4, 114.5, 115.6, 115.7, 116.4, 116.5, 117.1, 117.2, 118.6, 118.7, 119.6, 119.7, 120.4, 120.5, 121.2, 121.3,124.5, 124.6, 125.7, 122.5, 122.6, 123.4, 123.5,125.8, 125.9, 126.6, 126.7, 127.6, 127.7, 128.3, 128.4, 129.3, 129.4, 130.5, 130.6, 131.4, 131.5, 132.6, 132.7, 133.5, 133.6, 134.5, 134.6, 135.5, 135.6, 136.5, 136.12, 137.6, 137.7, 138.3, 138.4, 139.3, 139.7, 140.6, 141.3, 141.9, 142.7, 142.8, 143.7, 143.8, 144.5, 144.6, 145.4, 145.5, 146.4, 146.5, 147.4, 147.5, 148.4, 148.5, 149.2, 149.3, 150.5, 150.6, 151.4, 151.5, 152.4, 152.5, 153.4, 153.5, 154.4, 154.5, 155.2, 155.3, 156.6, 156.11, 157.6, 157.7, 158.5, 158.6, 159.5, 159.6, 160.6, 160.11, 161.4, 161.5, 162.5, 162.6, 163.6, 163.12, 164.6, 164.10, 165.5, 165.6, 166.4, 166.5, 167.5, 167.6, 168.5, 168.11, 169.3, 169.6, 170.6, 170.9, 171.6, 171.7, 172.6, 173.5, 173.12, 174.4, 174.5, 175.3, 175.4, 176.3, 176.4, 177.2, 177.3, 178.2, 178.3, 179.3, 179.11, 180.5, 180.6, 181.3, 181.4, 182.5, 182.12, 183.4, 184.6, 190.12, 191.12, 194.8, 194.9, 195.1, 199.1, 196.4, 196.7, 209.6, 210.6, 216.4, 216.5, 217.4, 217.5,	the draft strategy identifies a number of potential sites for aged accommodation. Some of these are on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, state and local governments are in a position to undertake the planning process necessary to developed the sites
I am not in support of the proposal and have expressed my disapproval multiple times in the past	W52.6, 52.12, 53.3, 59.5, 63.6, 64.5, 69.5, 73.2, 76.6, 77.6, 81.5, 98.3, 99.3, 109.3, 114.3, 116.3, 117.3, 121.6, 123.3, 128.7, 131.3, 138.6, 144.8, 146.7, 148.3, 151.3, 152.3, 153.3, 154.3, 161.3, 166.3, 169.7, 170.7, 174.3, 176.9, 181.8, 190.1, 205.6, 216.3, 216.3,	Noted
the local community wants to keep Wattle Grove rural and the proposed aged accommodation conflicts with the rural character of the area	51.2, 52.2, 53.2, 55.2, 56.2, 57.1, 58.2, 59.2, 61.2, 63.2, 63.12, 64.2, 65.2, 66.2, 69.2, 72.2, 75.2, 76.2, 77.2, 82.2, 91.6, 92.2, 102.2, 106.2, 110.2, 115.2, 118.2, 119.2, 125.4, 126.2, 127.2, 129.7, 132.2, 137.2, 141.5, 145.7, 149.6, 155.6, 157.2, 171.2, 172.2, 185.2, 190.4, 191.1, 191.4, 192.1, 194.1, 196.3, 205.2, 218.18	The issue of scheme amendment 18 is a separate issue to that of the strategy. The focus of the strategy is to plan the strategic direction of the shire for the next 20 years. Irrespective of the proposal for Gavour Road, the draft strategy would recommend that Wattle Grove be identified as future urban
there is no guarantee that high care nursing facilities will be provided	194.1	The issue of scheme amendment 18 is a separate issue to that of the strategy. The focus of the strategy is to plan the strategic direction of the shire for the next 20 years. Irrespective of the proposal for Gavour Road, the draft strategy would recommend that Wattle Grove be identified as future urban
17 Wattle Grove Urban development		
Wattle Grove should only be urbanised if the majority of the population want it. I am against it and would like the area to be left as rural	2.3, 2.7, 5.9, 9.6, 10.2, 47.2, 51.1, 51.6, 52.1, 52.5, 52.13, 53.1, 55.1, 56.1, 57.3, 58.1, 59.1, 60.1, 61.1, 62.1, 63.1, 64.1, 65.3, 66.1, 69.1, 72.1, 73.1, 74.1, 75.1, 78.4, 78.5, 79.5, 81.2, 83.4, 84.1, 84.3, 85.1, 85.3, 85.6, 86.1, 87.1, 87.3, 88.1, 88.3, 89.1, 90.1, 91.1, 91.9, 92.1, 98.1, 99.1, 100.1, 101.1, 102.1, 102.1, 105.1, 105.5, 106.1, 109.1, 110.1, 110.13, 111.1, 112.1, 113.1, 114.1, 115.1, 116.1, 117.5, 118.1, 119.1, 121.5, 123.1, 124.1, 125.1, 126.1, 127.1, 128.1, 129.1, 131.1, 132.1, 137.1, 138.1, 139.1, 140.1, 141.1, 142.1, 143.1, 144.1, 145.1, 146.1, 147.1, 148.1, 149.1, 151.1, 152.1, 153.1, 154.1, 155.1, 156.1, 157.1, 159.1, 160.1, 161.1, 162.1, 165.1, 166.1, 168.1, 169.1, 170.1, 171.1, 172.1, 174.1, 175.1, 176.1, 180.1, 181.1, 187.8, 190.7, 191.7, 194.2, 205.1, 209.1, 210.1, 216.1, 217.1, 133, 134, 141, 201.3, 190.8, 134.12, 135.12, 136.6, 139.8, 140.10, 142.9, 143.11, 147.10, 150.12, 156.7, 158.12, 159.11, 160.5, 162.7, 163.5, 164.5, 165.7, 167.12, 168.7, 172.9, 173.6, 175.7, 177.12, 178.4, 179.4, 180.11, 182.6, 183.1, 184.1, 205.8, 209.2, 210.2, 215,	the intent of the draft strategy is to establish the strategic direction of the shire over the next 20 years during which time the population is expected to grow and 2.2m and 3.5m by 2056. From a planning perspective, Wattle Grove is considered suitable for future urban development given the area is not removed from the urban front, has access to services, infrastructure, is located only 20 minutes from Perth and has access to existing and future employment areas around the Perth airport. Based on these attributes, it is considered that the Wattle Grove area represents a sustainable development option

Public Submissions - Wattle Grove

Issue	Submission/Issue Number	Council response
Area should not be rezoned to urban, as this has only been proposed to facilitate aged care development such as Gavour Road	9.2, 24.2, 52.4, 55.3, 56.3, 58.3, 59.4, 61.3, 63.4, 63.17, 64.3, 66.5, 69.3, 74.2, 76.4, 77.4, 78.2, 79.2, 81.3, 82.4, 85.5, 97.2, 103.2, 104.2, 107.2, 108.2, 120.2, 122.1, 130.2, 133.2, 134.2, 135.2, 136.2, 150.2, 158.2, 163.2, 164.2, 167.2, 173.2, 177.6, 178.6, 179.6, 182.2, 205.4, 209.4, 210.4,	The issue of scheme amendment 18 is a separate issue to that of the strategy. The focus of the strategy is to plan the strategic direction of the shire for the next 20 years. Irrespective of the proposal for Gavour Road, the draft strategy would recommend that Wattle Grove be identified as future urban
Proximity of high voltage powerlines along Gavour Road is likely to be a health issue for aged persons	190.13, 191.13	The issue of scheme amendment 18 is a separate issue to that of the strategy. The focus of the strategy is to plan the strategic direction of the shire for the next 20 years. Irrespective of the proposal for Gavour Road, the draft strategy would recommend that Wattle Grove be identified as future urban
Supportive of urban development in the area	46.2, 202, 206, 208, 212, 213, 214,	noted
urban development in Wattle Grove would result in significant traffic increases, with resulting impacts on character of area	51.3,52.3, 57.2, 57.9, 58.8, 59.3, 59.12, 60.2, 63.3, 64.4, 64.8, 65.5, 66.8, 67.5, 68.5, 71.7, 72.3, 75.3, 75.7, 76.3, 79.1, 80.5, 82.3, 83.11, 84.2, 84.8, 87.2, 87.11, 88.2, 88.5, 89.2, 89.5, 90.2, 90.5, 92.3, 97.1, 98.2, 98.9, 99.2, 99.8, 100.2, 100.8, 101.2, 101.8, 102.3, 103.1, 104.1, 105.2, 105.9, 106.3, 107.1,108.1, 109.2, 109.8, 110.3, 111.2, 111.9, 112.2, 112.9, 113.2, 113.9, 114.2, 114.8, 115.3, 116.2, 116.8, 117.4, 117.8, 118.3, 119.3, 120.1, 121.1, 121.7, 122.2, 123.2, 123.8, 124.2, 124.9, 125.5, 126.3, 127.3, 128.2, 128.9, 129.2, 130.1, 131.2, 131.8, 132.3, 133.1, 134.1, 135.1, 136.1, 137.3, 138.2, 138.8, 139.2, 139.9, 140.2, 140.7, 141.6, 142.4, 142.10, 143.4, 143.10, 144.4, 144.7, 145.3, 146.3, 146.9, 147.3, 147.7, 148.2, 148.8, 149.7, 150.1, 151.2, 151.8, 152.2, 152.8, 153.2, 153.8, 154.2, 154.8, 155.7, 156.2, 156.9, 157.3, 158.1, 159.2, 160.2, 161.2, 161.8, 162.2, 162.9, 163.1, 164.1, 165.2, 165.9, 166.2, 166.8, 167.1, 168.2, 168.9, 169.2, 170.2, 171.3, 172.3, 172.10, 173.1, 174.2, 174.8, 175.2, 175.6, 176.2, 176.6, 177.1, 178.1, 179.1, 180.2, 180.9, 181.2, 181.7, 182.1, 183.5, 184.5, 192.5, 194.11, 205.3, 209.3, 210.3, 216.2, 216.8, 217.2, 217.8,	The draft strategy will establish the strategy vision and planning framework required for planning of the area to proceed. The issue of traffic management would be investigated as part of the structure plan process
the WAPC has advised that there is no intention to develop the land south of Wattle Grove (City of Gosnells). Therefore any consideration to rezone Wattle Grove for urban uses is premature	52.9, 57.4, 58.5, 59.6, 63.9, 65.4, 66.6, 69.8, 70.3, 73.3, 76.7, 77.7, 78.6, 79.6, 80.3, 81.6, 83.6, 91.5, 92.10, 97.11, 102.12, 103.4, 104.4, 106.5, 107.4, 108.4, 110.5, 115.5, 118.5, 119.5, 122.4, 126.5, 127.5, 129.9, 130.4, 132.5, 133.4, 134.4, 135.4, 136.4, 137.5, 141.8, 145.9, 149.8, 150.4, 155.9, 157.5, 158.4, 163.4, 164.4, 167.4, 171.5, 172.11, 173.4, 177.8, 178.8, 179.8, 181.4, 187.7, 218.12	It is the understanding of the Shire that the City of Gosnells is progressing ahead with Stage 1 of the Maddington Kenwick Strategic Employment Area and will be looking at Stage 3A shortly.
urban development would significantly impact on the character and lifestyle opportunities in the area	52.15, 57.7, 58.7, 58.11, 59.10, 59.19, 60.10, 63.15, 63.23, 64.10, 65.9, 65.12, 67.2, 68.3, 69.19, 70.7, 71.5, 76.14, 78.1, 128.10, 128, 137, 138.7, 138.9, 144.3, 144.9, 146.8, 146.10, 148.6, 148.9, 151.6, 151.9, 152.6, 152.10, 153.6, 153.10, 154.6, 154.9, 159.8, 160.8, 161.6, 161.9, 166.6, 166.10, 169.8, 169.9, 170.3, 170.8, 174.6, 174.10, 175.8, 176.7, 176.8, 181.5, 181.9, 190.6, 191.6, 192.7, 194.3, 194.4, 199.2, 200.2, 205.9, 211.1, 216.6, 216.9, 217.6, 217.9, 131.11, 188.2, 198.2, 198.3	The introduction of the residential bushland zone with its emphasis on the retention of vegetation will ensure trees and habitat can be provided for.
urban development would significant impact on the ability of children to play in the area	51.4,52.16, 57.8, 59.11, 63.16, 65.6, 67.4, 68.4, 71.6, 72.10, 78.8, 79.9, 83.10, 87.8, 88.8, 89.8, 90.8, 92.8, 97.8, 98.7, 99.7, 102.10, 103.8, 104.8, 105.8, 106.8, 107.8, 108.8, 109.7, 110.8, 111.8, 124.8, 125.2, 126.8, 127.8, 128.5, 129.5, 130.8, 131.7, 132.8, 133.8, 134.8, 135.8, 136.8, 137.12, 138.5, 139.4, 140.3, 141.2, 142.2, 143.2, 144.2, 145.2, 146.2, 147.2, 148.7, 149.12, 150.9, 151.7, 152.7, 153.7, 154.7, 155.4, 156.8, 157.12, 158.8, 159.10, 160.10, 161.7, 162.8, 163.8, 164.8, 165.8, 166.7, 167.8, 168.8, 169.5, 170.5, 171.8, 172.7, 173.8, 174.7, 175.5, 176.5, 177.4, 178.12, 180.8, 181.6, 182.8, 183.2, 184.2, 216.7, 217.7, 112.8, 113.8, 115.8, 116.7, 117.7, 118.8, 119.11, 120.7, 122.8, 123.7	The intent of the draft Strategy is to establish the strategic direction of the Shire over the next 20 years during which the population of Perth is expected to grow to 2.2 million. Is it sustainable and/or realistic to continue to expect growth to sprawl north and south of the Perth Metropolitan Region into areas which does not have access to the necessary services and infrastructure, when land such as Wattle Grove being only 20 minutes from Perth which can be serviced with the necessary infrastructure and services? The introduction of the residential bushland zone into the foothills areas will allow for a range of lifestyle options for the community with lot sizes of 2,000sqm and 4,000sqm. These lots will have provisions incorporated into our Scheme which will require the retention of existing native vegetation.
18 Commercial Activities		
Better shopping areas should be provided	9.3, 38.3, 40.4, 47.4	A structure plan has been prepared for the Forrestfield Forum Shopping Centre as a designated activity centre under SPP4.2. The intent of the plan is to guide future development and the renewal of the shopping centre.
Concerned about lack of planning for small business	12.3	retail and other commercial opportunities will be identified at the structure planning stage in the process
More restaurants are required	45.9	The Shire can provide the necessary zonings to allow for restaurants, however it is the private sector that will decide if a restaurants is to be built or not
19 Planning for Bushfire protection		
Consideration should be given to reducing the fire risk in the town of Kalamunda	11.3	Fire and mitigation measures will need to be addressed for all urban areas in the Shire
Fire planning will be a relevant planning consideration	218.10	A bushfire strategy will be prepared to plan for the risk in the Shire
20 General		
General support for the local planning strategy	219.1	Noted
General lack of support for the local planning strategy		Noted
21 Other		

Public Submissions - Wattle Grove

Issue	Submission/Issue Number	Council response
I want to continue to be able to ride horses	57.10,58.9, 65.10, 66.9, 67.7, 68.7, 71.9, 76.11, 77.11, 81.10, 92.11, 97.10, 102.8, 103.9, 104.9, 106.12, 107.9, 108.9, 110.10, 115.10, 120.8, 122.9, 125.11, 126.10, 127.12, 129.11, 130.9, 132.10, 133.9, 134.10, 135.10, 136.10, 137.10, 141.11, 145.10, 149.11, 150.8, 155.12, 157.10, 158.9, 159.9, 160.9, 163.9, 164.9, 167.9, 171.10, 173.9, 177.10, 178.10, 179.10, 182.9,	In the event that urbanisation of the area does proceed, no landowner would be forced to sell or subdivide their land. Effectively owners can remain on their landholding indefinitely
I want to be able to safely walk our dogs	92.12, 102.9, 106.9, 110.9, 115.12, 118.9, 119.8, 125.1, 126.12, 127.10, 129.10, 132.9, 137.9, 141.12, 145.11, 149.10, 155.10, 157.9, 171.12,	Noted
I would like this area to remain as it is for the future generation of families to enjoy	111.12, 113.12	Noted
changing the zoning would change our rural lifestyle	112.12	Noted
this area is unique so close to the City and should not be urbanised	114.11	Noted
I disagree because there is already too much vacant industrial and commercial property and I would like this area to remain rural	123.11, 193.1, 197.1, 197.2, 201.2, 207.1,	Noted
I would like this area to remain as it is for the future generations of families to enjoy	161.11, 185.3,	Noted
changing the zoning would change our rural lifestyle	124, 129, 130.12, 130, 131.6, 131.9, 186.1, 187.1,	In the event that urbanisation of the area does proceed, no landowner would be forced to sell or subdivide their land. Effectively owners can remain on their landholding indefinitely
this area is unique so close to the City and should not be urbanised	126, 190.11, 191.11,	Noted
Likely that rates will rise if the area is rezoned.	190.3, 191.3,	Rates do not change with the rezoning of an area. Rates might change when a property is subdivided in accordance with the new zoning
Conflict with local scheme and/or MRS.	194.6, 194.7,	the TPS and MRS zonings would need to change to accommodate the change in the zoning of the area
document should be updated for technical and grammatical accuracy	218.26	Documentation has been updated
Planning for housing developments should be open and transparent	2.4	Noted
housing development should be left to experts in the field	6.6	Noted
sustainable development should be left to experts in the field	6.7	Noted
the shire lacks areas that are special	20.9	Tourism is an important element of the draft Strategy. Planning for sustainable tourism is one of the key goals of the Shire as it can make a significant contribution to the local economy. There are a number of potential business attractions, natural and historical sites that need to be promoted. The Hills Orchard areas offer great potential for further tourism related development
management of infrastructure assets(roads, drains etc) needs to be a greater priority for the Shire	21.4	Noted
concern about lack of effective stakeholder engagement as part of progression of the strategy	29.11	The strategy was extensively advertising, including 8 weeks of formal advertising, notices in the newspapers, letters to residents and a series of open days
do not support the strategy as the Shire has no intention of hearing what we have to say/the LPS completely ignores the wishes of the community	51.6, 52.22, 53.3, 55.7, 60.3, 63.5, 66.4, 69.4, 71.2, 72.4, 75.4, 76.5, 77.5, 80.2, 81.4, 81.15, 82.5, 83.5, 85.4, 89.3, 90.3, 92.13, 100.3, 101.3, 105.3, 111.3, 112.3, 113.3, 124.3, 139.6, 140.5, 142.5, 143.5, 147.8, 156.4, 159.3, 160.3, 162.3, 165.3, 168.3, 175.9, 180.3, 190.9, 191.9, 201.4, 211.2, 203.2, 204.2, 205.5, 209.5, 210.5, 218.1	Noted
the LPS is inconsistent with the vision statement in the state planning strategy 2007	52.8, 60.5, 61.4, 63.8, 69.7, 70.2, 82.7, 91.4, 92.4, 102.4, 106.4, 110.4, 115.4, 118.4, 119.4, 125.6, 126.4, 127.4, 129.8, 132.4, 137.4, 141.7, 145.8, 149.9, 155.8, 157.4, 171.4, 172.4, 190.10, 191.10,	the vision of the state planning strategy statement is a broad and general statement of how Perth should develop in the long term. The vision acknowledges that local government must plan for population growth
the LPS is inconsistent with the Outer Metro Perth and Peel Sub-Regional Strategy, which is a critical element of directions 2031 implementation	52.10, 60.6, 63.10, 69.9, 72.5, 74.3, 76.8, 77.8, 81.7, 82.8, 83.2, 84.4, 85.2, 87.4, 88.4, 89.4, 90.4, 91.3, 93.6, 94.6, 100.4, 101.4, 105.4, 111.4, 112.4, 113.4, 124.4, 125, 140.9, 142.6, 143.6, 147.9, 156.3, 159.4, 160.4, 162.4, 165.11, 168.4, 175.10, 180.4, 218.3	the draft outer metropolitan strategy identifies Wattle Grove for future consideration as an urban investigation area due to its proximity to the urban front and employment opportunities around the airport

Public Submissions - Gooseberry Hill

Issue	Submission/Issue Number	Council response
General support for strategy, no comment offered		
1 Protection of flora and fauna - natural environment		
concern with development that could occur on the escarpment at Kalamunda and Lesmurdie, because of the visual effects.		
more native plants and trees throughout shire		
Interested in protection of the local flora, as a member of the Darling Range Wildflowers Society.		
Does not support the protection of the natural environment and biodiversity within the Local Planning Strategy plans.		
Concerned about loss of native/natural habitat, want natural environment protected	14.3, 27.3-27.7, 33.2-33.5,33.7-33.10	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
preserve and protect Lesmurdie Falls Bushland areas, also the Hills Reserve.		
Plan for fire risk development near forests and Reserves. Plans to include preventative measures by the Shire and DEC.		
protect wildlife corridors	27.1	The Wildlife Corridor strategy will be reviewed as part of the draft Strategy.
general support for the local biodiversity strategy	7.6, 18.7, 22.7, 25.8	Noted
general lack of support for the local biodiversity strategy	12.5, 33.1	Noted
feeling that the local planning strategy does not effectively recognise the local biodiversity strategy		
vegetation should be retained in new development areas	12.4, 13.7, 18.6, 26.2, 33.9	Noted
Wattle Grove should be retained as a 'mitigation zone', as previously identified under federal legislation		
clearing of vegetation may impact on cockatoo habitat		
2 Proposed Residential Bushland Zone		
Houses and bush do not go together- perhaps some controlled burning or small pockets of high density housing would help.		
Requests modification to area included in the Residential Bushland zone. Would like flexibility to be provided within the residential bushland zone for transition of lot sizes. Would prefer increasing lot size consideration when adjacent to large lot sizes, such as 1 acre.		
foothills should be retained as a greenbelt		
Disappointed not to have been included for urban subdivision but pleased to be included for residential bushland subdivision		
would like to see 2,000m2 lots to give more people the opportunity to live on a bush block		
supportive of proposed designation for area		
3 Rural zones - Special Rural, Hills Orchard Area		
Would like property to be classified as Special Rural zoning to maximise the development potential.		
Would like Special Rural Areas/Orchards to be subdivided into smaller parcels, but would like the Special Rural/Orchard areas to be retained.	20.1, 22.2	Subject of the Hills Orchard Study review. -. The draft Strategy proposes to review the Hills Orchard Area with a view to consider possible reduction in the minimum lot size for orcharding areas where it can be demonstrated that such reductions in the lot size will not affect the viability of the orcharding industry. The Strategy is recommending that the residential bushland zone be extended to include the special rural buffer. If this is supported then subdivision could be consider down to 2,000sqm or 4,000sqm depending on the location.
Special Rural/ Orchard retain as is, do not allocate all orchard/rural to housing.		
it is essential to retain some orchard and special rural areas, with some rezoned to cater for housing demand	11.2, 25.3	There is no intention of turning the whole of the rural area to residential. The Hills Orchard area is recognised as important for fruit production and tourism opportunities. These areas will be protected under the Strategy.
special rural and orchard areas should be retained as such. (for range of reasons, including greenbelt, maintaining character of the area, retaining productive capacity)	2.2, 6.2, 7.2, 13.2, 17.2, 18.2, 21.2	Noted. The draft strategy proposes to review the hills orchard area with a view to considering possible reduction in the minimum lot sizes for orcharding areas where it can be demonstrated that such reductions will not affect the viability of the orcharding
Special Rural Areas – See them more as tourist attractions in themselves and special environments to retain without major subdivisions.		
the future of rural and orchard areas is limited to the hills only.		
current owners should not be forced to sell		
special rural areas are important as providing opportunities for commercial businesses		
Special rural areas have no future as they are located too close to the Perth CBD		
special rural areas should be expanded		
rural land should be retained to ensure sufficient space for existing land uses		

Public Submissions - Gooseberry Hill

Issue	Submission/Issue Number	Council response
urban dwellers rely on the rural buffer for a number of reasons including but not limited the provision of a visual break		
the orchard study is out of date and orcharding activities are continuing to decline		
4 Aged Accommodation facilities		
More park home accommodation with security of tenure as a cheaper alternative to retirement village.		
Urgent need / supports aged accommodation	6.1, 7.1, 11.1, 13.1, 17.1, 18.1, 21.1, 22.1, 28.1, 29.1, 30.1, 31.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, developers, State and Local government are in a position to undertake the planning process necessary to develop the sites.
Does not support aged care centres and wants a younger more vibrant mix.	5.1	Noted
More flexibility needed to allow second dwellings on current blocks without any need for subdivision.		
support for aged accommodation development, especially in Wattle Grove		
aged person accommodation is very much needed, however it needs to be well-located	10.1, 25.2	Noted
wattle grove lacks infrastructure and shops to support aged person developments		
Aged accommodation is important, however nursing home/higher level care accommodation is a greater priority (including 3 phase care)	2.1, 4.1, 14.1, 32.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. Whilst the focus of these developments will be independent living units, some of the facilities will provide residential care facilities as well.
the shire should only be facilitating high care facilities		
shire should take the lead in providing aged accommodation, through land acquisition and development of sites		
Should not locate old people all together, instead needing to be located close to families (opportunity to age in place)		
Hoping not to need aged accommodation for a long time to come		
aged accommodation development may impact on current lifestyle and amenity of area		
there should be more subsidised homes available for pensioners who have to rent privately		
there is sufficient aged persons accommodation, the challenge is securing sufficient staff resources		
development should be on land appropriately zoned		
5 Growth/Housing /density		
growth and development is inevitable and should be effectively planned for	16.2, 22.5, 22.6, 25.6	the population growth scenarios reflect the expected population growth Perth will experience over the next 20 years
Concerned about population growth and housing development. The Shire should take a proactive approach protecting local area	9.4, 21.4, 26.1	Shire needs to plan for population expansion along lines established by State Government.
Supports higher density to accommodate population growth	26.4	Noted. Some special rural areas particularly in the foothills have been identified as having potential for subdivision
Support for increased densities around centres	7.5	Noted
larger block size, range of lot sizes		
housing density is too high. Larger lots should be provided, in keeping with country atmosphere	9.2, 21.5	The strategy provides for a broad range of lot sizes through the introduction of the residential bushland zone into the foothills providing for 2000m2 and 4000m2 lots. Combine this with the proposed urban areas of Maida Vale south and Wattle Grove will offer a range of housing opportunities for the community
would like to see increased density around Kalamunda townsite in order to facilitate the protection of rural/orchard areas	18.5	The aim of the strategy is to protect as much bushland and maintain the environmental corridors for wildlife.
support for increasing land available for new houses		
a greater diversity of housing options should be available to meet a range of needs	5.4, 23.3	The strategy aims to produce a variety of housing that will service different needs
growth will facilitate economic development		
more housing will ultimately result in better schools, shops and public transport services		
the LPS is based on incorrect population growth projections (25,000), which is inconsistent with state government forecasts of 20,000 by 2031		
concerns raised about the accuracy of population growth projections		
would like to see a particular property(ies) rezoned to facilitate further subdivision/development	1.1, 8.1, 23.1, 23.2	Noted
Concerned about a sea of roofs and colourbond fencing (impacts of residential development on character of area)	13.6, 17.5	Noted
6 Industrial land		

Public Submissions - Gooseberry Hill

Issue	Submission/Issue Number	Council response
Creation of industrial area on Welshpool Road East should be stopped- we need pockets of rural land as a buffer between residential lots.		
Does not want industrial growth in semi-rural SW area. Would like this area and Wattle Grove to remain semi-rural/low-density housing.		
Would like to preserve Kalamunda Shire against industrial and commercial activity.	1.2, 2.3	Well planned industrial and commercial use land will enhance the area and improve employment potential in the Shire.
Supports industrial growth in appropriate locations		
Does not support industry in Forrestfield and High Wycombe. Too many trucks parked and driving through the areas.		
Would like to preserve some bushland / landscaping amongst industrial.		
Industrial Growth and Employment – From Roe Highway through High Wycombe is badly planned and an unreasonable bottle neck at times. Morning/evening commute time, school drop off/pick up – Travel time has doubled.		
concerns about impacts from industrial development including impact on the character of the area, along with groundwater, noise, pollution and traffic impacts	2.5, 5.2, 10.2, 13.3, 17.3, 22.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Too much industry encroaching on the Hills area.	5.5, 25.4	Industry is predominantly proposed in the foothills.
industrial growth around the Perth airport is inevitable and is not opposed		
Planning for industrial development of special rural areas, such as that adjacent to the Maddington Kenwick Strategic Employment Area should progress		
industrial development will be beneficial with respect to employment creation	6.3, 7.3, 11.3	The proposed Forrestfield/High Wycombe industrial area will generate significant employment opportunities for the local community who wish to reside in the locality
industrial development will necessitate improved road and rail transport infrastructure		
7 Rail extension/ public transport		
Increased public transportation, train station to the airport, city, north of city due to heavy traffic and other transport options.		
Public transport usage is limited and is fine for meeting current needs	12.6	Noted
public transport is reasonable but services could be extended	2.6	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs to Perth is an issue of concern for local residents and needs to be addressed. The Shire is actively pursuing a rail link option from Perth Airport to the eastern suburbs. This would open up rapid bus links and improved cycling facilities options to a station in Forrestfield or High Wycombe.
Increases to public transport are very much needed.	3.5, 7.7, 7.11, 11.5, 13.8, 17.7, 18.3, 18.9, 21.6, 22.8, 25.9, 29.2, 33.12	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus
the less public transport to Perth the better		Noted
8 Traffic /Roads		
Population growth should not commence until the roads are upgraded.	12.3	Noted
upset with the current condition of Roe Hwy and Berkshire Rd intersection. Wants the intersection realigned for traffic to enter safely. Suggests overpass		
High Wycombe has been ignored as the gateway to Kalamunda. The traffic is heavy and the approach is now an industrial area.		
In view of increased traffic and further increases with larger populations, should roads be wider.	11.4	Some of the main roads within the shire are planned to be widened
trucks are clogging up our (rural) streets		
Tonkin Hwy needs more fly overs		
Road improvements are needed, including addressing blackspots and speeding		
concerned about congestion and expected growth impact on traffic volumes on roads	12.8	traffic and parking in Kalamunda central area is currently being reassessed taking into account potential increases in development in that area
9 Path networks		
additional foot and cycle paths need to be constructed	12.1, 33.13	the provision of multiuse paths is a priority for the Shire. There will be provided on-going improvements to footpaths and public open space areas
10 Urban Design and Streetscapes		
Supports urban design and streetscape, with parks and bushland. Would like more cycleways, artwork and designs in footpaths., suburbs having own character. Further improvements required	2.4, 5.3, 7.4, 10.3, 12.2, 13.4, 16.1, 17.4, 18.4, 22.4, 33.6	Noted. Townscape improvement plans address streetscape issues. Detailed urban design initiatives are being planned at commercial centres.
The streetscapes look tired/needs to be updated		
Does not support various centre enhancements		
New subdivisions should incorporate improved streetscapes		
Wattle Grove should be given a higher level of priority for urban design improvements, as currently lagging behind		
new roads should be provided with greater width to allow parking, as too narrow		
Urban design considerations are not considered relevant to a particular area		

Public Submissions - Gooseberry Hill

Issue	Submission/Issue Number	Council response
Town centre should be modified to provide improved environment (parking, pedestrian mall, built form etc)	9.3, 14.2, 21.3, 25.5	Currently the traffic and parking study for Kalamunda Central Area is being considered
streetscape planning could be improved in a number of ways		
11 Community facilities		
the more community infrastructure and facilities there are the better		
without improved infrastructure and facilities, urban development should not be occurring		
Facilities in Forrestfield are very good		
Juniper Way Reserve needs more seating in the park surrounding the 2 playgrounds.		
Would like increased recreation / community facilities (particularly in the context of projected population growth)	3.3, 3.4, 9.6, 15.1, 16.3, 16.4, 17.6, 17.9, 25.11	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
Whilst recognising that efforts are being made on some walk tracks, more can be done in the way of improving many of the tracks and providing informative signage, rest areas and BBQ facilities.		
More community infrastructure and facilities are needed for the new Wattle Grove Area		
the currently level of community infrastructure provision is appropriate/further infrastructure not required	21.8	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
Provision of community infrastructure should be done in a consultative manner	7.9	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
funding for community infrastructure is not distributed evenly across the shire		
it is unclear how funding will be provided for community infrastructure		
the Shire does have an effective 25 year funding plan for community infrastructure, which should be utilised		
need to provide more infrastructure to meet the needs of young people	9.8, 18.10, 19.1	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
provision of community infrastructure goes against the character of the hills		
Existing infrastructure needs to maintained/upgraded	13.10	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
12 Public Open Space		
more parks are needed in newly developed areas	10.4	Noted. Additional areas of public open space will be provided as part of new development areas
Would like to leave more open spaces. Would like to remove the rollerblade rink and BMX bike track to more suitable location in Forrestfield.		
Believes blocks of land are too small for children to play. Would like more parks, gardens, and sporting areas closer to new housing.		
Improvements to Wattle Grove public open space areas are excellent, now need to see similar done for other areas		
more sport venues are needed for meeting the needs of young people		
Concern about public open space areas being located adjacent to stormwater drains		
public open space areas in Wattle Grove need improvement		
concerns raised about the current reserve rationalisation work by the Shire	27.2	Noted
13 Sustainability		
Does not believe Shire and the occupants are living sustainably. Unhappy with commute times increase without new bridge lanes. Does not want much tourism, believes it is poor for the environment.		
Supports environmentally and people friendly urban designs. Supports sustainable growth.	9.5, 14.4, 14.5, 25.7, 26.3	Shire is committed to improving sustainable living where ever possible
Supports sustainable development		
14 Tourism development opportunities are good so far.		
Supports increased focus on tourism	7.8, 8.3, 11.6, 12.7, 13.9, 17.8, 21.7, 22.9, 25.10	Tourism is an important element of the draft Strategy. Planning for sustainable tourism is one of the key goals of the Shire as it can make a significant contribution to the local economy. There are a number of potential business attractions, natural and historical sites that need to be promoted. The Hills Orchard areas offer great potential for further tourism related development.

Public Submissions - Gooseberry Hill

Issue	Submission/Issue Number	Council response
Does not support tourism development opportunities		
Supports a blend of accommodation and agriculture. Would like to preserve the valleys.		
Tourists come to the hills drawn by the natural environment	10.5	Tourism and the opportunities that exist for passive and active recreation in Kalamunda is an important element of the draft strategy
tourism development opportunities should not impact on lifestyles of existing residents + character of the area	2.7	Sustainable tourism development is the key
tourism developments should not be a priority consideration		
15 Service Infrastructure / utilities		
Would like to have: Gas line to the hills, more roads to access all utilities, underground power.	33.11	Noted, however, unlikely owing to high cost of digging through granite.
State Sewerage Policy is not suitable for the Hills area. The Shire should challenge the State Health Department and develop a local policy suitable for our soil types and terrain.	8.2	The Shire is required to adhere to the state sewerage policy
two properties across Lenori Road from the current shopping centre in Gooseberry Hill could be additional retail site.		
Access to sewerage won't be readily available to service subdivision and development in Wattle Grove		
access to sewerage will be a relevant consideration for further subdivision/development	13.5, 22.10	Infrastructure upgrade and provision of infrastructure in the new development areas forms a crucial part of future planning
16 Amendment 18 related matters		
Aged accommodation needs to be in the correct location. The location proposed is not the best location that is available. The WAPC has confirmed that aged accommodation sites in Gavour Road and Brentwood Road do not meet the need to plan for accessible and affordable facilities		
I am not in support of the proposal and have expressed my disapproval multiple times in the past		
the local community wants to keep Wattle Grove rural and the proposed aged accommodation conflicts with the rural character of the area		
17 Wattle Grove Urban development		
Wattle Grove should only be urbanised if the majority of the population want it. I am against it and would like the area to be left as rural		
Area should not be rezoned to urban, as this has only been proposed to facilitate aged care development such as Gavour Road		
Supportive of urban development in the area		
urban development in Wattle Grove would result in significant traffic increases, with resulting impacts on character of area		
the WAPC has advised that there is no intention to develop the land south of Wattle Grove (City of Gosnells). Therefore any consideration to rezone Wattle Grove for urban uses is premature		
urban development would significantly impact on the character and lifestyle opportunities in the area		
urban development would significant impact on the ability of children to play in the area		
18 Commercial Activities		
Better shopping areas should be provided	7.10	A structure plan has been prepared for the Forrestfield Forum Shopping Centre as a designated activity centre under SPP4.2. The intent of the plan is to guide future development and the renewal of the shopping centre. Improvement plans are being prepared for other centres
Concerned about lack of planning for small business		
More restaurants are required	24.1	The Shire can provide the necessary zonings to allow for restaurants, however it is the private sector that will decide if a restaurant is to be built or not
19 Planning for Bushfire protection		
Consideration should be given to reducing the fire risk as part of forward planning	9.7, 14.6, 23.4	Fire and mitigation measures will need to be addressed for all urban areas in the Shire
20 Other		
General support for the strategy	6.4, 25.1	Noted
the strategy needs to be more clear with respect to the implementation of actions to achieve objectives	3.1	Noted
insufficient consideration has been given to planning for places of Aboriginal heritage significance	3.2	Identified aboriginal heritage sites are regularly acknowledged and taken into account at the more detailed planning level (structure planning, development or subdivision applications)
catchment planning needs to take into consideration animal controls	3.6	This document relates to development in the catchment areas
There should be no mining allowed in the shire	9.1	There is no proposal to allowing mining in the shire.

Public Submissions - Forrestfield

Issue	Submission/Issue Number	Council response
General support for strategy, no comment offered		
1 Protection of flora and fauna - natural environment		
concern with development that could occur on the escarpment at Kalamunda and Lesmurdie, because of the visual effects.	3.2	No development can occur within the regional reserve and the preference is to limit visual impact along escarpment.
more native plants and trees throughout shire	6.4, 30.4, 31.3,	Noted
Interested in protection of the local flora, as a member of the Darling Range Wildflowers Society.	18.1	Noted
Does not support the protection of the natural environment and biodiversity within the Local Planning Strategy plans.	13.13	Noted
Concerned about loss of native/natural habitat, want natural environment protected	28.4, 30.6, 53.6	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
preserve and protect Lesmurdie Falls Bushland areas, also the Hills Reserve.	35.2	Noted
Plan for fire risk development near forests and Reserves. Plans to include preventative measures by the Shire and DEC.		
protect wildlife corridors		
general support for the local biodiversity strategy		
general lack of support for the local biodiversity strategy	13.13	Noted
feeling that the local planning strategy does not effectively recognise the local biodiversity strategy	42.7	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
vegetation should be retained in new development areas	30.4, 31.3, 33.3, 41.5	Noted
Wattle Grove should be retained as a 'mitigation zone', as previously identified under federal legislation		
clearing of vegetation may impact on cockatoo habitat		
vegetation should not be retained in new development areas, as this often leads to dividing boundary issues for neighbours		
2 Proposed Residential Bushland Zone		
Houses and bush do not go together- perhaps some controlled burning or small pockets of high density housing would help.	1.6	Bushfire protection management plans will be required in Residential Bushland areas
Requests modification to area included in the Residential Bushland zone. Would like flexibility to be provided within the residential bushland zone for transition of lot sizes. Would prefer increasing lot size consideration when adjacent to large lot sizes, such as 1 acre.	14.1, 19.1-19.3, 23.2, 31.2, 32.1, 34.1, 39.1, 40.1, 44.1, 47.1, 49.3, 49.5, 49.6, 50.3, 56.3, 57.3, 58.3, 59.3, 60.3, 61.3, 62.2, 65.1	The boundaries were modified as part of the Shire's adoption of the LPS, in the context of submissions received during the advertising period.
would like flexibility for transition of lot sizes, potentially from urban to bushland residential to green belt and then the escarpment.	49.4, 50.1, 50.2	Noted
foothills should be retained as a greenbelt	2.2	Residential bushland controls are already in the local planning scheme. However, it is proposed to introduce new provisions to ensure vegetation is retained on site.
Disappointed not to have been included for urban subdivision but pleased to be included for residential bushland subdivision		
would like to see 2,000m2 lots to give more people the opportunity to live on a bush block		
supportive of proposed designation for area		
3 Rural zones - Special Rural, Hills Orchard Area		
Would like property to be classified as Special Rural zoning to maximise the development potential.		
Would like Special Rural Areas/Orchards to be subdivided into smaller parcels, but would like the Special Rural/Orchard areas to be retained.	13.2, 37.1	Subject of the Hills Orchard Study review. -. The draft Strategy proposes to review the Hills Orchard Area with a view to consider possible reduction in the minimum lot size for orcharding areas where it can be demonstrated that such reductions in the lot size will not affect the viability of the orcharding industry. The Strategy is recommending that the residential bushland zone be extended to include the special rural buffer. If this is supported then subdivision could be consider down to 2,000sqm or 4,000sqm depending on the location.
Special Rural/ Orchard retain as is, do not allocate all orchard/rural to housing.		
it is essential to retain some orchard and special rural areas, with some rezoned to cater for housing demand		
special rural and orchard areas should be retained as such. (for range of reasons, including greenbelt, maintaining character of the area, retaining productive capacity)	27.2, 30.2, 33.2, 36.2, 41.2, 42.2, 43.2, 46.1, 52.2, 53.2, 54.2, 55.2, 66.2	Noted. The draft strategy proposes to review the hills orchard area with a view to considering possible reduction in the minimum lot sizes for orcharding areas where it can be demonstrated that such reductions will not affect the viability of the orcharding industry
Special Rural Areas – See them more as tourist attractions in themselves and special environments to retain without major subdivisions.	46.7	Some of the rural areas in the Shire are a crucial part of the tourist attraction.
the future of rural and orchard areas is limited to the hills only. current owners should not be forced to sell		

Public Submissions - Forrestfield

Issue	Submission/Issue Number	Council response
special rural areas are important as providing opportunities for commercial businesses		
Special rural areas have no future, they are located too close to the Perth CBD	13.12	The proximity of the special rural areas in the foothills close to Perth offer opportunities for alternative land use consideration
special rural areas should be expanded		
rural land should be retained to ensure sufficient space for existing land uses		
urban dwellers rely on the rural buffer for a number of reasons including but not limited the provision of a visual break		
the orchard study is out of date and orcharding activities are continuing to decline		
special rural zonings have historically been ineffective	56.1, 57.1, 58.1, 59.1, 60.1, 61.1	Noted
4 Aged Accommodation facilities		
More park home accommodation with security of tenure as a cheaper alternative to retirement village.	1.1	The strategy identifies the need to plan for accessible and affordable aged accommodation facilities
Urgent need / supports aged accommodation	6.1, 8.1, 13.1, 18.2, 22.1, 27.1, 30.1, 33.1, 35.1, 36.1, 53.1, 55.1, 62.1, 64.1, 66.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, developers, State and Local government are in a position to undertake the planning process necessary to develop the sites.
Does not support aged care centres and wants a younger more vibrant mix.	31	Noted
More flexibility needed to allow second dwellings on current blocks without any need for subdivision.	31.1	If the zoning is appropriate and lot size adequate, a proposal for a second dwelling can be considered without the need for a subdivision to occur in some circumstances.
support for aged accommodation development, especially in Wattle Grove		
aged person accommodation is very much needed, however it needs to be well-located	12.1, 23.1, 43.1, 48.1, 54.1	Noted
wattle grove lacks infrastructure and shops to support aged person developments		
Aged accommodation is important, however nursing home/higher level care accommodation is a greater priority (including 3 phase care)	41.1, 42.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. Whilst the focus of these developments will be independent living units, some of the facilities will provide residential care facilities as well.
the shire should only be facilitating high care facilities		
shire should take the lead in providing aged accommodation, through land acquisition and development of sites		
Should not locate old people all together, instead needing to be located close to families (opportunity to age in place)	2.3	Noted, this would be a decision of the individual
Hoping not to need aged accommodation for a long time to come/not relevant to current personal needs	52.1	Noted
aged accommodation development may impact on current lifestyle and amenity of area		
there should be more subsidised homes available for pensioners who have to rent privately		
there is sufficient aged persons accommodation, the challenge is securing sufficient staff resources		
development should be on land appropriately zoned	24.1	Noted
additional accommodation should not be built until the existing centres have been effectively serviced	51.1	Noted
improved facilities should be provided for existing facilities	51.2,51.4	Noted
5 Growth/Housing /density		
growth and development is inevitable and should be effectively planned for	13.9, 62.6	the population growth scenarios reflect the expected population growth Perth will experience over the next 20 years
Concerned about population growth and housing development. The Shire should take a proactive approach protecting local area	8.4, 16.2, 27.5, 28.2, 42.5, 52.5, 54.4	Shire needs to plan for population expansion along lines established by State Government.
Supports higher density to accommodate population growth	31.4, 35.4	Noted. Some special rural areas particularly in the foothills have been identified as having potential for subdivision
Support for increased densities around centres	41.4	Noted
larger block size, range of lot sizes	52.6, 53.4	Directions 2031 and Beyond encourages more affordable and a better range of housing in close proximity to commercial areas and public transport routes. The proposal for the residential bushland zone allows for the subdivision of land down to either 2,000sqm or 4,000sqm sized lots.
housing density is too high. Larger lots should be provided, in keeping with country atmosphere	6.5, 24.6, 36.4, 41.3	The strategy provides for a broad range of lot sizes through the introduction of the residential bushland zone into the foothills providing for 2000m2 and 4000m2 lots. Combine this with the proposed urban areas of Maida Vale south and Wattle Grove will offer a range of housing opportunities for the community
would like to see increased density around Kalamunda townsite in order to facilitate the protection of rural/orchard areas		
support for increasing land available for new houses		

Public Submissions - Forrestfield

Issue	Submission/Issue Number	Council response
a greater diversity of housing options should be available to meet a range of needs	62.4	Noted
growth will facilitate economic development		
more housing will ultimately result in better schools, shops and public transport services		
the LPS is based on incorrect population growth projections (25,000), which is inconsistent with state government forecasts of 20,000 by 2031		
concerns raised about the accuracy of population growth projections		
would like to see a particular property(ies) rezoned to facilitate further subdivision/development	2.4, 3.1, 3.3, 3.4, 5.1, 10.1, 34.2, 39.2, 40.2, 44.2, 47.2, 49.1, 63.1	Noted
Concerned about a sea of roofs and colourbond fencing (impacts of residential development on character of area)	42.4, 52.4	Noted
concerns about infill development proposals	21.1, 54.3	Noted
6 Industrial land		
Creation of industrial area on Welshpool Road East should be stopped- we need pockets of rural land as a buffer between residential lots.	1.2, 8.2	The land on Welshpool Road East is affected by the Maddington Kenwick industrial area in the City of Gosnells. As this area progressing residents will be affected by traffic accessing Welshpool Road via Coldwell and Brook Roads. The Shire must plan for this outcome with an appropriate and compatible land use adjoining this area.
Does not want industrial growth in semi-rural SW area. Would like this area and Wattle Grove to remain semi-rural/low-density housing.		
Would like to preserve Kalamunda Shire against industrial and commercial activity.	27.4, 30.3, 43.3, 46.3	Well planned industrial and commercial use land will enhance the area and improve employment potential in the Shire.
Supports industrial growth in appropriate locations	42.3, 52.3, 55.4, 62.3	Noted
Does not support industry in Forrestfield and High Wycombe. Too many trucks parked and driving through the areas.	28.1	Noted
Would like to preserve some bushland / landscaping amongst industrial.		
Industrial Growth and Employment – From Roe Highway through High Wycombe is badly planned and an unreasonable bottle neck at times. Morning/evening commute time, school drop off/pick up – Travel time has doubled.		
concerns about impacts from industrial development including impact on the character of the area, along with groundwater, noise, pollution and traffic impacts	13.3, 53.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Too much industry encroaching on the Hills area.		
industrial growth around the Perth airport is inevitable and is not opposed	27.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Planning for industrial development of special rural areas, such as that adjacent to the Maddington Kenwick Strategic Employment Area should progress		
industrial development will be beneficial with respect to employment creation	36.3, 66.3	The proposed Forrestfield/High Wycombe industrial area will generate significant employment opportunities for the local community who wish to reside in the locality
industrial development will necessitate improved road and rail transport infrastructure		
7 Rail extension/ public transport		
Increased public transportation, train station to the airport, city, north of city due to heavy traffic and other transport options.		
Public transport usage is limited and is fine for meeting current needs		
public transport is reasonable but services could be extended		
Increases to public transport are very much needed.	3.5, 6.3, 12.2, 13.10, 16.3, 20.3, 21.2, 23.3, 23.4, 24.7, 25.2, 26.2, 27.6, 28.3, 29.1, 29.2, 31.5, 33.6	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus
the less public transport to Perth the better		Noted
8 Traffic /Roads		
Population growth should not commence until the roads are upgraded.	1.5	Urban growth areas will be the subject of structure planning prior any new development to ensure the necessary infrastructure is in place
upset with the current condition of Roe Hwy and Berkshire Rd intersection. Wants the intersection realigned for traffic to enter safely. Suggests overpass		
High Wycombe has been ignored as the gateway to Kalamunda. The traffic is heavy and the approach is now an industrial area.		
In view of increased traffic and further increases with larger populations, should roads be wider.		
trucks are clogging up our (rural) streets		
Tonkin Hwy needs more fly overs		

Public Submissions - Forrestfield

Issue	Submission/Issue Number	Council response
Road improvements are needed, including upgrading, addressing blackspots and speeding	8.6, 9.1, 16.1, 20.2, 25.1, 30.5, 42.9	Roe Highway and Berkshire Road intersection needs improvement. Main Roads will construct interchange when funds are made available.
concerned about congestion and expected growth impact on traffic volumes on roads	1.3, 22.3	Noted
9 Path networks		
additional foot and cycle paths need to be constructed	8.3, 52.9	the provision of multiuse paths is a priority for the Shire. There will be provided on-going improvements to footpaths and public open space areas
10 Urban Design and Streetscapes		
Supports urban design and streetscape, with parks and bushland. Would like more cycleways, artwork and designs in footpaths., suburbs having own character. Further improvements required	1.4, 7.1, 20.1, 26.1, 33.4, 43.4, 62.5, 66.4	Townscape improvement plans are being prepared to address streetscape issues
The streetscapes look tired/needs to be updated		
Does not support various centre enhancements	13.5, 13.6	Noted
New subdivisions should incorporate improved streetscapes		
Wattle Grove should be given a higher level of priority for urban design improvements, as currently lagging behind		
new roads should be provided with greater width to allow parking, as too narrow		
Urban design considerations are not considered relevant to a particular area		
Town centre should be modified to provide improved environment (parking, pedestrian mall, built form etc)	4.1-4.3	This detailed scale of planning is not being considered as part of this local planning strategy
streetscape planning could be improved in a number of ways		
11 Community facilities		
the more community infrastructure and facilities there are the better	36.7	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
without improved infrastructure and facilities, urban development should not be occurring	38.1	Urban growth can only be achieved where all necessary services and infrastructure can be provided
Facilities in Forrestfield are very good		
Juniper Way Reserve needs more seating in the park surrounding the 2 playgrounds.	11.1	The issue of community playground facilities is being addressed through the Shire's Community Facilities Plan.
Would like increased recreation / community facilities (particularly in the context of projected population growth)	13.11, 52.10, 53.5, 54.6, 62.10, 66.7	Recreation needs are being independently assessed. -. The draft Community Facilities Plan will establish a 20 year plan with the
Whilst recognising that efforts are being made on some walk tracks, more can be done in the way of improving many of the tracks and providing informative signage, rest areas and BBQ facilities.		
More community infrastructure and facilities are needed for the new Wattle Grove Area		
the currently level of community infrastructure provision is appropriate/further infrastructure not required	1.8, 46.8	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
Provision of community infrastructure should be done in a consultative manner		
funding for community infrastructure is not distributed evenly across the shire		
it is unclear how funding will be provided for community infrastructure		
the Shire does have an effective 25 year funding plan for community infrastructure, which should be utilised		
need to provide more infrastructure to meet the needs of young people	66.8	Noted
provision of community infrastructure goes against the character of the hills		
Existing infrastructure needs to maintained/upgraded	24.8, 55.7, 62.11	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
12 Public Open Space		
more parks are needed in newly developed areas	6.2, 22.2, 33.5, 43.6, 52.6	Open space provision will be further examined, with new parks to be created with urban areas
Would like to leave more open spaces. Would like to remove the rollerblade rink and BMX bike track to more suitable location in Forrestfield.		
Believes blocks of land are too small for children to play. Would like more parks, gardens, and sporting areas closer to new housing.		
Improvements to Wattle Grove public open space areas are excellent, now need to see similar done for other areas		
more sport venues are needed for meeting the needs of young people		
Concern about public open space areas being located adjacent to stormwater drains		
public open space areas in Wattle Grove need improvement		
concerns raised about the current reserve rationalisation work by the Shire		
support for the current reserve rationalisation work by the shire		

Public Submissions - Forrestfield

Issue	Submission/Issue Number	Council response
13 Sustainability		
Does not believe Shire and the occupants are living sustainably.	8.5	Shire is committed to improving sustainable living where ever possible.
Supports environmentally and people friendly urban designs. Supports sustainable growth.	24.4	Shire is committed to improving sustainable living where ever possible.
Supports sustainable development	24.5, 62.7	Shire is committed to improving sustainable living where ever possible.
14 Tourism development opportunities are good so far.		
Supports increased focus on tourism	1.7, 31.6, 33.7, 36.6, 55.6, 62.9, 64.3	Tourism is an important element of the draft Strategy. Planning for sustainable tourism is one of the key goals of the Shire as it can make a significant contribution to the local economy. There are a number of potential business attractions, natural and historical sites that need to be promoted. The Hills Orchard areas offer great potential for further tourism related development.
Does not support tourism development opportunities	8.7, 13.7, 52.8	Noted
Supports a blend of accommodation and agriculture. Would like to preserve the valleys.	24.2	Planning and Tourism related initiatives which allow for existing horticultural activities to provide accommodation, tearooms and restaurants are supported by the Strategy.
Tourists come to the hills drawn by the natural environment	20.4	Tourism and the opportunities that exist for passive and active recreation in Kalamunda is an important element of the draft
tourism development opportunities should not impact on lifestyles of existing residents + character of the area		
tourism developments should not be a priority consideration	66.6	Noted
15 Service Infrastructure / utilities		
Would like to have: Gas line to the hills, more roads to access all utilities, underground power.	45.1, 46.4	Noted, however, unlikely owing to high cost of digging through granite.
State Sewerage Policy is not suitable for the Hills area. The Shire should challenge the State Health Department and develop a local policy suitable for our soil types and terrain.		
two properties across Lenori Road from the current shopping centre in Gooseberry Hill could be additional retail site.		
Access to sewerage won't be readily available to service subdivision and development in Wattle Grove		
access to sewerage will be a relevant consideration for further subdivision/development	56.6, 57.6, 58.6, 59.6, 60.6, 61.6	Formal advice from the Water Corporation indicates that Wattle Grove can be serviced. The issue is one of timing and cost.
land allocated to Western Power and Water Corporation infrastructure remains a blight on the area	56.5, 57.5, 58.5, 59.5, 60.5, 61.5	Noted
16 Amendment 18 related matters		
Aged accommodation needs to be in the correct location. The location proposed is not the best location that is available. The WAPC has confirmed that aged accommodation sites in Gavour Road and Brentwood Road do not meet the need to plan for accessible and affordable facilities		
I am not in support of the proposal and have expressed my disapproval multiple times in the past		
the local community wants to keep Wattle Grove rural and the proposed aged accommodation conflicts with the rural character of the area		
support for proposal at Gavour Road		
17 Wattle Grove Urban development		
Wattle Grove should only be urbanised if the majority of the population want it. I am against it and would like the area to be left as rural		
Area should not be rezoned to urban, as this has only been proposed to facilitate aged care development such as Gavour Road		
Supportive of further development in the area	55.3	Noted
urban development in Wattle Grove would result in significant traffic increases, with resulting impacts on character of area		
the WAPC has advised that there is no intention to develop the land south of Wattle Grove (City of Gosnells). Therefore any consideration to rezone Wattle Grove for urban uses is premature		
urban development would significantly impact on the character and lifestyle opportunities in the area		
urban development would significant impact on the ability of children to play in the area		
18 Commercial Activities		
Better shopping areas should be provided	12.3, 35.3	A structure plan has been prepared for the Forrestfield Forum Shopping Centre as a designated activity centre under SPP4.2. The intent of the plan is to guide future development and the renewal of the shopping centre.
Concerned about lack of planning for small business	13.4	retail and other commercial opportunities will be identified at the structure planning stage in the process
More restaurants are required		
19 Planning for Bushfire protection		
Consideration should be given to reducing the fire risk as part of forward planning		
20 Other		
General support for the strategy	2.1, 15.1, 17.1	Noted
a statement of values should be developed, providing a collective summary of what residents believe is important	64.4	Noted
antisocial behaviour is a concern	56.4, 57.4, 58.4, 59.4, 60.4, 61.4	Noted
Would like to see Shire offices relocated to foothills	13.8	Noted
concern about lack of effective stakeholder engagement as part of progression of the strategy	18.3, 48.4	The strategy was extensively advertising, including 8 weeks of formal advertising, notices in the newspapers, letters to residents and a series of open days

Public Submissions - Forrestfield

Issue	Submission/Issue Number	Council response
do not support the strategy as the Shire has no intention of hearing what we have to say/the LPS completely ignores the wishes of the community	13.14, 54.7	The strategy address a large number of key areas in the Shire that will have an affect on the whole of the population, not just businesses and developers
the LPS is inconsistent with the vision statement in the state planning strategy 2007		
the LPS is inconsistent with the Outer Metro Perth and Peel Sub-Regional Strategy, which is a critical element of directions 2031 implementation		

Public Submissions - Rural Areas

Issue	Submission/Issue Number	Council response
General support for strategy, no comment offered		
1 Protection of flora and fauna - natural environment		
concern with development that could occur on the escarpment at Kalamunda and Lesmurdie, because of the visual effects.		
more native plants and trees throughout shire		
Interested in protection of the local flora, as a member of the Darling Range Wildflowers Society.		
Does not support the protection of the natural environment and biodiversity within the Local Planning Strategy plans.		
Concerned about loss of native/natural habitat, want natural environment protected	1.8, 26.4, 43.2	The Wildlife Corridor strategy will be reviewed as part of the draft Strategy.
preserve and protect Lesmurdie Falls Bushland areas, also the Hills Reserve.		
Plan for fire risk development near forests and Reserves. Plans to include preventative measures by the Shire and DEC.		
protect wildlife corridors		
general support for the local biodiversity strategy	16.7, 17.6, 26.3, 27.3	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
general lack of support for the local biodiversity strategy		
feeling that the local planning strategy does not effectively recognise the local biodiversity strategy		
vegetation should be retained in new development areas		
Wattle Grove should be retained as a 'mitigation zone', as previously identified under federal legislation		
clearing of vegetation may impact on cockatoo habitat		
vegetation should not be retained in new development areas, as this often leads to dividing boundary issues for neighbours		
2 Proposed Residential Bushland Zone		
Houses and bush do not go together- perhaps some controlled burning or small pockets of high density housing would help.		
Requests modification to area included in the Residential Bushland zone. Would like flexibility to be provided within the residential bushland zone for transition of lot sizes. Would prefer increasing lot size consideration when adjacent to large lot sizes, such as 1 acre.		
foothills should be retained as a greenbelt		
Disappointed not to have been included for urban subdivision but pleased to be included for residential bushland subdivision		
would like to see 2,000m2 lots to give more people the opportunity to live on a bush block		
supportive of proposed designation for area	38.3, 43.3, 43.5	the introduction of the residential bushland zone in to the foothills will allow for lifestyle blocks of 4,000m2 and 2,000m2. A key element of this zone will be the requirement to retain vegetation onsite
3 Rural zones - Special Rural, Hills Orchard Area		
Would like property to be classified as Special Rural zoning to maximise the development potential.	32.6	Noted

Public Submissions - Rural Areas

Issue	Submission/Issue Number	Council response
Would like Special Rural Areas/Orchards to be subdivided into smaller parcels, but would like the Special Rural/Orchard areas to be retained.	1.3, 2.4, 2.5, 12.2, 15.4, 21.2, 22.1, 22.2, 30.1, 31.2, 32.5, 33.1, 33.2, 36.4, 37.1, 38.2, 39.2-39.6, 40.1, 41.1, 42.1, 45.1, 46.4, 49.3, 59., 59.2	Subject of the Hills Orchard Study review. -. The draft Strategy proposes to review the Hills Orchard Area with a view to consider possible reduction in the minimum lot size for orcharding areas where it can be demonstrated that such reductions in the lot size will not affect the viability of the orcharding industry. The Strategy is recommending that the residential bushland zone be extended to include the special rural buffer. If this is supported then subdivision could be consider down to 2,000sqm or 4,000sqm depending on the location.
Special Rural/ Orchard retain as is, do not allocate all orchard/rural to housing, concerns about land use conflict	18.1, 29.6, 49.4	The issue of minimum lot size for rural zoned land will be investigated as part of the review of the hills orchard study. To this end, a working group has been established
it is essential to retain some orchard and special rural areas, with some rezoned to cater for housing demand including family members	3.1, 3.6, 4.1, 4.6, 5.1, 5.6, 6.2, 6.3, 7.2, 7.4, 9.4, 10.3, 10.6, 11.1, 11.2, 12.1, 13.4, 19.2, 19.6, 19.7, 20.2,	The draft strategy proposes that additional land of between 2,000m2 and 4,000m2 be identified in the Pickering Brook townsite through the preparation of a structure plan
special rural and orchard areas should be retained as such. (for range of reasons, including greenbelt, maintaining character of the area, retaining productive capacity)	14.2, 26.1, 27.2, 28.1, 34.2, 43.1	Noted. The draft strategy proposes to review the hills orchard area with a view to considering possible reduction in the minimum lot sizes for orcharding areas where it can be demonstrated that such reductions will not affect the viability
Special Rural Areas – See them more as tourist attractions in themselves and special environments to retain without major subdivisions.		
the future of rural and orchard areas is limited to the hills only.		
current owners should not be forced to sell		Owners will not be forced to see, even if land is rezoned
special rural areas are important as providing opportunities for commercial businesses	12.4	special rural areas do allow for limited commercial development, primarily in the form of truck parking
Special rural areas have no future as they are located too close to the Perth CBD		
special rural areas should be expanded	17.2	the population of Perth is expected to grow to 2.2m over the next 20 years and 3.5m by 2050. The Shire like all local governments is expected to accommodate some measure of this predicted growth. The proximity of the special rural areas in the Perth foothills offers opportunities for sustainable residential development offering the community a range of lot sizes and lifestyle opportunities. If the Shire does not plan for these areas in a sustainable way, the risk is that the State Government will resume the strategic planning for the shire
rural land should be retained to ensure sufficient space for existing land uses	12.3	In the event that urbanisation of the area does proceed, no landowners will be forced to sell or subdivide their land. Effectively owners can remain on their landholding indefinitely.
urban dwellers rely on the rural buffer for a number of reasons including but not limited the provision of a visual break		
the orchard study is out of date and needs updating in consultation with stakeholders	2.1, 23.4, 31.1, 49.6	The study is currently being updated
orcharding activities are continuing to decline, large areas may remain vacant, there will be a loss of agricultural productivity	2.1, 2.2, 2.6, 3.2, 3.3, 4.2, 5.2, 7.1, 8.1, 9.1, 9.2, 9.3, 10.2, 10.3, 10.4, 10.5, 13.1, 13.2, 15.2, 16.2, 19.1, 22.3, 22.4, 25.2, 29.5, 37.2, 39.1, 42.2, 46.2, 49.2	It is acknowledged that social pressures such as the aging population and the lack of family members who are prepared to continue on with the orcharding business are having a profound effect on the industry
would like to continue the family business, would like to remain in family home.	3.4, 3.5, 4.4, 4.5, 5.3, 5.4, 5.5, 6.1, 7.3, 9.5, 10.1, 13.3, 19.3, 22.5, 25.3-25.5, 30.2, 33.3, 46.3, 49.1	It is acknowledged that there is a historical tradition of orcharding families continuing on with the family business.
planning for water resources, including sources and catchment protection will need to be a relevant consideration for future planning	1.12, 18.2, 23.8, 24.6, 36.2, 45.3	The Shire has recently adopted the Middle Helena Water Management Strategy which places controls on land use activities in the catchment area of Kalamunda. This will ensure the water quality is protected from unsuitable land uses.
the strategy recognises the current TPS provisions in respect of rural conservation landholdings - we do not wish to see the planning framework change significantly, nor lose current potential for further subdivision	23.1-23.3,23.5-23.8	New urban growth proposals and consolidation of existing urban areas has been focussed primarily on those area with access to all necessary services, infrastructure, transport and commercial/community facilities. The only exception has been Pickering Brook, where urban growth through the structure plan process creates more of a town centre for the area
Rural Landscape Interesting zone - would like to see area reviewed, in the context of land capability, to allow for further subdivision	24.2-24.9	It is recommended that further consideration be given to similar lot size arrangements immediately abutting reserved land located to the east of Kalamunda and Lesmurdie, with a view to considering possible rezoning of land to special rural

Public Submissions - Rural Areas

Issue	Submission/Issue Number	Council response
attracting additional commercial and community activities to the town of Pickering Brook would be a challenge	29.8	the intent of the proposed structure plan for the Pickering brook townsite is that additional land identified for urban use will allow
specific comments about the planning for town of Pickering Brook, with suggestions of particular matters to be taken into consideration as part of future planning	32.6, 34.3	No commitment can be given at this stage. Investigations have to firstly be undertaken to establish the suitability of the town for urban expansion
4 Aged Accommodation facilities		
More park home accommodation with security of tenure as a cheaper alternative to retirement village.		
Urgent need / supports aged accommodation	1.1, 15.1, 16.1, 17.1, 27.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, developers, State and Local government are in a position to undertake the planning process necessary to develop the sites.
Does not support aged care centres and wants a younger more vibrant mix.		
More flexibility needed to allow second dwellings on current blocks without any need for subdivision.		
support for aged accommodation development, especially in Wattle Grove		
aged person accommodation is very much needed, however it needs to be well-located		
wattle grove lacks infrastructure and shops to support aged person developments		
Aged accommodation is important, however nursing home/higher level care accommodation is a greater priority (including 3 phase care)	21.1, 29.4	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. Whilst the focus of these developments will be independent living units, some of the facilities will provide residential care facilities as well.
the shire should only be facilitating high care facilities		
shire should take the lead in providing aged accommodation, through land acquisition and development of sites		
Should not locate old people all together, instead needing to be located close to families (opportunity to age in place)	29.3	Noted, this would be a decision of the individual
Hoping not to need aged accommodation for a long time to come		
aged accommodation development may impact on current lifestyle and amenity of area		
there should be more subsidised homes available for pensioners who have to rent privately		
there is sufficient aged persons accommodation, the challenge is securing sufficient staff resources		
development should be on land appropriately zoned		
approvals have been granted for aged persons development, however construction has not commenced	34.1	Agreed, however most facilities are likely to be built by the private developers.
5 Growth/Housing /density		
growth and development is inevitable and should be effectively planned for	16.5, 16.6, 29.15	the population growth scenarios reflect the expected population growth Perth will experience over the next 20 years
Concerned about population growth and housing development. The Shire should take a proactive approach protecting local area	17.5, 43.4	Shire needs to plan for population expansion along lines established by State Government.
Supports higher density to accommodate population growth		
Support for increased densities around centres	49.5	Noted
larger block size, range of lot sizes		Directions 2031 and Beyond encourages more affordable and a better range of housing in close proximity to commercial areas and public transport routes. The proposal for the residential bushland zone allows for the subdivision of land down to either 2,000sqm or 4,000sqm sized lots.
housing density is too high, along with the potential for height. Larger lots should be provided, in keeping with country atmosphere.	34.6	The strategy provides for a broad range of lot sizes through the introduction of the residential bushland zone into the foothills providing for 2000m2 and 4000m2 lots. Combine this with the proposed urban areas of Maida Vale south and Wattle Grove will offer a range of housing opportunities for the community

Public Submissions - Rural Areas

Issue	Submission/Issue Number	Council response
would like to see increased density around Kalamunda townsite in order to facilitate the protection of rural/orchard areas	14.5	Planning urban growth is limited to where services and infrastructure can be provided, namely the foothill areas of the Shire. With the exception of Pickering Brook Townsite no, urban growth areas are proposed for the hills area.
support for increasing land available for new houses		
a greater diversity of housing options should be available to meet a range of needs		
growth will facilitate economic development		
more housing will ultimately result in better schools, shops and public transport services (and utilisation of	29.12	All new urban development areas will require structure planning to e undertaken to ensure that there will be
the LPS is based on incorrect population growth projections (25,000), which is inconsistent with state government forecasts of 20,000 by 2031		the projection of 20,000 for the shire prepared by the Department of Planning is out of date and expected to be revised upward when new data is released consistent with the project 2.2m growth by 2031 outlined in Directions 2031 and beyond
would like to see a particular property(ies) rezoned to facilitate further subdivision/development	12.5, 20.1, 24.1, 29.2, 32.1, 32.4, 35.1, 35.2, 36.1, 36.3, 39.6, 41.2, 43.6, 44.1-44.3, 50.1, 51.1, 54.1, 55.1, 56.1, 57.1, 58.3, 60.1	Noted
Concerned about a sea of roofs and colourbond fencing (impacts of residential development on character of area)		Noted
6 Industrial land		
Creation of industrial area on Welshpool Road East should be stopped- we need pockets of rural land as a buffer between residential lots.		
Does not want industrial growth in semi-rural SW area. Would like this area and Wattle Grove to remain semi-rural/low-density housing.		
Would like to preserve Kalamunda Shire against industrial and commercial activity.	1.2	Well planned industrial and commercial use land will enhance the area and improve employment potential in the Shire.
Supports industrial activities/growth in appropriate locations	1.4, 16.3, 29.8	Noted
Does not support industry in Forrestfield and High Wycombe. Too many trucks parked and driving through the areas.		
Would like to preserve some bushland / landscaping amongst industrial.		
Industrial Growth and Employment – From Roe Highway through High Wycombe is badly planned and an unreasonable bottle neck at times. Morning/evening commute time, school drop off/pick up – Travel time has doubled.		
concerns about impacts from industrial development including impact on the character of the area, along with groundwater, noise, pollution and traffic impacts		
Too much industry encroaching on the Hills area.	14.3	Industry is predominantly proposed in the foothills.
industrial growth around the Perth airport is inevitable and is not opposed		
Planning for industrial development of special rural areas, such as that adjacent to the Maddington Kenwick Strategic Employment Area should progress		
industrial development will be beneficial with respect to employment creation	29.10, 29.11	The proposed Forrestfield/High Wycombe industrial area will generate significant employment opportunities for the local community who wish to reside in the locality
industrial development will necessitate improved road and rail transport infrastructure		
7 Rail extension/ public transport		
Increased public transportation, train station to the airport, city, north of city due to heavy traffic and other transport options.		
Public transport usage is limited and is fine for meeting current needs		
public transport is reasonable but services could be extended		
Increases to public transport are very much needed.	1.9, 14.6, 15.6, 16.8, 17.7, 29.17, 34.4, 34.8, 34.9	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs to Perth is an issue of concern for local residents and needs to be addressed.

Public Submissions - Rural Areas

Issue	Submission/Issue Number	Council response
the less public transport to Perth the better		
8 Traffic /Roads		
Population growth should not commence until the roads are upgraded.		
upset with the current condition of Roe Hwy and Berkshire Rd intersection. Wants the intersection realigned for traffic to enter safely. Suggests overpass		
High Wycombe has been ignored as the gateway to Kalamunda. The traffic is heavy and the approach is now an industrial area.		
In view of increased traffic and further increases with larger populations, should roads be wider.		
trucks are clogging up our (rural) streets		
Tonkin Hwy needs more fly overs		
Road improvements are needed, including addressing blackspots and speeding	16.4, 17.4	Noted
concerned about congestion and expected growth impact on traffic volumes on roads		
9 Path networks		
additional foot and cycle paths need to be constructed	29.14	the provision of multiuse paths is a priority for the Shire. There will be provided on-going improvements to footpaths and public open space areas
10 Urban Design and Streetscapes		
Supports urban design and streetscape, with parks and bushland. Would like more cycleways, artwork and designs in footpaths., suburbs having own character. Further improvements required	15.3, 26.2, 29.13, 34.5	Noted
The streetscapes look tired/needs to be updated		
Does not support various centre enhancements	1.5	Noted
New subdivisions should incorporate improved streetscapes		
Wattle Grove should be given a higher level of priority for urban design improvements, as currently lagging behind		
new roads should be provided with greater width to allow parking, as too narrow		
Urban design considerations are not considered relevant to a particular area		
Town centre should be modified to provide improved environment (parking, pedestrian mall, built form etc)		
streetscape planning could be improved in a number of ways		
11 Community facilities		
the more community infrastructure and facilities there are the better		
without improved infrastructure and facilities, urban development should not be occurring		
Facilities in Forrestfield are very good		
Juniper Way Reserve needs more seating in the park surrounding the 2 playgrounds.		
Would like increased recreation / community facilities (particularly in the context of projected population)	14.1, 15.8, 16.10, 17.9, 29.19	The aquatic centre in Kalamunda is currently being upgraded for community use.
Whilst recognising that efforts are being made on some walk tracks, more can be done in the way of improving many of the tracks and providing informative signage, rest areas and BBQ facilities.		
More community infrastructure and facilities are needed for the new Wattle Grove Area		
the currently level of community infrastructure provision is appropriate/further infrastructure not required	1.11, 13.5	Noted
Provision of community infrastructure should be done in a consultative manner		
funding for community infrastructure is not distributed evenly across the shire		
it is unclear how funding will be provided for community infrastructure		

Public Submissions - Rural Areas

Issue	Submission/Issue Number	Council response
the Shire does have an effective 25 year funding plan for community infrastructure, which should be utilised		
need to provide more infrastructure to meet the needs of young people	34.10	The proposed plans for Pickering Brook Townsite will have to give consideration to such facilities.
provision of community infrastructure goes against the character of the hills		
Existing infrastructure needs to maintained/upgraded	21.6	The draft community facilities plan will establish a 20 year plan with the aim of obtaining a detailed understand go the current and future community facilities needs of the shire and develop a clear direction to guide the provision of facilities in the future.
12 Public Open Space		
more parks are needed in newly developed areas		
Would like to leave more open spaces. Would like to remove the rollerblade rink and BMX bike track to more suitable location in Forrestfield.		
Believes blocks of land are too small for children to play. Would like more parks, gardens, and sporting areas closer to new housing.		
Improvements to Wattle Grove public open space areas are excellent, now need to see similar done for other areas		
more sport venues are needed for meeting the needs of young people		
Concern about public open space areas being located adjacent to stormwater drains		
public open space areas in Wattle Grove need improvement		
concerns raised about the current reserve rationalisation work by the Shire		
support for the current reserve rationalisation work by the shire		
13 Sustainability		
Does not believe Shire and the occupants are living sustainably. Unhappy with commute times increase without new bridge lanes. Does not want much tourism, believes it is poor for the environment.		
Supports environmentally and people friendly urban designs. Supports sustainable growth.		
Supports sustainable development	15.5, 19.5	Noted
14 Tourism development opportunities are good so far.		
Supports increased focus on tourism	14.7, 15.6, 15.7, 16.9, 17.8, 29.18, 58.1, 59.3	Tourism is an important element of the draft Strategy. Planning for sustainable tourism is one of the key goals of the Shire as it can make a significant contribution to the local economy. There are a number of potential business attractions, natural and historical sites that need to be promoted. The Hills Orchard areas offer great potential for further tourism related development.
Does not support tourism development opportunities		
Supports a blend of tourism and agriculture. Would like to preserve the valleys.	19.4, 29.12, 49.7	Planning and Tourism related initiatives which allow for existing horticultural activities to provide accommodation, tearooms and restaurants are supported by the Strategy.
Tourists come to the hills drawn by the natural environment		
tourism development opportunities should not impact on lifestyles of existing residents + character of the area		
tourism developments should not be a priority consideration	1.10	Tourism is an important element of the draft Strategy. Planning for sustainable tourism is one of the key goals of the Shire as it can make a significant contribution to the local economy. There are a number of potential business attractions, natural and historical sites that need to be promoted. The Hills Orchard areas offer great potential for further tourism related development.
15 Service Infrastructure / utilities		
Would like to have: Gas line to the hills, more roads to access all utilities, underground power.	1.6, 14.4	Noted, however, unlikely owing to high cost of digging through granite.
State Sewerage Policy is not suitable for the Hills area. The Shire should challenge the State Health Department and develop a local policy suitable for our soil types and terrain.		
two properties across Lenori Road from the current shopping centre in Gooseberry Hill could be additional retail site.		

Public Submissions - Rural Areas

Issue	Submission/Issue Number	Council response
Access to sewerage won't be readily available to service subdivision and development in Wattle Grove		
access to sewerage will be a relevant consideration for further subdivision/development		
16 Amendment 18 related matters		
Aged accommodation needs to be in the correct location. The location proposed is not the best location that is available. The WAPC has confirmed that aged accommodation sites in Gavour Road and Brentwood Road do not meet the need to plan for accessible and affordable facilities		
I am not in support of the proposal and have expressed my disapproval multiple times in the past		
the local community wants to keep Wattle Grove rural and the proposed aged accommodation conflicts with the rural character of the area		
support for proposal at Gavour Road		
17 Wattle Grove Urban development		
Wattle Grove should only be urbanised if the majority of the population want it. I am against it and would like the area to be left as rural		
Area should not be rezoned to urban, as this has only been proposed to facilitate aged care development such as Gavour Road		
Supportive of urban development in the area		
urban development in Wattle Grove would result in significant traffic increases, with resulting impacts on character of area		
the WAPC has advised that there is no intention to develop the land south of Wattle Grove (City of Gosnells). Therefore any consideration to rezone Wattle Grove for urban uses is premature		
urban development would significantly impact on the character and lifestyle opportunities in the area		
urban development would significant impact on the ability of children to play in the area		
18 Commercial Activities		
Better shopping areas should be provided		
Concerned about lack of planning for small business		
More restaurants are required		
19 Planning for Bushfire protection		
Consideration should be given to reducing the fire risk as part of forward planning	38.4	Fire and mitigation measures will need to be addressed for all urban areas in the Shire
20 Other		
General support for the strategy	29.1, 34.11, 38.1	Noted
strategy, dating back some years, and the impact on relevance of the strategy	58.2	industry in the hills to the Perth market will be considered as part of the review of the hills orchard study, including the
the strategy needs to be more clear with respect to the implementation of actions to achieve objectives	32.2, 32.3	Noted
animal control (feral) needs to be given consideration	1.8	Noted
further consideration should be given to heritage planning, including interpretative signage with sites	21.3, 21.5	the shire has commenced a review of its municipal inventory to ensure all historic buildings and sites in the Shire are afforded appropriate levels of protection
there should be improved communication between the shire and the development industry	34.7	Noted
management of infrastructure assets(roads, drains etc) needs to be a greater priority for the Shire	1.7	Noted
concern about lack of effective stakeholder engagement as part of progression of the strategy	16.11	The strategy was extensively advertising, including 8 weeks of formal advertising, notices in the newspapers, letters to residents and a series of open days

Public Submissions - Kalamunda

Issue	Submission/Issue Number	Council response
General support for strategy, no comment offered		
1 Protection of flora and fauna - natural environment		
concern with development that could occur on the escarpment at Kalamunda and Lesmurdie, because of the visual effects.		No development can occur within the regional reserve and the preference is to limit visual impact along escarpment.
more native plants and trees throughout shire		Noted
Interested in protection of the local flora, as a member of the Darling Range Wildflowers Society.		
Does not support the protection of the natural environment and biodiversity within the Local Planning Strategy plans.		Noted
Concerned about loss of native/natural habitat, want natural environment protected	34.4, 55.5, 64.8, 90.2	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
preserve and protect Lesmurdie Falls Bushland areas, also the Hills Reserve.		
Plan for fire risk development near forests and Reserves. Plans to include preventative measures by the Shire and DEC.		
protect wildlife corridors		
no more disposal of reserves		
general support for the local biodiversity strategy	17.7, 19.1, 24.6, 26.7, 27.5, 29.6, 32.7, 39.1, 43.7, 47.7, 48.7, 49.7, 51.7, 64.11, 70.13	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
general lack of support for the local biodiversity strategy	61.7	Noted
feeling that the local planning strategy does not effectively recognise the local biodiversity strategy	64.3	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
vegetation should be retained in new development areas	53.3, 68.2	Noted
Wattle Grove should be retained as a 'mitigation zone', as previously identified under federal legislation		
clearing of vegetation may impact on cockatoo habitat		
2 Proposed Residential Bushland Zone		
Houses and bush do not go together- perhaps some controlled burning or small pockets of high density housing would help.		
Requests modification to area included in the Residential Bushland zone. Would like flexibility to be provided within the residential bushland zone for transition of lot sizes. Would prefer increasing lot size consideration when adjacent to large lot sizes, such as 1 acre.		
foothills should be retained as a greenbelt	27.5, 47.2	The introduction of the residential bushland zone providing for lifestyle block of 4,000m2 will require the retention of vegetation for all developments. This zoning will provide the necessary buffer to the scarp
Disappointed not to have been included for urban subdivision but pleased to be included for residential bushland subdivision		
would like to see 2,000m2 lots to give more people the opportunity to live on a bush block		
supportive of proposed designation for area		
3 Rural zones - Special Rural, Hills Orchard Area		
Would like property to be classified as Special Rural zoning to maximise the development potential.		
Would like Special Rural Areas/Orchards to be subdivided into smaller parcels, but would like the Special Rural/Orchard areas to be retained.	6.2, 21.2, 25.1, 40.2, 69.2	Subject of the Hills Orchard Study review. - The draft Strategy proposes to review the Hills Orchard Area with a view to consider possible reduction in the minimum lot size for orcharding areas where it can be demonstrated that such reductions in the lot size will not affect the viability of the orcharding industry. The Strategy is recommending that the residential bushland zone be extended to include the special rural buffer. If this is supported then subdivision could be consider down to 2,000sqm or 4,000sqm depending on the location.
Special Rural/ Orchard retain as is, do not allocate all orchard/rural to housing.		
it is essential to retain some orchard and special rural areas, with some rezoned to cater for housing demand	67.2	There are areas in the LPS which retain special rural and rural zoned land for horticultural activities
special rural and orchard areas should be retained as such. (for range of reasons, including greenbelt, maintaining character of the area, retaining productive capacity)	2.2, 17.2, 18.2, 23.2, 24.2, 27.2, 29.2, 34.1, 37.2, 41.2, 42.2, 43.2, 46.1, 48.2, 49.2, 51.2, 55.2, 57.2, 70.8, 76.2, 78.2, 84.2, 97.2, 100.2	Noted. The draft strategy proposes to review the hills orchard area with a view to considering possible reduction in the minimum lot sizes for orcharding areas where it can be demonstrated that such reductions will not affect the viability of the orcharding

Public Submissions - Kalamunda

Issue	Submission/Issue Number	Council response
Special Rural Areas – See them more as tourist attractions in themselves and special environments to retain without major subdivisions.		
the future of rural and orchard areas is limited to the hills only.		
current owners should not be forced to sell		
special rural areas are important as providing opportunities for commercial businesses		
Special rural areas have no future as they are located too close to the Perth CBD	56.2	The proximity of the special rural areas in the foothills close to Perth offer opportunities for alternative land use consideration
special rural areas should be expanded	26.2	the population of Perth is expected to grow to 2.2m over the next 20 years and 3.5m by 2050. The Shire like all local governments is expected to accommodate some measure of this predicted growth. The proximity of the special rural areas in the Perth foothills offers opportunities for sustainable residential development offering the community a range of lot sizes and lifestyle opportunities. If the Shire does not plan for these areas in a sustainable way, the risk is that the State Government will resume the strategic planning for the shire
rural land should be retained to ensure sufficient space for existing land uses		
urban dwellers rely on the rural buffer for a number of reasons including but not limited the provision of a visual break		
the orchard study is out of date and orcharding activities are continuing to decline	62.1	The hills orchards study is currently under review
4 Aged Accommodation facilities		
More park home accommodation with security of tenure as a cheaper alternative to retirement village.		
Urgent need / supports aged accommodation	9.1, 17.1, 18.1, 20.1, 27.1, 28.1, 30.1, 31.1, 40.1, 42.1, 43.1, 45.1, 48.1, 49.1, 49.6, 59.1, 67.1, 68.1, 69.1, 75.1, 76.1, 77.1, 78.1, 79.1, 83.1, 85.1, 89.1, 91.1, 93.2, 96.1, 98.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, developers, State and Local government are in a position to undertake the planning process necessary to develop the sites.
Does not support aged care centres and wants a younger more vibrant mix.	21.1, 60.4, 100.1, 100.5	Noted
More flexibility needed to allow second dwellings on current blocks without any need for subdivision.		
support for aged accommodation development, especially in Wattle Grove		
aged person accommodation is very much needed, however it needs to be well-located	2.1, 32.2, 37.1, 51.1, 54.1, 56.1, 59.2, 70.1, 70.6, 70.7	Noted
wattle grove lacks infrastructure and shops to support aged person developments		
Aged accommodation is important, however nursing home/higher level care accommodation is a greater priority (including 3 phase care)	5.1, 7.1, 8.2, 14.1, 53.1, 57.1, 66.1, 72.1, 74.1, 80.1, 81.1, 82.1, 86.1, 87.1, 88.1, 90.1, 92.1, 93.1, 94.1, 95.1, 97.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. Whilst the focus of these developments will be independent living units, some of the facilities will provide residential care facilities as well.
the shire should only be facilitating high care facilities		
shire should take the lead in providing aged accommodation, through land acquisition and development of sites	8.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The Shire is looking to develop partnerships with aged care facility providers to deliver residential aged care accommodation
Should not locate old people all together, instead needing to be located close to families (opportunity to age in place)	23.1, 55.1, 60.1, 84.1	Noted, this would be a decision of the individual
Hoping not to need aged accommodation for a long time to come		
aged accommodation development may impact on current lifestyle and amenity of area		
there should be more subsidised homes available for pensioners who have to rent privately	41.1	Noted
there is sufficient aged persons accommodation, the challenge is securing sufficient staff resources	47.1	Noted
development should be on land appropriately zoned	70.5	Noted
5 Growth/Housing /density		
growth and development is inevitable and should be effectively planned for	4.1, 4.2, 9.5, 29.5, 43.6, 47.5, 61.5	the population growth scenarios reflect the expected population growth Perth will experience over the next 20 years
Concerned about population growth and housing development. The Shire should take a proactive approach protecting local area	16.4, 18.5, 20.3, 20.4, 32.5, 32.6, 35.1, 39.2, 41.3, 46.3, 49.5, 55.7, 56.5, 56.7, 61.2, 76.4, 97.4, 95.6, 100.6	Shire needs to plan for population expansion along lines established by State Government.
Supports higher density, population growth	12.2, 14.2, 38.1, 58.3	Noted. Some special rural areas particularly in the foothills have been identified as having potential for subdivision
Support for increased densities around centres	29.1, 62.2, 69.4	Noted

Public Submissions - Kalamunda

Issue	Submission/Issue Number	Council response
larger block size, range of lot sizes	21.3, 34.3, 79.2	Directions 2031 and Beyond encourages more affordable and a better range of housing in close proximity to commercial areas and public transport routes. The proposal for the residential bushland zone allows for the subdivision of land down to either 2,000sqm or 4,000sqm sized lots.
housing density is too high. Larger lots should be provided, in keeping with country atmosphere	16.1, 18.6, 23.4, 24.4, 24.5, 26.5, 26.6, 37.6, 39.3, 42.5, 48.5, 51.6, 52.3, 66.3, 76.5, 91.2, 97.4	The strategy provides for a broad range of lot sizes through the introduction of the residential bushland zone into the foothills providing for 2000m ² and 4000m ² lots. Combine this with the
would like to see increased density around Kalamunda townsite in order to facilitate the protection of rural/orchard areas	7.2, 27.4, 50.2, 50.3	Noted. Potential increases to the residential densities in Kalamunda have been identified in the LPS
support for increasing land available for new houses	99.3	The identification of new urban areas in Maida Vale South and Wattle Grove will provide housing opportunities in areas which are considered to have more affordable land in the Perth Metropolitan Region.
a greater diversity of housing options should be available to meet a range of needs	3.1, 17.5, 24.1, 40.4, 50.4, 60.3, 61.6, 64.2, 65.2, 70.12	The LPS promotes a mix of lot sizes and housing types to cater for a variety of housing needs.
growth will facilitate economic development	40.5	Noted
more housing will ultimately result in better schools, shops and public transport services	43.5	All new urban development areas will require structure planning to be undertaken to ensure that there will be appropriate transport,
the LPS is based on incorrect population growth projections (25,000), which is inconsistent with state government forecasts of 20,000 by 2031		
concerns raised about the accuracy of population growth projections	70.11	the projection of 20,000 for the shire prepared by the Department of Planning is out of date and expected to be revised upward
would like to see property rezoned to facilitate further subdivision/development	13.1, 13.2, 22.1, 22.3, 28.2, 50.1, 58.2, 58.4, 59.3, 59.4, 65.1, 65.4, 73.2, 99.6, 101.1, 101.2, 101.3, 103.3, 103.4, 103.5	Noted
Concerned about a sea of roofs and colourbond fencing (impacts of residential development on character of area)	47.6, 55.6, 56.6, 63.1, 88.3	Noted
6 Industrial land		
Creation of industrial area on Welshpool Road East should be stopped- we need pockets of rural land as a buffer between residential lots.		
Does not want industrial growth in semi-rural SW area. Would like this area and Wattle Grove to remain semi-rural/low-density housing.		
Would like to preserve Kalamunda Shire against industrial and commercial activity.	29.3, 32.3, 55.3	Well planned industrial and commercial use land will enhance the area and improve employment potential in the Shire.
Supports industrial growth in appropriate locations	23.3, 24.3, 26.3, 47.3, 48.3, 70.9	Noted
Does not support industry in Forrestfield and High Wycombe. Too many trucks parked and driving through the areas.		
Would like to preserve some bushland / landscaping amongst industrial.		
Industrial Growth and Employment – From Roe Highway through High Wycombe is badly planned and an unreasonable bottle neck at times. Morning/evening commute time, school drop off/pick up – Travel time has doubled.		
concerns about impacts from industrial development including impact on the character of the area, along with noise, pollution and traffic impacts	17.3, 42.3, 49.3, 51.3, 56.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Too much industry encroaching on the Hills area.		
industrial growth around the Perth airport is inevitable and is not opposed	84.3, 97.3, 100.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Planning for industrial development of special rural areas, such as that adjacent to the Maddington Kenwick Strategic Employment Area should progress		
industrial development will be beneficial with respect to employment creation	18.3, 37.3, 43.3	The proposed Forrestfield/High Wycombe industrial area will generate significant employment opportunities for the local community who wish to reside in the locality
industrial development will necessitate improved road and rail transport infrastructure	61.3	Noted
7 Rail extension/ public transport		
Increased public transportation, train station to the airport, city, north of city due to heavy traffic and other transport options.		It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs to Perth is an issue of concern for local residents and needs to be addressed. The Shire is actively pursuing a rail link option from Perth Airport to the eastern suburbs. This would open up rapid bus links and improved cycling facilities options to a station in Forrestfield or High Wycombe.
Public transport usage is limited and is fine for meeting current needs	12.3, 35.2, 53.4, 56.8, 57.4, 84.4, 89.2, 98.3	Noted
public transport is reasonable but services could be extended	18.7, 87.2, 88.4	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs to Perth is an issue of concern for

Public Submissions - Kalamunda

Issue	Submission/Issue Number	Council response
Increases to public transport are very much needed.	5.4, 9.3, 14.3, 15.3, 19.2, 23.5, 24.7, 26.8, 29.7, 33.1, 34.2, 34.5, 37.7, 38.2, 41.4, 42.6, 43.8, 45.2	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus
the less public transport to Perth the better	32.8	Noted
8 Traffic /Roads		
Population growth should not commence until the roads are upgraded.	90.3, 90.4	Noted
upset with the current condition of Roe Hwy and Berkshire Rd intersection. Wants the intersection realigned for traffic to enter safely. Suggests overpass		
High Wycombe has been ignored as the gateway to Kalamunda. The traffic is heavy and the approach is now an industrial area.		
In view of increased traffic and further increases with larger populations, should roads be wider.		
trucks are clogging up our (rural) streets	16.3, 71.1	The Forrestfield/High Wycombe Industrial Area has been identified by the state government as a key site to accommodate freight movements due to its proximity to air, rail and road links
Tonkin Hwy needs more fly overs		
Road improvements are needed, including addressing blackspots and speeding	2.3, 2.6, 64.9, 102.3	Noted
concerned about congestion and expected growth impact on traffic volumes on roads	31.2, 63.4	This will be considered when preparing structure plans for the areas identified for future industrial uses.
9 Path networks		
additional cycle paths need to be constructed	3.3, 88.2	the provision of multiuse paths is a priority for the Shire. There will be provided on-going improvements to footpaths and public open space areas
10 Urban Design and Streetscapes		
Supports urban design and streetscape, with parks and bushland. Would like more cycleways, artwork and designs in footpaths., suburbs having own character. Further improvements required	17.4, 18.4, 20.2, 29.4, 32.4, 40.3, 42.4, 43.4, 46.2, 47.4, 53.2, 55.4, 66.2, 70.10, 76.3	Noted. Townscape improvement plans address streetscape issues. Detailed urban design initiatives are being planned at commercial centres.
The streetscapes look tired/needs to be updated	7.3, 11.3, 15.2, 56.4, 61.4	Noted.
Does not support various centre enhancements		
New subdivisions should incorporate improved streetscapes		
Wattle Grove should be given a higher level of priority for urban design improvements, as currently lagging behind		
new roads should be provided with greater width to allow parking, as too narrow		
Urban design considerations are not considered relevant to a particular area		
Town centre should be modified to provide improved environment (parking, pedestrian mall, built form etc)	11.2, 15.1, 49.4, 60.2, 63.2, 63.3, 66.5, 68.5, 98.2, 100.4	The matters raised will be considered as part of the Kalamunda Town Centre Improvement Plan.
streetscape planning could be improved in a number of ways	26.4, 48.4, 51.4	Noted
11 Community facilities		
the more community infrastructure and facilities there are the better		
without improved infrastructure and facilities, urban development should not be occurring	51.5	Urban growth can only be achieved where all necessary services and infrastructure can be provided
Facilities in Forrestfield are very good		
Juniper Way Reserve needs more seating in the park surrounding the 2 playgrounds.		
Would like increased recreation / community facilities (particularly in the context of projected population growth)	5.3, 7.5, 23.6, 27.7, 30.2, 42.8, 46.6, 47.10, 48.9, 49.10, 54.3, 68.3, 68.6, 104.2	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the
Whilst recognising that efforts are being made on some walk tracks, more can be done in the way of improving many of the tracks and providing informative signage, rest areas and BBQ facilities.		
More community infrastructure and facilities are needed for the new Wattle Grove Area		
the currently level of community infrastructure provision is appropriate/further infrastructure not required	32.1, 55.10, 97.9	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
Provision of community infrastructure should be done in a consultative manner	85.4	A number of workshops and displays were undertaken throughout the shire.
funding for community infrastructure is not distributed evenly across the shire		
it is unclear how funding will be provided for community infrastructure	43.1, 70.2	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.

Public Submissions - Kalamunda

Issue	Submission/Issue Number	Council response
the Shire does have an effective 25 year funding plan for community infrastructure, which should be utilised	70.14	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
need to provide more infrastructure to meet the needs of young people	69.8, 84.6	Noted
provision of community infrastructure goes against the character of the hills	90.6	Noted
Existing infrastructure needs to maintained/upgraded	100.9	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
12 Public Open Space		
more parks are needed in newly developed areas	56.10, 57.3	Noted. Additional parks will be provided as part of the planning for new development areas
Would like to leave more open spaces. Would like to remove the rollerblade rink and BMX bike track to more suitable location in Forrestfield.		
Believes blocks of land are too small for children to play. Would like more parks, gardens, and sporting areas closer to new housing.		
Improvements to Wattle Grove public open space areas are excellent, now need to see similar done for other areas		
more sport venues are needed for meeting the needs of young people		
Concern about public open space areas being located adjacent to stormwater drains		
public open space areas in Wattle Grove need improvement		
concerns raised about the current reserve rationalisation work by the Shire	64.7	Noted
13 Sustainability		
Does not believe Shire and the occupants are living sustainably. Unhappy with commute times increase without new bridge lanes. Does not want much tourism, believes it is poor for the environment.		
Supports environmentally and people friendly urban designs. Supports sustainable growth.	2.4, 2.6, 69.5	Shire is committed to improving sustainable living where ever possible.
Supports sustainable development		
14 Tourism development opportunities are good so far.		
Supports increased tourism	2.5, 5.5, 6.1, 6.3, 9.4, 17.8, 19.3, 24.8, 27.6, 29.8, 37.8, 43.9, 47.9, 54.5, 60.6, 61.10, 69.7, 100.8	Tourism is an important element of the draft Strategy. Planning for sustainable tourism is one of the key goals of the Shire as it can make a significant contribution to the local economy. There are a number of potential business attractions, natural and historical sites that need to be promoted. The Hills Orchard areas offer great potential for further tourism related development.
Does not support tourism development opportunities	32.9, 48.8, 76.7, 85.3, 90.5, 97.8	Noted
Supports a blend of accommodation and agriculture. Would like to preserve the valleys.		
Tourists come to the hills drawn by the natural environment	55.9, 61.9	Tourism and the opportunities that exist for passive and active recreation in Kalamunda is an important element of the draft
tourism development opportunities should not impact on lifestyles of existing residents + character of the area	18.8, 26.9, 42.7, 46.5, 51.9, 56.9, 84.5, 91.4, 93.5	Sustainable tourism development is the key
tourism developments should not be a priority consideration		
15 Service Infrastructure / utilities		
Would like to have: Gas line to the hills, more roads to access all utilities, underground power.	7.4, 27.3, 28.3, 37.4, 48.6, 69.3, 74.3, 87.3, 99.4, 102.4	Noted, however, unlikely owing to high cost of digging through granite.
State Sewerage Policy is not suitable for the Hills area. The Shire should challenge the State Health Department and develop a local policy suitable for our soil types and terrain.		
two properties across Lenori Road from the current shopping centre in Gooseberry Hill could be additional retail site.		
Access to sewerage won't be readily available to service subdivision and development in Wattle Grove	70.3	Formal advice from the Water Corporation indicates that Wattle Grove can be serviced. The issue is one of timing and cost.
access to sewerage will be a relevant consideration for further subdivision/development	3.2, 4.3, 9.2, 10.1, 12.1, 16.2, 22.2, 36.1, 50.6, 58.5, 59.3, 62.3, 65.5, 73.1, 93.3, 99.1, 99.2, 99.5, 102.2, 103.1, 103.2	Future planning of the area will require detailed planning investigations to be undertaken, including servicing to support the MRS amendment process
16 Amendment 18 related matters		
Aged accommodation needs to be in the correct location. The location proposed is not the best location that is available. The WAPC has confirmed that aged accommodation sites in Gavour Road and Brentwood Road do not meet the need to plan for accessible and affordable facilities	70.4	the draft strategy identifies a number of potential sites for aged accommodation. Some of these are on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, state and local governments are in a position to undertake the planning process necessary to developed the sites
I am not in support of the proposal and have expressed my disapproval multiple times in the past		

Public Submissions - Kalamunda

Issue	Submission/Issue Number	Council response
the local community wants to keep Wattle Grove rural and the proposed aged accommodation conflicts with the rural character of the area		
17 Wattle Grove Urban development		
Wattle Grove should only be urbanised if the majority of the population want it. I am against it and would like the area to be left as rural	5.2, 5.6, 37.5, 54.2	the intent of the draft strategy is to establish the strategic direction of the shire over the next 20 years during which time the population is expected to grow and 2.2m and 3.5m by 2056. From a planning perspective, Wattle Grove is considered suitable for future urban development given the area is not removed from the urban front, has access to services, infrastructure, is located only 20 minutes from Perth and has access to existing and future employment areas around the Perth airport. Based on these attributes, it is considered that the Wattle Grove area represents a sustainable development option
Area should not be rezoned to urban, as this has only been proposed to facilitate aged care development such as Gavour Road		
Supportive of urban development in the area		
urban development in Wattle Grove would result in significant traffic increases, with resulting impacts on character of area		
the WAPC has advised that there is no intention to develop the land south of Wattle Grove (City of Gosnells). Therefore any consideration to rezone Wattle Grove for urban uses is premature		
urban development would significantly impact on the character and lifestyle opportunities in the area		
urban development would significant impact on the ability of children to play in the area		
18 Commercial Activities		
Better shopping areas should be provided	11.1, 29.9	A structure plan has been prepared for the Forrestfield Forum Shopping Centre as a designated activity centre under SPP4.2. The intent of the plan is to guide future development and the renewal of the shopping centre. Improvement plans are being prepared for other centres
Concerned about lack of planning for small business		
More restaurants are required	31.3, 49.9	The Shire can provide the necessary zonings to allow for restaurants, however it is the private sector that will decide if a restaurants is to be built or not
19 Planning for Bushfire protection		
Consideration should be given to reducing the fire risk as part of forward planning	39.2	
20 Other		
more stonework and restore the old stone entranceway to the hills	K1.1	Noted
A chairlift from Lesmurdie Falls or Zig Zag all the way to Perth.	K1.2	Noted
General support for the strategy	44.1, 52.1, 58.1, 73.3, 104.1	Noted
a statement of values should be developed, providing a collective summary of what residents believe is important	52.2	Noted
Disagree with the strategy recommendations for housing on Stirk Street	52.4	Noted
concern is raised with the age of the data used in the strategy, dating back to 2006, and the impact on relevance of the strategy	64.4	The data used in the strategy was the latest available at the time of preparation
the strategy needs to be updated with respect to terminology, spelling and grammatical accuracy	64.1, 64.6, 64.10	Document has been updated
the strategy needs to be more clear with respect to the implementation of actions to achieve objectives	65.3	Noted
antisocial behaviour is a concern and a police station in Kalamunda would be beneficial	102.1	The LPS cannot address the police presence in Kalamunda

Public Submissions - Lesmurdie

Issue	Submission/Issue Number	Council response
General support for strategy, no comment offered		
1 Protection of flora and fauna - natural environment		
concern with development that could occur on the escarpment at Kalamunda and Lesmurdie, because of the visual effects.		
more native plants and trees throughout shire		
Interested in protection of the local flora, as a member of the Darling Range Wildflowers Society.		
Does not support the protection of the natural environment and biodiversity within the Local Planning Strategy plans.		
Concerned about loss of native/natural habitat, want natural environment protected	1.6, 7.1, 18.1, 22.1, 29.1	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
preserve and protect Lesmurdie Falls Bushland areas, also the Hills Reserve.		
Plan for fire risk development near forests and Reserves. Plans to include preventative measures by the Shire and DEC.		
protect wildlife corridors		
general support for the local biodiversity strategy	30.6	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
general lack of support for the local biodiversity strategy	33.3, 40.8	Noted
feeling that the local planning strategy does not effectively recognise the local biodiversity strategy		Noted
vegetation should be retained in new development areas	4.1, 18.1, 21.1, 27.5	Noted
Wattle Grove should be retained as a 'mitigation zone', as previously identified under federal legislation		
clearing of vegetation may impact on cockatoo habitat		
vegetation should not be retained in new development areas, as this often leads to dividing boundary issues for neighbours	15.2	Noted
2 Proposed Residential Bushland Zone		
Houses and bush do not go together- perhaps some controlled burning or small pockets of high density housing would help.		
Requests modification to area included in the Residential Bushland zone. Would like flexibility to be provided within the residential bushland zone for transition of lot sizes. Would prefer increasing lot size consideration when adjacent to large lot sizes, such as 1 acre.		
foothills should be retained as a greenbelt		
Disappointed not to have been included for urban subdivision but pleased to be included for residential bushland subdivision		
would like to see 2,000m2 lots to give more people the opportunity to live on a bush block		
supportive of proposed designation for area		
3 Rural zones - Special Rural, Hills Orchard Area		
Would like property to be classified as Special Rural zoning to maximise the development potential.		
Would like Special Rural Areas/Orchards to be subdivided into smaller parcels, but would like the Special Rural/Orchard areas to be retained.	6.1,6.2, 25.2, 28.2	The hills orchard study is currently be reviewed to address such concerns
Special Rural/ Orchard retain as is, do not allocate all orchard/rural to housing.		
it is essential to retain some orchard and special rural areas, with some rezoned to cater for housing demand	19.2, 20.1	Noted
special rural and orchard areas should be retained as such. (for range of reasons, including greenbelt, maintaining character of the area, retaining productive capacity)	11.2, 12.2, 13.2, 17.2, 22.6, 26.2, 27.2, 30.2, 32.2, 37.2, 40.3	Noted. The draft strategy proposes to review the hills orchard area with a view to considering possible reduction in the minimum lot sizes for orcharding areas where it can be demonstrated that such reductions will not affect the viability of the orcharding
Special Rural Areas – See them more as tourist attractions in themselves and special environments to retain without major subdivisions.		
the future of rural and orchard areas is limited to the hills only.		
current owners should not be forced to sell		
special rural areas are important as providing opportunities for commercial businesses		
Special rural areas have no future as they are located too close to the Perth CBD		
special rural areas should be expanded		
rural land should be retained to ensure sufficient space for existing land uses		

Public Submissions - Lesmurdie

Issue	Submission/Issue Number	Council response
urban dwellers rely on the rural buffer for a number of reasons including but not limited the provision of a visual break		
the orchard study is out of date and orcharding activities are continuing to decline		
4 Aged Accommodation facilities		
More park home accommodation with security of tenure as a cheaper alternative to retirement village.		
Urgent need / supports aged accommodation	11.1, 12.1, 14.3, 17.1, 19.1, 22.2, 23.1, 23.3, 25.1, 26.1, 30.1, 33.1, 34.1, 35.1, 37.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, developers, State and Local government are in a position to undertake the planning process necessary to develop the sites.
Does not support aged care centres and wants a younger more vibrant mix.	3.4	Noted
More flexibility needed to allow second dwellings on current blocks without any need for subdivision.		
support for aged accommodation development, especially in Wattle Grove		
aged person accommodation is very much needed, however it needs to be well-located	13.1, 27.1	Noted
wattle grove lacks infrastructure and shops to support aged person developments		
Aged accommodation is important, however nursing home/higher level care accommodation is a greater priority (including 3 phase care)	9.1,10.1, 10.2, 28.1, 31.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. Whilst the focus of these developments will be independent living units, some of the facilities will provide residential care facilities as well.
the shire should only be facilitating high care facilities		
shire should take the lead in providing aged accommodation, through land acquisition and development of sites		
Should not locate old people all together, instead needing to be located close to families (opportunity to age in place)	36.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. Whilst the focus of these developments will be independent living units, some of the facilities will provide residential care facilities as well.
Hoping not to need aged accommodation for a long time to come		
aged accommodation development may impact on current lifestyle and amenity of area		
there should be more subsidised homes available for pensioners who have to rent privately		
there is sufficient aged persons accommodation, the challenge is securing sufficient staff resources		
development should be on land appropriately zoned		
5 Growth/Housing /density		
growth and development is inevitable and should be effectively planned for	30.4	Population projections come from the state government
Concerned about population growth and housing development. The Shire should take a proactive approach protecting local area	12.5, 27.3, 40.6	Shire needs to plan for population expansion along lines established by State Government.
Supports higher density to accommodate population growth		
Support for increased densities around centres	8.1, 12.6, 22.5	Noted
larger block size, range of lot sizes	28.5, 30.3, 30.5	Directions 2031 and Beyond encourages more affordable and a better range of housing in close proximity to commercial areas and public transport routes. The proposal for the residential bushland zone allows for the subdivision of land down to either 2,000sqm or 4,000sqm sized lots.
housing density is too high. Larger lots should be provided, in keeping with country atmosphere	11.5, 11.6, 13.5, 26.3	The strategy provides for a broad range of lot sizes through the introduction of the residential bushland zone into the foothills providing for 2000m2 and 4000m2 lots. Combine this with the proposed urban areas of Maida Vale south and Wattle Grove will offer a range of housing opportunities for the community
would like to see increased density around Kalamunda townsite in order to facilitate the protection of rural/orchard areas	14.4	Noted
support for increasing land available for new houses	20.2, 25.4	More land can be available where the infrastructure can be provided
a greater diversity of housing options should be available to meet a range of needs	2.1-2.3, 3.1	The provision of varied housing stock is one of the objectives of the strategy
growth will facilitate economic development		
more housing will ultimately result in better schools, shops and public transport services		
the LPS is based on incorrect population growth projections (25,000), which is inconsistent with state government forecasts of 20,000 by 2031		
concerns raised about the accuracy of population growth projections		
would like to see a particular property(ies) rezoned to facilitate further subdivision/development	24.1, 39.1	Noted

Public Submissions - Lesmurdie

Issue	Submission/Issue Number	Council response
Concerned about a sea of roofs and colourbond fencing (impacts of residential development on character of area)	10.5, 10.8, 27.4, 40.7	Noted
6 Industrial land		
Creation of industrial area on Welshpool Road East should be stopped- we need pockets of rural land as a buffer between residential lots.		
Does not want industrial growth in semi-rural SW area. Would like this area and Wattle Grove to remain semi-rural/low-density housing.		
Would like to preserve Kalamunda Shire against industrial and commercial activity.		
Supports industrial growth in appropriate locations	10.3, 40.4	Noted
Does not support industry in Forrestfield and High Wycombe. Too many trucks parked and driving through the areas.		
Would like to preserve some bushland / landscaping amongst industrial.		
Industrial Growth and Employment – From Roe Highway through High Wycombe is badly planned and an unreasonable bottle neck at times. Morning/evening commute time, school drop off/pick up – Travel time has doubled.		
concerns about impacts from industrial development including impact on the character of the area, along with groundwater, noise, pollution and traffic impacts		
Too much industry encroaching on the Hills area.	32.3	Industry is predominantly proposed in the foothills.
industrial growth around the Perth airport is inevitable and is not opposed	12.3, 13.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Planning for industrial development of special rural areas, such as that adjacent to the Maddington Kenwick Strategic Employment Area should progress		
industrial development will be beneficial with respect to employment creation	22.3	The proposed Forrestfield/High Wycombe industrial area will generate significant employment opportunities for the local community who wish to reside in the locality
industrial development will necessitate improved road and rail transport infrastructure	11.3, 17.3, 37.3	Noted
7 Rail extension/ public transport		
Increased public transportation, train station to the airport, city, north of city due to heavy traffic and other transport options.		
Public transport usage is limited and is fine for meeting current needs	10.6, 17.5, 27.6	Noted
public transport is reasonable but services could be extended	13.6	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs to Perth is an issue of concern for local residents and needs to be addressed. The Shire is actively pursuing a rail link option from Perth Airport to the eastern suburbs. This would open up rapid bus links and improved cycling facilities options to a station in Forrestfield or High Wycombe.
Increases to public transport are very much needed.	1.5, 3.2, 6.3, 11.7, 12.7, 20.3, 22.8, 23.4, 25.5, 28.3, 28.6, 30.7, 32.7, 37.5, 40.9	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus
the less public transport to Perth the better		Noted
8 Traffic /Roads		
Population growth should not commence until the roads are upgraded.		
upset with the current condition of Roe Hwy and Berkshire Rd intersection. Wants the intersection realigned for traffic to enter safely. Suggests overpass		
High Wycombe has been ignored as the gateway to Kalamunda. The traffic is heavy and the approach is now an industrial area.		
In view of increased traffic and further increases with larger populations, should roads be wider.		
trucks are clogging up our (rural) streets		
Tonkin Hwy needs more fly overs		
Road improvements are needed, including addressing blackspots and speeding		
concerned about congestion and expected growth impact on traffic volumes on roads		
9 Path networks		
additional foot and cycle paths need to be constructed	13.4	the provision of multiuse paths is a priority for the Shire. There will be provided on-going improvements to footpaths and public open space areas
10 Urban Design and Streetscapes		
Supports urban design and streetscape, with parks and bushland. Would like more cycleways, artwork and designs in footpaths., suburbs having own character. Further improvements required	8.2, 10.4, 11.4, 12.4, 22.4, 22.11, 25.3, 28.4, 37.4	Noted
The streetscapes look tired/needs to be updated		
Does not support various centre enhancements	40.5	Noted
New subdivisions should incorporate improved streetscapes		
Wattle Grove should be given a higher level of priority for urban design improvements, as currently lagging behind		

Public Submissions - Lesmurdie

Issue	Submission/Issue Number	Council response
new roads should be provided with greater width to allow parking, as too narrow		
Urban design considerations are not considered relevant to a particular area		
Town centre should be modified to provide improved environment (parking, pedestrian mall, built form etc)	23.2	Urban design and streetscape considerations are important for commercial areas within the shire, with a number of improvement initiatives being progressed. The greening of the streetscapes will be implemented for existing and future residential areas
streetscape planning could be improved in a number of ways		
11 Community facilities		
the more community infrastructure and facilities there are the better		
without improved infrastructure and facilities, urban development should not be occurring		
Facilities in Forrestfield are very good		
Juniper Way Reserve needs more seating in the park surrounding the 2 playgrounds.		
Would like increased recreation / community facilities (particularly in the context of projected population growth)	1.2, 12.9, 20.4, 25.7, 28.8, 30.9, 32.6, 40.10	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
Whilst recognising that efforts are being made on some walk tracks, more can be done in the way of improving many of the tracks and providing informative signage, rest areas and BBQ facilities.		
More community infrastructure and facilities are needed for the new Wattle Grove Area		
the currently level of community infrastructure provision is appropriate/further infrastructure not required	11.9, 33.4	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
Provision of community infrastructure should be done in a consultative manner	38.1	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
funding for community infrastructure is not distributed evenly across the shire	23.5	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
it is unclear how funding will be provided for community infrastructure	17.6	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
the Shire does have an effective 25 year funding plan for community infrastructure, which should be utilised		
need to provide more infrastructure to meet the needs of young people	1.1,1.3,1.4, 3.3, 5.1,22.9,31.3	Noted
provision of community infrastructure goes against the character of the hills		
Existing infrastructure needs to maintained/upgraded	27.7, 40.12	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
12 Public Open Space		
more parks are needed in newly developed areas		
Would like to leave more open spaces. Would like to remove the rollerblade rink and BMX bike track to more suitable location in Forrestfield.		
Believes blocks of land are too small for children to play. Would like more parks, gardens, and sporting areas closer to new housing.		
Improvements to Wattle Grove public open space areas are excellent, now need to see similar done for other areas		
more sport venues are needed for meeting the needs of young people		
Concern about public open space areas being located adjacent to stormwater drains		
public open space areas in Wattle Grove need improvement		
concerns raised about the current reserve rationalisation work by the Shire		
support for the current reserve rationalisation work by the shire	15.1	Noted
13 Sustainability		
Does not believe Shire and the occupants are living sustainably. Unhappy with commute times increase without new bridge lanes. Does not want much tourism, believes it is poor for the environment.		
Supports environmentally and people friendly urban designs. Supports sustainable growth.		
Supports sustainable development	17.4	Shire is committed to improving sustainable living where ever possible
14 Tourism development opportunities are good so far.		

Public Submissions - Lesmurdie

Issue	Submission/Issue Number	Council response
Supports increased focus on tourism	12.8, 13.7, 22.10, 25.6, 26.4, 30.8, 32.8	Tourism is an important element of the draft Strategy. Planning for sustainable tourism is one of the key goals of the Shire as it can make a significant contribution to the local economy. There are a number of potential business attractions, natural and historical sites that need to be promoted. The Hills Orchard areas offer great potential for further tourism related development.
Does not support tourism development opportunities	10.7	Noted
Supports a blend of accommodation and agriculture. Would like to preserve the valleys.		
Tourists come to the hills drawn by the natural environment	28.7	Tourism and the opportunities that exist for passive and active recreation in Kalamunda is an important element of the draft
tourism development opportunities should not impact on lifestyles of existing residents + character of the area	11.8	Sustainable tourism development is the key
tourism developments should not be a priority consideration		
15 Service Infrastructure / utilities		
Would like to have: Gas line to the hills, more roads to access all utilities, underground power.	32.4, 35.2, 40.11	Noted, however, unlikely owing to high cost of digging through granite.
State Sewerage Policy is not suitable for the Hills area. The Shire should challenge the State Health Department and develop a local policy suitable for our soil types and terrain.	16.2	The Shire is required to adhere to the state government sewerage policy
two properties across Lenori Road from the current shopping centre in Gooseberry Hill could be additional retail site.		
Access to sewerage won't be readily available to service subdivision and development in Wattle Grove		
access to sewerage will be a relevant consideration for further subdivision/development	16.1, 32.5, 33.2	Noted
16 Amendment 18 related matters		
Aged accommodation needs to be in the correct location. The location proposed is not the best location that is available. The WAPC has confirmed that aged accommodation sites in Gavour Road and Brentwood Road do not meet the need to plan for accessible and affordable facilities	40.2	At present, there are 6 different locations identified as possible aged accommodation sites in the shire.
I am not in support of the proposal and have expressed my disapproval multiple times in the past		
the local community wants to keep Wattle Grove rural and the proposed aged accommodation conflicts with the rural character of the area		
support for proposal at Gavour Road	32.1	The strategy identifies the Gavour Road location as one of the potential sites for aged accommodation
17 Wattle Grove Urban development		
Wattle Grove should only be urbanised if the majority of the population want it. I am against it and would like the area to be left as rural		
Area should not be rezoned to urban, as this has only been proposed to facilitate aged care development such as Gavour Road		
Supportive of urban development in the area		
urban development in Wattle Grove would result in significant traffic increases, with resulting impacts on character of area		
the WAPC has advised that there is no intention to develop the land south of Wattle Grove (City of Gosnells). Therefore any consideration to rezone Wattle Grove for urban uses is premature		
urban development would significantly impact on the character and lifestyle opportunities in the area		
urban development would significant impact on the ability of children to play in the area		
18 Commercial Activities		
Better shopping areas should be provided		
Concerned about lack of planning for small business		
More restaurants are required		
19 Planning for Bushfire protection		
Consideration should be given to reducing the fire risk as part of forward planning	29.2	Noted
20 Other		
General support for the strategy	14.1-14.2	Noted
General lack of support for the strategy	40.1	Note.
antisocial behaviour is a concern and a police station in Kalamunda would be beneficial	32.9	Police presence in Kalamunda is beyond the scope of the LPS
medical facilities (including a hospital) should be established	31.2	This is a matter that requires consideration by the Department of Health.

Public Submissions - High Wycombe

Issue	Submission/Issue Number	Council response
General support for strategy, no comment offered		
1 Protection of flora and fauna - natural environment		
concern with development that could occur on the escarpment at Kalamunda and Lesmurdie, because of the visual effects.		
more native plants and trees throughout shire		
Interested in protection of the local flora, as a member of the Darling Range Wildflowers Society.		
Does not support the protection of the natural environment and biodiversity within the Local Planning Strategy plans.		
Concerned about loss of native/natural habitat, want natural environment protected	15.6, 23.4, 28.1-28.3, 33.4	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
preserve and protect Lesmurdie Falls Bushland areas, also the Hills Reserve.		
Plan for fire risk development near forests and Reserves. Plans to include preventative measures by the Shire and DEC.		
protect wildlife corridors		
general support for the local biodiversity strategy	32.6	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
general lack of support for the local biodiversity strategy		
feeling that the local planning strategy does not effectively recognise the local biodiversity strategy	33.3, 33.5, 33.6	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
vegetation should be retained in new development areas	12.4	Noted
Wattle Grove should be retained as a 'mitigation zone', as previously identified under federal legislation		
clearing of vegetation may impact on cockatoo habitat		
vegetation should not be retained in new development areas, as this often leads to dividing boundary issues for neighbours		
2 Proposed Residential Bushland Zone		
Houses and bush do not go together- perhaps some controlled burning or small pockets of high density housing would help.		
Requests modification to area included in the Residential Bushland zone. Would like flexibility to be provided within the residential bushland zone for transition of lot sizes. Would prefer increasing lot size consideration when adjacent to large lot sizes, such as 1 acre.		
foothills should be retained as a greenbelt		
Disappointed not to have been included for urban subdivision but pleased to be included for residential bushland subdivision		
would like to see 2,000m2 lots to give more people the opportunity to live on a bush block		
supportive of proposed designation for area		
3 Rural zones - Special Rural, Hills Orchard Area		
Would like property to be classified as Special Rural zoning to maximise the development potential.		
Would like Special Rural Areas/Orchards to be subdivided into smaller parcels, but would like the Special Rural/Orchard areas to be retained.		
Special Rural/ Orchard retain as is, do not allocate all orchard/rural to housing.		
it is essential to retain some orchard and special rural areas, with some rezoned to cater for housing demand		
special rural and orchard areas should be retained as such. (for range of reasons, including greenbelt, maintaining character of the area, retaining productive capacity)	4.2, 6.1, 7.2, 11.2, 14.2, 14.6, 15.2, 23.1, 23.8, 31.2, 32.2	Noted. The draft strategy proposes to review the hills orchard area with a view to considering possible reduction in the minimum lot sizes for orcharding areas where it can be demonstrated that such reductions will not affect the viability of the orcharding
Special Rural Areas – See them more as tourist attractions in themselves and special environments to retain without major subdivisions.		
the future of rural and orchard areas is limited to the hills only.		
current owners should not be forced to sell		
special rural areas are important as providing opportunities for commercial businesses		
Special rural areas have no future as they are located too close to the Perth CBD		
special rural areas should be expanded		
rural land should be retained to ensure sufficient space for existing land uses		
urban dwellers rely on the rural buffer for a number of reasons including but not limited the provision of a visual break		

Public Submissions - High Wycombe

Issue	Submission/Issue Number	Council response
the orchard study is out of date and orcharding activities are continuing to decline		
4 Aged Accommodation facilities		
More park home accommodation with security of tenure as a cheaper alternative to retirement village.		
More aged person accommodation, in a form other than park home		
Urgent need / supports aged accommodation	5.1, 12.1, 31.1, 32.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, developers, State and Local government are in a position to undertake the planning process necessary to develop the sites.
Does not support further aged care centres and wants a younger more vibrant mix.		
there is sufficient aged person accommodation already	3.1, 4.1, 14.1	Provision of aged accommodation has been identified in the LPS. Development will be market driven
More flexibility needed to allow second dwellings on current blocks without any need for subdivision.		
support for aged accommodation development, especially in Wattle Grove		
aged person accommodation is very much needed, however it needs to be well-located		
wattle grove lacks infrastructure and shops to support aged person developments		
Aged accommodation is important, however nursing home/higher level care accommodation is a greater priority (including 3 phase care)		
the shire should only be facilitating high care facilities		
shire should take the lead in providing aged accommodation, through land acquisition and development of sites	15.1	Noted
Should not locate old people all together, instead needing to be located close to families (opportunity to age in place)	7.1, 11.1	The need to diversify the housing stock to accommodate an aging population in the shire has been identified and is one of the key issues in the draft LPS
Hoping not to need aged accommodation for a long time to come		
aged accommodation development may impact on current lifestyle and amenity of area		
there should be more subsidised homes available for pensioners who have to rent privately		
there is sufficient aged persons accommodation, the challenge is securing sufficient staff resources		
development should be on land appropriately zoned		
5 Growth/Housing /density		
growth and development is inevitable and should be effectively planned for	22.4, 22.8	the population growth scenarios reflect the expected population growth Perth will experience over the next 20 years
Concerned about population growth and housing development. The Shire should take a proactive approach protecting local area	14.3	Shire needs to plan for population expansion along lines established by State Government.
Supports higher density to accommodate population growth		
Support for increased densities around centres		
larger block size, range of lot sizes	4.5, 6.4	Directions 2031 and Beyond encourages more affordable and a better range of housing in close proximity to commercial areas and public transport routes. The proposal for the residential bushland zone allows for the subdivision of land down to either 2,000sqm or 4,000sqm sized lots.
housing density is too high. Larger lots should be provided, in keeping with country atmosphere	15.5, 19.1	The strategy provides for a broad range of lot sizes through the introduction of the residential bushland zone into the foothills providing for 2000m2 and 4000m2 lots. Combine this with the
would like to see increased density around Kalamunda townsite in order to facilitate the protection of rural/orchard areas		
support for increasing land available for new houses		
a greater diversity of housing options should be available to meet a range of needs	3.3	Noted
growth will facilitate economic development		
more housing will ultimately result in better schools, shops and public transport services	32.5	All new urban development areas will require structure planning to be undertaken to ensure that there will be appropriate transport,
the LPS is based on incorrect population growth projections (25,000), which is inconsistent with state government forecasts of 20,000 by 2031		
concerns raised about the accuracy of population growth projections		
would like to see a particular property(ies) rezoned to facilitate further subdivision/development	16.10, 21.2, 22.2, 24.1, 27.1	Noted
Concerned about a sea of roofs and colourbond fencing (impacts of residential development on character of area)		
existing housing stock needs to be tidied up, protected	4.6, 14.4	This is a matter for the individual landowner to consider or can be considered at the redevelopment stage
concerned about infill development proposal	20.3, 33.2	Noted
6 Industrial land		

Public Submissions - High Wycombe

Issue	Submission/Issue Number	Council response
Creation of industrial area on Welshpool Road East should be stopped- we need pockets of rural land as a buffer between residential lots.		
Does not want industrial growth in semi-rural SW area. Would like this area and Wattle Grove to remain semi-rural/low-density housing.		
Would like to preserve Kalamunda Shire against industrial and commercial activity.		
Supports industrial growth in appropriate locations	11.3, 18.1, 23.2, 29.1, 31.3	Noted
Does not support industry in Forrestfield and High Wycombe, too many trucks parked and driving through the areas.	8.1, 8.4, 15.10, 19.2	Truck parking is an issue and the Shire need to finds areas for truck depots to be located to take the trucks out of residential areas.
Would like to preserve some bushland / landscaping amongst industrial.		
Industrial Growth and Employment – From Roe Highway through High Wycombe is badly planned and an unreasonable bottle neck at times. Morning/evening commute time, school drop off/pick up – Travel time has doubled.		
concerns about impacts from industrial development including impact on the character of the area, along with groundwater, noise, pollution and traffic impacts	6.2, 8.5, 15.3, 20.1, 22.3, 25.1, 30.1	Industrial developments area will be subject to structure planning which will include the provision of appropriate buffers to sensitive land uses.
Too much industry encroaching on the Hills area.		
industrial growth around the Perth airport is inevitable and is not opposed	12.2, 32.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Planning for industrial development of special rural areas, such as that adjacent to the Maddington Kenwick Strategic Employment Area should progress		
industrial development will be beneficial with respect to employment creation/economic development	26.1	The proposed Forrestfield/High Wycombe industrial area will generate significant employment opportunities for the local community who wish to reside in the locality
industrial development will necessitate improved road and rail transport infrastructure	28.4	Noted
7 Rail extension/ public transport		
Increased public transportation, train station to the airport, city, north of city due to heavy traffic and other transport options.		
Public transport usage is limited and is fine for meeting current needs		
public transport is reasonable but services could be extended	3.4	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs to Perth is an issue of concern for local residents and needs to be addressed. The Shire is actively pursuing a rail link option from Perth Airport to the eastern suburbs. This would open up rapid bus links and improved cycling facilities options to a station in Forrestfield or High Wycombe.
Increases to public transport are very much needed.	2.2, 4.3, 7.4, 7.5, 9.1, 13.3, 15.7, 17.2, 22.10, 23.5, 31.7	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus
the less public transport to Perth the better		
8 Traffic /Roads		
Population growth should not commence until the roads are upgraded.		
upset with the current condition of Roe Hwy and Berkshire Rd intersection. Wants the intersection realigned for traffic to enter safely. Suggests overpass		
High Wycombe has been ignored as the gateway to Kalamunda. The traffic is heavy and the approach is now an industrial area.		
In view of increased traffic and further increases with larger populations, should roads be wider.		
trucks are clogging up our (rural) streets		
Tonkin Hwy needs more fly overs		
Road improvements are needed, including addressing blackspots and speeding	3.2, 6.3, 10.1-10.3, 12.3, 32.7	Such matters can be addressed through separate processes.
concerned about congestion and expected growth impact on traffic volumes on roads	2.1	Any development proposals will need to be assessed, taking into account appropriate infrastructure requirements.
9 Path networks		
additional foot and cycle paths need to be constructed	4.4, 23.3	the provision of multiuse paths is a priority for the Shire. There will be provided on-going improvements to footpaths and public open space areas
10 Urban Design and Streetscapes		
Supports urban design and streetscape, with parks and bushland. Would like more cycleways, artwork and designs in footpaths., suburbs having own character. Further improvements required	11.4, 13.1, 22.6, 31.4, 31.5, 32.4	Noted. Townscape improvement plans address streetscape issues. Detailed urban design initiatives are being planned at commercial centres.
The streetscapes look tired/needs to be updated		
Does not support various streetscape/centre enhancements		
New subdivisions should incorporate improved streetscapes		
Wattle Grove should be given a higher level of priority for urban design improvements, as currently lagging behind		
new roads should be provided with greater width to allow parking, as too narrow		
Urban design considerations are not considered relevant to a particular area		

Public Submissions - High Wycombe

Issue	Submission/Issue Number	Council response
Town centre should be modified to provide improved environment (parking, pedestrian mall, built form etc)		
streetscape planning could be improved in a number of ways		
11 Community facilities		
the more community infrastructure and facilities there are the better		
without improved infrastructure and facilities, urban development should not be occurring	2.3	Noted.
Facilities in Forrestdfield are very good		
Juniper Way Reserve needs more seating in the park surrounding the 2 playgrounds.		
Would like increased recreation / community facilities (particularly in the context of projected population growth)	22.12, 23.6	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
Whilst recognising that efforts are being made on some walk tracks, more can be done in the way of improving many of the tracks and providing informative signage, rest areas and BBQ facilities.		
More community infrastructure and facilities are needed for the new Wattle Grove Area		
the currently level of community infrastructure provision is appropriate/further infrastructure not required		
Provision of community infrastructure should be done in a consultative manner		
funding for community infrastructure is not distributed evenly across the shire	7.6, 13.4	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
it is unclear how funding will be provided for community infrastructure		
the Shire does have an effective 25 year funding plan for community infrastructure, which should be utilised		
need to provide more infrastructure to meet the needs of young people	4.7, 13.2	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
provision of community infrastructure goes against the character of the hills		
Existing infrastructure needs to maintained/upgraded	20.5	Recreation needs are being independently assessed. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.
12 Public Open Space		
more parks are needed in newly developed areas	8.3, 15.4, 22.7, 31.6	More parks will be provided in newly developing areas.
Would like to leave more open spaces. Would like to remove the rollerblade rink and BMX bike track to more suitable location in Forrestdfield.		
Believes blocks of land are too small for children to play. Would like more parks, gardens, and sporting areas closer to new housing.		
Improvements to Wattle Grove public open space areas are excellent, now need to see similar done for other areas		
more sport venues are needed for meeting the needs of young people		
Concern about public open space areas being located adjacent to stormwater drains		
public open space areas in Wattle Grove need improvement		
concerns raised about the current reserve rationalisation work by the Shire		
support for the current reserve rationalisation work by the shire		
13 Sustainability		
Does not believe Shire and the occupants are living sustainably. Unhappy with commute times increase without new bridge lanes. Does not want much tourism, believes it is poor for the environment.		
Supports environmentally and people friendly urban designs. Supports sustainable growth. Supports sustainable development	22.9, 31.9	Noted
14 Tourism development opportunities are good so far.		
Supports increased focus on tourism	15.8, 17.3, 20.4, 22.11, 23.7, 31.8, 32.8	Tourism is an important element of the draft Strategy. Planning for sustainable tourism is one of the key goals of the Shire as it can make a significant contribution to the local economy. There are a number of potential business attractions, natural and historical sites that need to be promoted. The Hills Orchard areas offer great potential for further tourism related development.
Does not support tourism development opportunities		

Public Submissions - High Wycombe

Issue	Submission/Issue Number	Council response
Supports a blend of accommodation and agriculture. Would like to preserve the valleys.		
Tourists come to the hills drawn by the natural environment		
tourism development opportunities should not impact on lifestyles of existing residents + character of the area	14.5	Sustainable tourism development is the key
tourism developments should not be a priority consideration		
15 Service Infrastructure / utilities		
Would like to have: Gas line to the hills, more roads to access all utilities, underground power.	8.2	Noted, however, unlikely owing to high cost of digging through granite.
State Sewerage Policy is not suitable for the Hills area. The Shire should challenge the State Health Department and develop a local policy suitable for our soil types and terrain.		
two properties across Lenori Road from the current shopping centre in Gooseberry Hill could be additional retail site.		
Access to sewerage won't be readily available to service subdivision and development in Wattle Grove		
access to sewerage will be a relevant consideration for further subdivision/development		
16 Amendment 18 related matters		
Aged accommodation needs to be in the correct location. The location proposed is not the best location that is available. The WAPC has confirmed that aged accommodation sites in Gavour Road and Brentwood Road do not meet the need to plan for accessible and affordable facilities		
I am not in support of the proposal and have expressed my disapproval multiple times in the past		
the local community wants to keep Wattle Grove rural and the proposed aged accommodation conflicts with the rural character of the area		
support for proposal at Gavour Road		
17 Wattle Grove Urban development		
Wattle Grove should only be urbanised if the majority of the population want it. I am against it and would like the area to be left as rural		
Area should not be rezoned to urban, as this has only been proposed to facilitate aged care development such as Gavour Road		
Supportive of urban development in the area		
urban development in Wattle Grove would result in significant traffic increases, with resulting impacts on character of area		
the WAPC has advised that there is no intention to develop the land south of Wattle Grove (City of Gosnells). Therefore any consideration to rezone Wattle Grove for urban uses is premature		
urban development would significantly impact on the character and lifestyle opportunities in the area		
urban development would significant impact on the ability of children to play in the area		
18 Commercial Activities		
Better shopping areas should be provided	1.2, 11.5, 15.9, 22.5	A structure plan has been prepared for the Forresterfield Forum Shopping Centre as a designated activity centre under SPP4.2. The intent of the plan is to guide future development and the renewal of the shopping centre. Improvement plans are being prepared for other centres
Concerned about lack of planning for small business		
More restaurants are required		
19 Planning for Bushfire protection		
Consideration should be given to reducing the fire risk as part of forward planning		
20 Other		
General support for the strategy	17.1, 21.1	Noted
General lack of support for the strategy	1.1	Noted
the strategy needs to be more clear with respect to the implementation of actions to achieve objectives	7.7, 33.1	Noted
planning needs to take into consideration animal controls (domestic and non-domestic)	23.9	This is beyond the scope of the LPS
medical facilities (including a hospital) should be established	32.9	This is a matter for consideration by the health department
airport should be relocated	7.3	This is beyond the scope of the LPS

Public Submissions - Maida Vale

Issue	Submission/Issue Number	Council response
General support for strategy, no comment offered		
1 Protection of flora and fauna - natural environment		
concern with development that could occur on the escarpment at Kalamunda and Lesmurdie, because of the visual effects.		
Does not support the protection of the natural environment and biodiversity within the Local Planning Strategy plans.		
Concerned about loss of native/natural habitat, want natural environment protected	26.1, 57.6	The Shire has adopted a Local Biodiversity Strategy which forms a key component of the draft Strategy. The biodiversity strategy is consistent with the Shire's vision statement to ensure the Shire protects manages and promotes the social, economic and environmental values of biodiversity to ensure a lasting legacy for future generations. These are the elements which underpin Sustainable development.
preserve and protect Lesmurdie Falls Bushland areas, also the Hills Reserve.		
protect wildlife corridors		
disposal of reserves supported	55.1	The District Conservation Strategy is currently being reviewed by staff. The disposal of reserves is only being considered where there is no environmental value, amenity value and is costly to maintain.
no more disposal of reserves		
general support for the local biodiversity strategy		
feeling that the local planning strategy does not effectively recognise the local biodiversity strategy		
vegetation should be retained in new development areas	5.5, 11.2, 54.1, 57.4, 61.1	Noted
Wattle Grove should be retained as a 'mitigation zone', as previously identified under federal legislation		
clearing of vegetation may impact on cockatoo habitat		
2 Proposed Residential Bushland Zone		
Houses and bush do not go together- perhaps some controlled burning or small pockets of high density housing would help.		
Requests modification to area included in the Residential Bushland zone. Would like flexibility to be provided within the residential bushland zone for transition of lot sizes. Would prefer increasing lot size consideration when adjacent to large lot sizes, such as 1 acre.	24.1, 35.1-35.6, 42.1, 44.1, 52.2, 56.1, 56.2	Many of the properties are already proposed to be included in the zone. The extension of the residential bushland zone is proposed.
foothills should be retained as a greenbelt		
Disappointed not to have been included for urban subdivision but pleased to be included for residential bushland subdivision		
would like to see 2,000m2 lots to give more people the opportunity to live on a bush block	23.6	The introduction of the residential bushland zone into the foothills areas will allow for subdivision in some areas down to 2,000m2 sized with lots within the balance being 4,000m2
supportive of proposed designation for area	4.1, 12.6, 24.3	the introduction of the residential bushland zone in to the foothills will allow for lifestyle blocks of 4,000m2 and 2,000m2. A key element of this zone will be the requirement to retain vegetation onsite
3 Rural zones - Special Rural, Hills Orchard Area		
Would like property to be classified as Special Rural zoning to maximise the development potential.		
Would like Special Rural Areas/Orchards to be subdivided into smaller parcels, but would like the Special Rural/Orchard areas to be retained.	5.2	Subject of the Hills Orchard Study review. -. The draft Strategy proposes to review the Hills Orchard Area with a view to consider possible reduction in the minimum lot size for orcharding areas where it can be demonstrated that such reductions in the lot size will not affect the viability of the orcharding industry. The Strategy is recommending that the residential bushland zone be extended to include the special rural buffer. If this is supported then subdivision could be consider down to 2,000sqm or 4,000sqm depending on the location.
Special Rural/ Orchard retain as is, do not allocate all orchard/rural to housing.	24.6	There is no intention of turning the whole of the rural area to residential. The Hills Orchard area is recognised as important for fruit production and tourism opportunities. These areas will be protected under the Strategy.
concerns about land use conflict	24.7	There are areas in the LPS which retain special rural and rural zoned land for horticultural activities
it is essential to retain some orchard and special rural areas, with some rezoned to cater for housing demand		
special rural and orchard areas should be retained as such.	9.2, 17.1, 22.1, 25.1, 28.1, 28.3, 30.1, 31.1, 45.1, 53.2, 57.2, 59.2, 60.2	Some of the rural areas in the Shire are a crucial part of the tourist attraction.
Special Rural Areas – See them more as tourist attractions in themselves and special environments to retain without major subdivisions.		
the future of rural and orchard areas is limited to the hills only.	47.2	Owners will not be forced to sell, even if land is rezoned
current owners should not be forced to sell		
special rural areas are important as providing opportunities for commercial businesses		
Special rural areas have no future as they are located too close to the Perth CBD		
special rural areas should be expanded		
rural land should be retained to ensure sufficient space for existing land uses		

Public Submissions - Maida Vale

Issue	Submission/Issue Number	Council response
urban dwellers rely on the rural buffer for a number of reasons including but not limited the provision of a visual break		
4 Aged Accommodation facilities		
More park home accommodation with security of tenure as a cheaper alternative to retirement village.		
Urgent need / supports aged accommodation	5.1, 10.1, 12.1, 20.1, 23.1, 47.1, 5.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The timing as to when these sites will be developed will depend on a number of factors, these include when the landowners, developers, State and Local government are in a position to undertake the planning process necessary to develop the sites.
Does not support aged care centres and wants a younger more vibrant mix.		
More flexibility needed to allow second dwellings on current blocks without any need for subdivision.		
support for aged accommodation development, especially in Wattle Grove		
aged person accommodation is very much needed, however it needs to be well-located	1.1, 49.1, 53.1, 59.1	Noted.
wattle grove lacks infrastructure and shops to support aged person developments		
Aged accommodation is important, however nursing home accommodation is a greater priority		
the shire should only be facilitating high care facilities		
shire should take the lead in providing aged accommodation, through land acquisition, development and facilitation	8.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. The Shire is looking to develop partnerships with aged care facility providers to deliver residential aged care accommodation
Hoping not to need aged accommodation for a long time to come		
aged accommodation development may impact on current lifestyle and amenity of area		
Should not locate old people all together, instead needing to be located close to families	9.1	Noted, this would be a decision of the individual
focus should on higher level care	60.1	The draft Strategy identifies a number of potential sites for aged accommodation. Some of these are located on privately owned land and some on reserved land. Whilst the focus of these developments will be independent living units, some of the facilities will provide residential care facilities as well.
5 Growth/Housing /density		
growth and development is inevitable	6.1, 15.2, 49.2	the population growth scenarios reflect the expected population growth Perth will experience over the next 20 years
Concerned about population growth and housing development. The Shire should take a proactive approach protecting local area	1.5, 16.1, 26.2, 27.1, 32.1, 39.2, 53.5, 57.5, 59.5	Shire needs to plan for population expansion along lines established by State Government.
Supports higher density, population growth	3.1, 23.4	Noted. Some special rural areas particularly in the foothills have been identified as having potential for subdivision
Support for increased densities around centres larger block size, range of lot sizes		
housing density is too high. Larger lots should be provided, in keeping with country atmosphere	16.2, 38.2, 59.6, 62.1	The strategy provides for a broad range of lot sizes through the introduction of the residential bushland zone into the foothills providing for 2000m2 and 4000m2 lots. Combine this with the proposed urban areas of Maida Vale south and Wattle Grove will offer a range of housing opportunities for the community
support for increasing land available for new houses	5.4	The identification of new urban areas in Maida Vale South and Wattle Grove will provide housing opportunities in areas which are considered to have more affordable land in the Perth Metropolitan Region.
a greater diversity of housing options should be available	60.5	Current legislation allows for two storey houses and development of this is a matter for the landowner.
growth will facilitate economic development		
more housing will ultimately result in better schools, shops and public transport services		
the LPS is based on incorrect population growth projections (25,000), which is inconsistent with state government forecasts of 20,000 by 2031		
support for increased density to take pressure of rural areas	1.7	All existing urban cells in the shire have been considered and incorporated into the population growth scenarios. If the shire progresses option 1 (growth by 10,000), then it is considered that all existing urban cells will be completed by 2017. This is not the preferred scenario as the draft strategy is a 20 year plan for growth
would like rezoning to facilitate further subdivision/development	2.1, 11.1, 12.2, 13.1, 15.1, 18.1, 19.1, 21.1, 29.1, 33.1, 36.1, 37.1, 40.1	Noted
6 Industrial land		
Creation of industrial area on Welshpool Road East should be stopped- we need pockets of rural land as a buffer between residential lots.		
Does not want industrial growth in semi-rural SW area. Would like this area and Wattle Grove to remain semi-rural/low-density housing.		
Would like to preserve Kalamunda Shire against industrial and commercial activity.		
Supports industrial growth in appropriate locations	12.3, 27.3, 59.3	Noted

Public Submissions - Maida Vale

Issue	Submission/Issue Number	Council response
Does not support industry in Forrestfield and High Wycombe. Too many trucks parked and driving through the areas.		
Would like to preserve some bushland / landscaping amongst industrial.		
Industrial Growth and Employment – From Roe Highway through High Wycombe is badly planned and an unreasonable bottle neck at times. Morning/evening commute time, school drop off/pick up – Travel time has doubled.		
concerns about impacts from industrial development including impact on the character of the area, along with noise, pollution and traffic impacts	1.3, 8.2, 53.4, 57.3, 60.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Too much industry encroaching on the Hills area.	33.2	Industry is predominantly proposed in the foothills.
industrial growth around the Perth airport is inevitable and is not opposed	28.2, 53.3	The proposed Forrestfield/High Wycombe industrial area represents a key strategic site given its proximity to Perth Airport and the Forrestfield marshalling yards. It is acknowledged that an appropriate transition and buffer will have to be provided as part of the structure plan process.
Planning for industrial development of special rural areas, such as that adjacent to the Maddington Kenwick Strategic Employment Area should progress		
industrial development will be beneficial with respect to employment creation	23.2	The proposed Forrestfield/High Wycombe industrial area will generate significant employment opportunities for the local community who wish to reside in the locality
7 Rail extension/ public transport		
Increased public transportation, train station to the airport, city, north of city due to heavy traffic and other transport options.		
Public transport usage is limited and is fine for meeting current needs		
public transport is reasonable but services could be extended		
Increases to public transport are very much needed.	1.6, 1.9, 5.6, 9.3, 11.3, 12.5, 23.5, 38.5, 39.3, 49.5, 53.6, 54.2, 60.6	It is acknowledged that transport is a major issue, particularly for the Shire. In particular, the problem of securing an adequate bus service from the Hills suburbs to Perth is an issue of concern for local residents and needs to be addressed.
8 Traffic /Roads		
Population growth should not commence until the roads are upgraded.		
upset with the current condition of Roe Hwy and Berkshire Rd intersection. Wants the intersection realigned for traffic to enter safely. Suggests overpass		
High Wycombe has been ignored as the gateway to Kalamunda. The traffic is heavy and the approach is now an industrial area.		
In view of increased traffic and further increases with larger populations, should roads be wider.		
trucks are clogging up our (rural) streets		
Tonkin Hwy needs more fly overs		
concerns about growing traffic volumes	12.4	Noted
9 Path networks		
additional cycle paths need to be constructed	4.2, 7.1, 11.4, 24.5, 60.7	the provision of multiuse paths is a priority for the Shire. There will be provided on-going improvements to footpaths and public open space areas
10 Urban Design and Streetscapes		
Supports urban design and streetscape, with parks and bushland. Would like more cycleways, artwork and designs in footpaths., suburbs having own character	5.3, 8.3, 39.1, 59.4, 60.4, 62.3	Noted. Townscape improvement plans address streetscape issues. Detailed urban design being planned at commercial centres.
Does not support various centre enhancements		
New subdivisions should incorporate improved streetscapes		
Wattle Grove should be given a higher level of priority for urban design improvements, as currently lagging behind		
new roads should be provided with greater width to allow parking, as too narrow		
Urban design considerations are not considered relevant to a particular area		
11 Community facilities		
the more community infrastructure and facilities there are the better		
without improved infrastructure and facilities, urban development should not be occurring		
Facilities in Forrestfield are very good		
Juniper Way Reserve needs more seating in the park surrounding the 2 playgrounds.		
Would like increased recreation / community facilities	10.2, 53.7	Recreation needs are being independently assessed. -. The draft Community Facilities Plan will establish a 20 year plan with the aim of obtaining a detailed understanding of the current and future community facilities needs of the Shire and develop a clear direction to guide the provision of the facilities in the future.

Public Submissions - Maida Vale

Issue	Submission/Issue Number	Council response
Whilst recognising that efforts are being made on some walk tracks, more can be done in the way of improving many of the tracks and providing informative signage, rest areas and BBQ facilities.		
More community infrastructure and facilities are needed for the new Wattle Grove Area		
the currently level of community infrastructure provision is appropriate	33.3	The draft community facilities plan will establish a 20- year plan with the aim of obtained a detailed understanding of the current and future needs of the Shire and develop a clear direction to guide the provision of the facilities in the future
Provision of community infrastructure should be done in a consultative manner]		
funding for community infrastructure is not distributed evenly across the shire		
it is unclear how funding will be provided for community infrastructure	1.11, 55.2	Future funding will be provided through reserves created as part of the Shire's long term financial plan
need to provide more infrastructure to meet the needs of young people		
existing facilities should be maintained/upgraded	49.7, 55.3, 57.7	Noted
12 Public Open Space		
more parks are needed in newly developed areas		
Would like to leave more open spaces. Would like to remove the rollerblade rink and BMX bike track to more suitable location in Forrestfield.		
Believes blocks of land are too small for children to play. Would like more parks, gardens, and sporting areas closer to new housing.		
Improvements to Wattle Grove public open space areas are excellent, now need to see similar done for other areas		
more sport venues are needed for meeting the needs of young people		
Concern about public open space areas being located adjacent to stormwater drains		
public open space areas in Wattle Grove need improvement		
13 Sustainability		
Does not believe Shire and the occupants are living sustainably. Unhappy with commute times increase without new bridge lanes. Does not want much tourism, believes it is poor for the environment.		
Supports environmentally and people friendly urban designs. Supports sustainable growth.	49.4, 62.2	Noted
Supports sustainable development	1.8, 47.4	Noted
14 Tourism development opportunities are good so far.		
Supports increased tourism	5.7, 49.6	Tourism is an important element of the draft Strategy. Planning for sustainable tourism is one of the key goals of the Shire as it can make a significant contribution to the local economy. There are a number of potential business attractions, natural and historical sites that need to be promoted. The Hills Orchard areas offer great potential for further tourism related development.
Does not support tourism development opportunities	1.1	Noted
Supports a blend of accommodation and agriculture. Would like to preserve the valleys.		
Tourists come to the hills drawn by the natural environment		
tourism development opportunities should not impact on lifestyles of existing residents		
tourism developments should not be a priority consideration		
15 Service Infrastructure / utilities		
Would like to have: Gas line to the hills, more roads to access all utilities, underground power.	1.4, 23.3, 24.2, 38.3, 49.3	Noted, however, unlikely owing to high cost of digging through granite.
State Sewerage Policy is not suitable for the Hills area. The Shire should challenge the State Health Department and develop a local policy suitable for our soil types and terrain.		
two properties across Lenori Road from the current shopping centre in Gooseberry Hill could be additional retail site.		
Access to sewerage won't be readily available to service Wattle Grove		
the servicing requirements should be clearly outlined, for consideration ahead of future planning		
16 Amendment 18 related matters		
Aged accommodation needs to be in the correct location. The location proposed is not the best location that is available. The WAPC has confirmed that aged accommodation sites in Gavour Road and Brentwood Road do not meet the need to plan for accessible and affordable facilities		
I am not in support of the proposal and have expressed my disapproval multiple times in the past		
the local community wants to keep Wattle Grove rural and the proposed aged accommodation conflicts with the rural character of the area		
17 Wattle Grove Urban development		
Wattle Grove should only be urbanised if the majority of the population want it. I am against it and would like the area to be left as rural		

Public Submissions - Maida Vale

Issue	Submission/Issue Number	Council response
Area should not be rezoned to urban, as this has only been proposed to facilitate aged care development such as Gavour Road		
Supportive of urban development in the area		
urban development in Wattle Grove would result in significant traffic increases, with resulting impacts on character of area		
WAPC has advised that there is no intention to develop the land south of Wattle Grove (City of Gosnells). Therefore any consideration to rezone Wattle Grove for urban uses is premature		
urban development would significantly impact on the character and lifestyle opportunities in the area		
urban development would significant impact on the ability of children to play in the area		
18 Commercial Activities		
Better shopping areas should be provided	22.2	A structure plan has been prepared for the Forrestfield Forum Shopping Centre as a designated activity centre under SPP4.2. The intent of the plan is to guide future development and the renewal of the shopping centre.
Concerned about lack of planning for small business	38.1	retail and other commercial opportunities will be identified at the structure planning stage in the process
More restaurants are required	38.5	The Shire can provide the necessary zonings to allow of restaurants, however it is the private sector that will decide if a restaurants is to be built or not
19 Planning for Bushfire protection		
Consideration should be given to reducing the fire risk in the town of Kalamunda		
fire risk is a consideration for future planning	47.5	A bushfire strategy will be prepared to plan for the risk in the Shire
fire not a significant risk for future planning	24.4	A bushfire strategy will be prepared to plan for the risk in the Shire
20 General		
General support for the local planning strategy	14.1, 41.1, 43.1, 50.1, 51.1, 52.1	Noted
General lack of support for the local planning strategy	46.1, 48.1, 58.1	Noted

Wattle Grove

#	Name/Address
1.	Victoria Road Wattle Grove
2.	37 Victoria Road Wattle Grove
3.	6 Merlin Way Wattle Grove
4.	D Lovegrove 41 Brentwood Road Wattle Grove
5.	102 Victoria Road Wattle Grove
6.	45 Ridley Road Wattle Grove
7.	Gillings Parade Wattle Grove
8.	Courtney Place
9.	Johnson Place Wattle Grove
10.	151 Crystal Brook Road Wattle Grove
11.	Easterbrook Place Wattle Grove
12.	
13.	The Promenade Wattle Grove
14.	St John Road Wattle Grove
15.	Emanuel Court Wattle Grove
16.	92 Gavour Road Wattle Grove
17.	Kelvin Road Wattle Grove
18.	Gavour Road Wattle Grove
19.	Gavour Road Wattle Grove
20.	Trafalgar Road Lesmurdie

#	Name/Address
21.	Crystal Brook Road Wattle Grove
22.	Honey Road Forrestfield
23.	581 Welshpool Road Wattle Grove
24.	Crystal Brook Road Wattle Grove
25.	Crystal Brook Road Wattle Grove
26.	Victoria Road
27.	Coldwell Road Wattle Grove
28.	Hale Road Wattle Grove
29.	Crystal Brook Road Wattle Grove
30.	
31.	Victoria Road Wattle Grove
32.	Victoria Road Wattle Grove
33.	Victoria Road Wattle Grove
34.	30 Ridley Road Wattle Grove
35.	30 Ridley Road Wattle Grove
36.	30 Ridley Road Wattle Grove
37.	R Francis 14 Jack Road Wattle Grove
38.	Maamba Road Wattle Grove
39.	Schofield Road Wattle Grove
40.	Victoria Road Wattle Grove

#	Name/Address
41.	Phar Lap Road Wattle Grove
42.	Coldwell Road Wattle Grove
43.	Gavour Road Wattle Grove
44.	Johnson Place Wattle Grove
45.	Johnson Place Wattle Grove
46.	Johnson Place Wattle Grove
47.	Belfry Way Wattle Grove
48.	Julie Preston 6 Mica Mews Wattle Grove
49.	Valcan Road Wattle Grove
50.	Crystal Brook Road Wattle Grove
51.	L Horton 22 Pira Loop Byford WA 6122
52.	S Genovese 32 Judith Road Wattle Grove
53.	E Lam 481 Morley Drive Morley WA 6062
54.	P Langlands 63 Helena Street Guildford WA 6055
55.	M McKenna 75 Gavour Road Wattle Grove
56.	P McKenna 75 Gavour Road Wattle Grove
57.	A Barabas 50 Valcan Road Wattle Grove
58.	D Gittos 30 Valcan Rd Wattle Grove
59.	K Adcock 71 Victoria Road Wattle Grove
60.	K Brackman 4/26 Queens Crescent Mt Lawley WA 6050

#	Name/Address
61.	B Watson 23 Wheelwright Rd Lesmurdie
62.	P McMinn 18 Carnegie Pde Success WA 6164
63.	P Pyne 61 Gavour Rd Wattle Grove
64.	M Tostevin 115 Crystal Brook Rd Wattle Grove
65.	G Palantinius 40 Valcan Rd Wattle Grove
66.	J Di Florio 67 Gavour Rd Wattle Grove
67.	B Easton 49 Valcan Rd Orange Grove WA 6109
68.	P Easton 49 Valcan Rd Wattle Grove
69.	S Lock 16 Johnson Place Wattle Grove
70.	K McKay 14 Bubara Way Ferndale WA 6148
71.	A Rorke 13/409 Cambridge St Wembley WA 6014
72.	F Johnson 2 Gavour Rd Wattle Grove
73.	S Rule 2 Gavour Rd Wattle Grove
74.	Y Hosokawa 59 Strelitzia Ave Forrestfield
75.	S Genovese 59 Strelitzia Ave Forrestfield
76.	M Allingame 16 Valcan Rd Wattle Grove
77.	G Allingame 16 Valcan Rd Wattle Grove
78.	D Tostevin 115 Crystal Brook Rd Wattle Grove
79.	D Rykers 10 Gavour Rd Wattle Grove

#	Name/Address
80.	W Davies 18 Ford Rd Lesmurdie
81.	F Abdallah 16 Johnson Pl Wattle Grove
82.	T Lennon 24 Church Rd Maddington WA 6109
83.	R Morgan 61 Victoria Rd Wattle Grove
84.	C Watkins 29 Victoria Rd Wattle Grove
85.	C Garnham 41 Judith Rd Wattle Grove
86.	P Garnham 41 Judith Rd Wattle Grove
87.	B Mouritz 37 Victoria Rd Wattle Grove
88.	C Doyle 140 Crystal Brook Rd Wattle Grove
89.	A Biglin 37 Victoria Rd Wattle Grove
90.	S Watkins 29 Victoria Rd Wattle Grove
91.	R Vletter 47 Gavour Road Wattle Grove
92.	A Singh 47 Johnson Place Wattle Grove
93.	R Blanchard 209 Crystal Brook Rd Wattle Grove
94.	D Blanchard 209 Crystal Brook Rd Wattle Grove
95.	G Noble 79 Gavour Rd Wattle Grove
96.	Y Noble 79 Gavour Rd Wattle Grove
97.	P Harris 5 Jack Rd Wattle Grove
98.	C Sutton 785 Welshpool Rd Wattle Grove

#	Name/Address
99.	W Sutton 785 Welshpool Rd Wattle Grove
100.	J Birch 17 Emanuel Court Wattle Grove
101.	J Birch 17 Emanuel Court Wattle Grove
102.	M Fleming 8 Fontano Rd Wattle Grove
103.	J Fleming 8 Fontano Rd Wattle Grove
104.	T Fleming 8 Fontano Rd Wattle Grove
105.	M Glossop 25 Victoria Rd Wattle Grove
106.	M Grow 35 Gavour Rd Wattle Grove
107.	J Rykers 10 Gavour Rd Wattle Grove
108.	C Ryan 16 Judith Rd Wattle Grove
109.	M Byrne 165 Crystal Brook Rd Wattle Grove
110.	M Fonseca 10 Jack Rd Wattle Grove
111.	E Grow 35 Gavour Rd Wattle Grove
112.	K Glossop 25 Victoria Rd Wattle Grove
113.	E Fonseca 10 Jack Rd Wattle Grove
114.	J Tesch 75 Lacey St East Cannington WA 6107
115.	L DiFranco 7 Emanuel Court Wattle Grove
116.	P DiFranco 7 Emanuel Court Wattle Grove
117.	J Jeavons 29 Johnson Place Wattle Grove

#	Name/Address
118.	J Watson 9 Crystal Brook Rd Wattle Grove
119.	C Turner 109 Crystal Brook Rd Wattle Grove
120.	C Turner 109 Crystal Brook Rd Wattle Grove
121.	F Turner 109 Crystal Brook Rd Wattle Grove
122.	C Godden 9 Judith Rd Wattle Grove
123.	J Longman 115 Reservoir Rd Orange Grove
124.	N Chant 81 Gavour Rd Wattle Grove
125.	L Tesch 48 Gavour Rd Wattle Grove
126.	B Vagg 22 Fontano Rd Wattle Grove
127.	T Godden 9 Judith Rd Wattle Grove
128.	W Tesch 48 Gavour Rd Wattle Grove
129.	P Chant 81 Gavour Rd Wattle Grove
130.	J Johnson 24 Judith Rd Wattle Grove
131.	M McElduff 24 Judith Rd Wattle Grove
132.	M Rykers 20 Gavour Rd Wattle Grove
133.	H Black 171 Crystal Brook Rd Wattle Grove
134.	M Lockwood 5 Canter Court Orange Grove
135.	B Lockwood 5 Canter Court Orange Grove
136.	J MacKenzie 5 Canter Court Orange Grove

#	Name/Address
137.	S Ozanne 126 Victoria Rd Wattle Grove
138.	G Ryan 16 Judith Rd Wattle Grove
139.	J Barnes 40 Robins Rd Kalamunda
140.	K Singh 47 Johnson Place Wattle Grove
141.	M Carroll 15 Philemon Court Wattle Grove
142.	S Rimell 60 Victoria Rd Wattle Grove
143.	R Gear 60 Victoria Rd Wattle Grove
144.	M Ryan 16 Judith Rd Wattle Grove
145.	H O'Dowd 16 Ridley Rd Wattle Grove
146.	O DiFloria 67 Gavour Rd Wattle Grove
147.	J Vagg 22 Fontano Rd Wattle Grove
148.	M Smith 71 Gavour Rd Wattle Grove
149.	K Abbotsford 29 Johnson Place Wattle Grove
150.	N Chant 5 Jack Road Wattle Grove
151.	R White 102 Victoria Rd Wattle Grove
152.	T Tufilli 53 Victoria Rd Wattle Grove
153.	N Tufilli 53 Victoria Rd Wattle Grove
154.	E Smith 71 Gavour Rd Wattle Grove
155.	A Ardizzone 29 Gavour Rd Wattle Grove
156.	K Ardizzone 29 Gavour Rd Wattle Grove

#	Name/Address
157.	P Gulberti 12 Fontano Rd Wattle Grove
158.	N O'Neill 12 Fontano Rd Wattle Grove
159.	A Garton 14 Jack Rd Wattle Grove
160.	R Francis 14 Jack Rd Wattle Grove
161.	B Sweet 101 Victoria Rd Wattle Grove
162.	K Fermia 89 Gavour Rd Wattle Grove
163.	R Rees 16 Fontano Rd Wattle Grove
164.	M Rees 16 Fontano Rd Wattle Grove
165.	L Clarke 27 Kelvin Rd Wattle Grove
166.	G Broderick 11 Philemon Court Wattle Grove
167.	P Cumming 11 Philemon Court Wattle Grove
168.	P Herbert 6 Jack Rd Wattle Grove
169.	R Bailey 35 Marri Crescent Lesmurdie
170.	S Bailey-Reimers 7 Judith Rd Wattle Grove
171.	K Nitzkevich 6 Jack Road Wattle Grove
172.	C McNeil 5 Judith Road Wattle Grove
173.	D McCart 20 Crystal Place Wattle Grove
174.	A Riberi 19 Jack Rd Wattle Grove
175.	W Dixon 18 Emanuel Court Wattle Grove
176.	P Pine 18 Emanuel Court Wattle Grove

#	Name/Address
177.	S Riberi 19 Jack Road Wattle Grove
178.	L Campbell 1 Jack Rd Wattle Grove
179.	M Campbell 1 Jack Rd Wattle Grove
180.	J Sellars 141 Crystal Brook Rd Wattle Grove
181.	J Kelly 25 Judith Rd Wattle Grove
182.	N Kelly 25 Judith Rd Wattle Grove
183.	C Edmond 54 Kelvin Rd Wattle Grove
184.	G Cushing 54 Kelvin Rd Wattle Grove
185.	D Johnson 2 Gavour Rd Wattle Grove
186.	B Dornan 28 Easterbrook Place Wattle Grove
187.	J Genovese 32 Judith Rd Wattle Grove
188.	J Edmonstone 99 Sheffield Rd Wattle Grove
189.	S Jones 851 Welshpool Rd Wattle Grove
190.	M Lyons 48 Johnson Place Wattle Grove
191.	L Lyons 48 Johnson Place Wattle Grove
192.	R Tesch 75 Lacey Street East Cannington
193.	C Stacey
194.	I Johnson 2 Gavour Rd Wattle Grove
195.	T Iredell 51 Johnson Place Wattle Grove

#	Name/Address
196.	N Iredell 51 Johnson Place Wattle Grove
197.	B Gascoigne 23 Gillings Parade Wattle Grove
198.	A Kneafsey
199.	O Hung 52 Johnson Place Wattle Grove
200.	G Payne 12 Bruce Rd Wattle Grove
201.	L Masek
202.	R Grunwell 45 Ridley Rd Wattle Grove
203.	S Towart 100 Crystal Brook Rd Wattle Grove
204.	I Towart 100 Crystal Brook Rd Wattle Grove
205.	C Genovese 32 Judith Rd Wattle Grove
206.	B Bell 37 Ridley Rd Wattle Grove
207.	M Watson 29 Phar Lap Road Wattle Grove
208.	Gary
209.	J Pyne 61 Gavour Rd Wattle Grove
210.	P Pyne 61 Gavour Rd Wattle Grove
211.	S Hambleton 22 Regency Ramble Wattle Grove
212.	Gray & Lewis Land Use Planners
213.	Peter Webb & Associates Town Planning Consultants PO Box 920 Subiaco

#	Name/Address
214.	Dykstra Planning Po Box 316 Kelmescott
215.	J Lukins 47 Gavour Rd Wattle Grove
216.	P Murphy 101 Crystal Brook Road Wattle Grove
217.	M Murphy 101 Crystal Brook Road Wattle Grove
218.	Greg Rowe & Associates 3/369 Newcastle Street Northbridge WA 6003
219.	Peter Webb & Associates Town Planning Consultant.
220.	Greg Rowe & Associates Town Planning Consultants

Forrestfield

#	Name/Address
1.	Pyrite Court Forrestfield
2.	Mr & Mrs Harding Wandoo Road Forrestfield
3.	R Jones Lewis Road Forrestfield
4.	H Loohuys Holmes Rd Forrestfield
5.	Mr & Mrs Edmunds Wandoo Road Forrestfield
6.	Stringybark Drive Forrestfield
7.	Lewis Road Forrestfield
8.	Lewis Road Forrestfield
9.	Berberis Way Forrestfield
10.	Sultana Road East Forrestfield
11.	Juniper Way Forrestfield
12.	Norfolk St Forrestfield
13.	T D'Agui Hartfield Road East Forrestfield
14.	Holmes Rd Forrestfield
15.	Albizia Close Forrestfield
16.	Mr & Mrs Wong 1 Jubilee Road Forrestfield
17.	Holmes Road Forrestfield
18.	C O'Halloran Cedar Way Forrestfield

#	Name/Address
19.	Mr & Mrs Acott Wandoo Road Forrestfield
20.	Essex St Forrestfield
21.	Hibiscus Drive Forrestfield
22.	Magnolia Way Forrestfield
23.	Wandoo Road Forrestfield
24.	Pyrus Way Forrestfield
25.	Coronilla Way Forrestfield
26.	Bougainvillea Avenue Forrestfield
27.	Holmes Road and Whistlepipe Court Forrestfield
28.	No street provided Forrestfield.
29.	Linden Way Forrestfield
30.	K MacLachlan Coronilla Way Forrestfield
31.	H Loohuys Holmes Road Forrestfield
32.	W Stevens Holmes Road Forrestfield
33.	Wandoo Road Forrestfield
34.	Mr & Mrs Good Wandoo Road Forrestfield
35.	Cronilla Way Forrestfield
36.	Virgilia Way Forrestfield
37.	Hawtin Road Forrestfield
38.	Linden Way Forrestfield

#	Name/Address
39.	Mr & Mr Moses Lewis Road Forrestfield
40.	Lewis Road Forrestfield
41.	Lewis Road Forrestfield
42.	Lewis Road Forrestfield
43.	Hale Road
44.	Mr & Mrs Percival Wandoo Road Forrestfield
45.	Holmes Road Forrestfield
46.	Holmes Road Forrestfield
47.	Mr & Mrs Good Wandoo Road Forrestfield
48.	Coronilla Way Forrestfield
49.	Lewis Wandoo Holmes Road "WLH" Landowners Group Submitters: W Harding Wandoo Road J Percival Wandoo Road
50.	C Isard Wandoo Road Forrestfield
51.	Waldrige Village Forrestfield
52.	Wandoo Rd Forrestfield
53.	Hartfield Road Forrestfield
54.	Edinburgh Rd Forrestfield
55.	J Larsen Moira St Forrestfield

#	Name/Address
56.	C Dedigama Holmes Rd Forrestfield
57.	Mr & Mrs Ivanescu Holmes Road Forrestfield
58.	Mr & Mrs Hallauer Holmes Road Forrestfield
59.	Mr & Mrs Villalonga Holmes Rd Forrestfield
60.	Mr & Mrs Loohuys Holmes Rd Forrestfield
61.	Holmes Road Residents
62.	Mr & Mrs Coppens Waterfall Road Forrestfield K Newton Waterfall Road Forrestfield Mr & Mrs Trepp Waterfall Road Forrestfield Mr & Mr Finlay 31 Waterfall Road Forrestfield
63.	Wandoo Road Forrestfield
64.	Hawtin Road Forrestfield
65.	Hawtin Road Forrestfield
66.	Seville Road Forrestfield

Gooseberry Hill

#	Name/Address
1.	J Carlshausen 174 Ridge Hill Road Gooseberry Hill
2.	Name Withheld Williams Street Gooseberry Hill
3.	A Conacher 14 Robertson Road Gooseberry Hill
4.	Name withheld Marion Way Gooseberry Hill
5.	Name withheld Landor Road Gooseberry Hill
6.	Name and postal address withheld Gooseberry Hill Road
7.	Travis Wright Postal address withheld
8.	Name and Postal Address Withheld Lenori Road Gooseberry Hill
9.	B Wilson 46 Farrant Street Gooseberry Hill
10.	Name and Postal Address Withheld Landor Road Gooseberry Hill
11.	Name and Postal Address Withheld John Farrant Drive Gooseberry Hill
12.	Name and Postal Address Withheld Williams Street Gooseberry Hill
13.	Name and Postal Address Withheld Gooseberry Hill
14.	Name and Postal Address Withheld Gooseberry Hill
15.	Name and Postal Address Withheld Peoples Avenue Gooseberry Hill

#	Name/Address
16.	Name and Address Withheld Peoples Avenue Gooseberry Hill
17.	Name and Postal Address Withheld Gooseberry Hill Road Gooseberry Hill
18.	N Dickinson 12 Longfellow Road Gooseberry Hill
19.	Name and Postal Address Withheld Thornton Place Gooseberry Hill
20.	Name and Postal Address Withheld John Farrant Drive Gooseberry Hill
21.	Name and Postal Address Withheld Milford Close Gooseberry Hill
22.	Name and Postal Address Withheld Graham Road Gooseberry Hill
23.	B Allnutt Postal Address Withheld Graham Road Gooseberry Hill
24.	S Tangney 32 Hermes Road Gooseberry Hill
25.	Name and Postal Address Withheld Zamia Road Gooseberry Hill
26.	B Saracik 8 Balmoral Road Gooseberry Hill
27.	A Hill 50 Girrawheen Drive Gooseberry Hill
28.	Name and Postal Address Withheld Gooseberry Hill Road Gooseberry Hill
29.	Name and Postal Address Withheld Williams Street Gooseberry Hill

#	Name/Address
30.	Name and Postal Address Withheld Watsonia Road Gooseberry Hill
31.	Full Name and Postal Address Withheld Barbara Peoples Avenue Gooseberry Hill
32.	Name and Postal Address Withheld City Vista Gooseberry Hill
33.	T Jones 37 Farrant Street Gooseberry Hill

High Wycombe

#	Name/Address
1.	Kalamunda Road High Wycombe
2.	Name withheld Crane Court High Wycombe
3.	Name withheld Larwood Crescent High Wycombe
4.	No contact information
5.	Name withheld Fernan Road High Wycombe
6.	Name withheld Rangeview Road High Wycombe
7.	Name withheld Foxglove Avenue High Wycombe
8.	Name withheld Maida Vale Road High Wycombe
9.	No contact information
10.	Name withheld Calophylla Way High Wycombe
11.	Name withheld Bandalong Way High Wycombe
12.	Name withheld Birt Court High Wycombe
13.	Name withheld Kenneth Road High Wycombe
14.	Name withheld Teddington Loop High Wycombe
15.	Name withheld 25 Stewart Road High Wycombe
16.	Mr & Mrs J Quinn Durrant Way High Wycombe
17.	Jennings Road High Wycombe
18.	R Ryan Sultana Road West High Wycombe

#	Name/Address
19.	Mr & Mrs R Steineck High Wycombe
20.	Mr & Mrs R Steineck High Wycombe
21.	Name withheld Littlefield Road High Wycombe
22.	Newburn Road High Wycombe
23.	Name withheld Brae Rd High Wycombe
24.	D McHugh Netherwood Road High Wycombe
25.	Name withheld Smokebush Place High Wycombe
26.	Name withheld Stewart Road High Wycombe
27.	Name withheld Littlefield Rd High Wycombe
28.	B Greatwich Maida Vale Rd High Wycombe
29.	Mr & Mrs Whisson Brae Road High Wycombe
30.	R Hudson Milner Road High Wycombe
31.	Name withheld Richards Road High Wycombe
32.	Whimbrel Green High Wycombe
33.	K Howard Lambertia Crescent High Wycombe

Kalamunda

#	Name/Address
1.	Name and Address Withheld
2.	Name and Address Withheld
3.	Name and Postal Address Withheld Crayden Road
4.	J Peck Vogue Holdings Pty Ltd Postal Address Withheld
5.	M Turner 5 Shakespeare Road Kalamunda
6.	A Duckett 131 Stanhope Road Kalamunda
7.	C Fernie 98 Canning Road Kalamunda
8.	P Lewis Unit B 18 Williams Street Kalamunda
9.	Name and Postal Address Withheld Peet Road Kalamunda
10.	Name Withheld 33 Alpine Road Kalamunda
11.	Name and Postal Address Withheld Broula Road Kalamunda
12.	D George & A Schubert 5 Ozone Terrace Kalamunda
13.	S Jackson PO Box 151 Kalamunda
14.	Name and Postal Address Withheld Robert Road Kalamunda
15.	Name withheld King Road
16.	V Rando 60 Orange Valley Rd Kalamunda
17.	Name and Postal Address Withheld

#	Name/Address
	Robusta Road Kalamunda
18.	Name withheld 21 Cabarita Road Kalamunda
19.	Name and Postal Address Withheld Patricia Road Kalamunda
20.	Name and Postal Address Withheld Betti Road Kalamunda
21.	Name and Postal Address Withheld Recreation Road Kalamunda
22.	A & R Spiccia 30 Weston Road Pickering Brook
23.	Name and Postal Address Withheld Temby Avenue Kalamunda
24.	Name and Postal Address Withheld Snowball Road Kalamunda
25.	Name and Postal Address Withheld Canning Road Kalamunda
26.	Name and Postal Address Withheld Cabarita Road Kalamunda
27.	Name and Postal Address Withheld Betti Road Kalamunda
28.	Name Withheld 14 Jones Street Kalamunda
29.	Name and Postal Address Withheld Cotherstone Road Kalamunda
30.	Kalamunda Club Inc. Central Road Kalamunda
31.	T Masella 13 Ozone Terrace Kalamunda

#	Name/Address
32.	Name and Postal Address Withheld Cotherstone Road Kalamunda
33.	Name and Postal Address Withheld Pauline Avenue Kalamunda
34.	Name and Postal Address Withheld Broula Road Kalamunda
35.	F & S Miller 3 Manooka Way Kalamunda
36.	F Parker 53 Alpine Road Kalamunda
37.	Name and Postal Address Withheld Orange Valley Road
38.	Name and Postal Address Withheld Pauline Avenue Kalamunda
39.	Name and Postal Address Withheld Ozone Terrace Kalamunda
40.	Name and Postal Address Withheld Seaview Terrace Kalamunda
41.	Name and Postal Address Withheld Lewis Road Kalamunda
42.	Name and Postal Address Withheld Central Road Kalamunda
43.	Name and Postal Address Withheld Canning Road Kalamunda
44.	N Antonio 188 Canning Road Kalamunda
45.	L Pratt 29 Cotherstone Road Kalamunda
46.	Name and Postal Address Withheld Secrett Lane Kalamunda

#	Name/Address
47.	Name and Postal Address Withheld Gloucester Road Kalamunda
48.	Name and Postal Address Withheld Urch Road Kalamunda
49.	Name and Postal Address Withheld Gunbar Way Kalamunda
50.	P Barker 6 Karu Road Kalamunda
51.	Name and Postal Address Withheld Kalamunda
52.	S Slavin 2 Echo Road Kalamunda
53.	Name and Postal Address Withheld Mason Road Kalamunda
54.	J Turner 5 Shakespeare Road Kalamunda
55.	Name and Postal Address Withheld Nangana Way Kalamunda
56.	Name and Postal Address Withheld Crestview Crescent Kalamunda
57.	Name and Postal Address Withheld Orange Valley Road Kalamunda
58.	S, R and C Fiolo 1311 Brookton Highway Karragullen
59.	N & W Earp 12 School Street Kalamunda
60.	Name and Postal Address Withheld Schmitt Road Kalamunda
61.	Name Withheld 20 Josephine Crescent Kalamunda

#	Name/Address
62.	M Collura-Oldham Postal Address Withheld Kalamunda
63.	A Lomas 3 Pauline Avenue Kalamunda
64.	R Duckworth & C Meaden 27 Prospect Crescent Kalamunda
65.	Dykstra on behalf of L & B Anderson 15 Headingly Road Kalamunda
66.	Name and Postal Address Withheld Canning Road Kalamunda
67.	Name Withheld 75 Moffett Road Carmel
68.	Name and Postal Address Withheld James Road Kalamunda
69.	Name and Postal Address Withheld Mundaring Weir Road
70.	E Taylor Postal Address Withheld Coreen Way Lesmurdie
71.	Name and Postal Address Withheld Lindsay Street Kalamunda
72.	Name and Postal Address Withheld Robins Road Kalamunda
73.	C Tonkin 91 Cotherstone Road Karragullen
74.	Name and Postal Address Withheld Victory Place Kalamunda
75.	Name and Postal Address Withheld Robins Road Kalamunda
76.	Name and Postal Address Withheld Schmitt Road Kalamunda

#	Name/Address
77.	Name and Postal Address Withheld Brooks Street Kalamunda
78.	Name Withheld 1 McNess Road Kalamunda
79.	Name and Postal Address Withheld Snowball Road Kalamunda
80.	Name and Postal Address Withheld Temby Avenue Kalamunda
81.	Name and Postal Address Withheld Robins Road Kalamunda
82.	Name and Postal Address Withheld Trott Road Kalamunda
83.	Name and Postal Address Withheld Huntley Street Kalamunda
84.	Name and Postal Address Withheld Byron Road Kalamunda
85.	Name Withheld 29A Lyndhurst Road Kalamunda
86.	Name and Postal Address Withheld Brooks Street Kalamunda
87.	Name Withheld 3 Victory Place Kalamunda
88.	Name and Postal Address Withheld Traylen Road Kalamunda
89.	Name and Postal Address Withheld Schmitt Road Kalamunda
90.	Name and Postal Address Withheld Schmitt Road Kalamunda
91.	Name and Postal Address Withheld Kalamunda Road Kalamunda
92.	Name and Postal Address Withheld Schmitt Road Kalamunda
93.	Name and Postal Address Withheld Broula Road Kalamunda

#	Name/Address
94.	Name and Postal Address Withheld Temby Avenue Kalamunda
95.	Name and Postal Address Withheld Francis Road Kalamunda
96.	Name and Postal Address Withheld Heath Road Kalamunda
97.	Name and Postal Address Withheld Dixon Road Kalamunda
98.	Name Withheld 5 Tom Millar Close Kalamunda
99.	M Ferritto McDowell Affleck Pty Ltd 131 Canning Road and 6 Lewis Road Kalamunda
100.	Name and Postal Address Withheld Andrew Street Kalamunda
101.	A Noon 1 Hinkler Road Kalamunda
102.	R Larsen 8 Williams Street Kalamunda
103.	Alan Hayden Franco Carozzi Architects 125A Royal Street Perth
104.	Name withheld

Lesmurdie

#	Name/Address
1.	E Petrig Address withheld
2.	A Whittell 14 Kalbarri Street Lesmurdie
3.	C Morton 96 Lesmurdie Road Lesmurdie
4.	Name and address withheld
5.	Name and postal address withheld Barbigal Place
6.	Name and postal address withheld Shield Road Lesmurdie
7.	J Hill 15 Wheelwright Road Lesmurdie
8.	M Rintoul 107 First Avenue Mt Lawley
9.	Name and Postal Address Withheld Glen Road Lesmurdie
10.	Name and Postal Address Withheld Over Avenue Lesmurdie
11.	Name and Postal Address Withheld Godwin Street Kalamunda
12.	Name and Postal Address Withheld Lourdes Street Lesmurdie
13.	R & A Twist 43 Ronneby Road Lesmurdie
14.	K Rintoul 107 First Avenue Mount Lawley
15.	Name and Postal Address Withheld Kershaw Avenue Lesmurdie
16.	S Mueller 24 Wheelwright Road Lesmurdie

#	Name/Address
17.	Name and Postal Address Withheld Grove Road Lesmurdie
18.	Name and Postal Address Withheld Waterloo Crescent Lesmurdie
19.	Name and Postal Address Withheld Kiev Court Lesmurdie
20.	Name and Postal Address Withheld Orangedale Road Lesmurdie
21.	Name and Postal Address Withheld Bridgwood Road Lesmurdie
22.	Tracey Stewart Grove Road Lesmurdie
23.	Name and Postal Address Withheld Agnes Close Lesmurdie
24.	Name and Postal Address Withheld Warlingham Drive Lesmurdie
25.	Name and Postal Address Withheld Gladys Road Lesmurdie
26.	Name and Postal Address Withheld Lesmurdie Road Lesmurdie
27.	Name and Postal Address Withheld Glyde Road Lesmurdie
28.	Name and Postal Address Withheld Warlingham Drive Lesmurdie
29.	T Colegate 39 Lesmurdie Road East Walliston
30.	Name and Postal Address Withheld Lesmurdie Road Lesmurdie

#	Name/Address
31.	Name and Postal Address Withheld George Road Lesmurdie
32.	Name and Postal Address Withheld Agnes Close Lesmurdie
33.	Name and Postal Address Withheld Waterloo Crescent Lesmurdie
34.	Name and Postal Address Withheld Grove Road Lesmurdie
35.	Name Withheld 6 Victory Place Lesmurdie
36.	Name and Postal Address Withheld Bolt court Lesmurdie
37.	Name and Postal Address Withheld Coolinga Road Lesmurdie
38.	R Warwick Lesmurdie Baptist Church 1 Varley Street Lesmurdie
39.	M Ferritto McDowall Affleck Pty Ltd 405 Canning Road Walliston
40.	Grove Road Lesmurdie
41.	Lesmurdie & Districts Community Association

Maida Vale

#	Name/Address
1.	Name withheld Almond Tree Lane MAIDA VALE
2.	Mr & Mrs Arena Holmes Road MAIDA VALE
3.	Name withheld MAIDA VALE
4.	D Clare Hibbertia Court MAIDA VALE
5.	Claire Ravenswood Road MAIDA VALE
6.	Name withheld Maud Road MAIDA VALE
7.	D Tawton Casuarina Road MAIDA VALE
8.	Name withheld Terrigal Place MAIDA VALE
9.	Name withheld Acacia Road MAIDA VALE
10.	Name withheld Boralie Way MAIDA VALE
11.	Mr & Mrs Lyra Leschenaultia Way MAIDA VALE
12.	Name withheld Hawtin Road MAIDA VALE
13.	Mr & Mrs Emery Oxford Court MAIDA VALE
14.	R Millard & C Bell Rhodes Place MAIDA VALE
15.	Name withheld Brewer Road MAIDA VALE
16.	Name withheld Oxford Court MAIDA VALE
17.	Name withheld Oxford Court MAIDA VALE

#	Name/Address
18.	M Maxfield Crump Lane MAIDA VALE
19.	Name withheld Quenington Court MAIDA VALE
20.	Name withheld Ravenswood Road MAIDA VALE
21.	Name withheld Quenington Court MAIDA VALE
22.	Name withheld Bruce Road MAIDA VALE
23.	I & S Harrison Holmes Road MAIDA VALE
24.	D van Der Kooy Dampiera Court MAIDA VALE
25.	Name withheld Maud Road MAIDA VALE
26.	T & J Rowcroft Oxford Court MAIDA VALE
27.	Name withheld Donald Road MAIDA VALE
28.	Name withheld Oxford Ct MAIDA VALE
29.	Ms G Earl Holmes Road MAIDA VALE
30.	Name withheld Quenington Court MAIDA VALE
31.	Name withheld Brewer Rd MAIDA VALE
32.	Name withheld Quenington Court MAIDA VALE
33.	Name withheld Quenington Court MAIDA VALE
34.	Name withheld Kent Road MAIDA VALE
35.	C & N Batson Holmes Road MAIDA VALE

#	Name/Address
36.	T Kinnane Old Maida Vale Road MAIDA VALE
37.	A Ford Kathleen Close MAIDA VALE
38.	Name withheld Lilian Rd MAIDA VALE
39.	Jecks Street MAIDA VALE
40.	F Rodriguez Dampiera Court MAIDA VALE
41.	P Liddelow Oxford Court MAIDA VALE
42.	P Gangemi Holmes Road MAIDA VALE
43.	Name withheld Ravenswood Street MAIDA VALE
44.	D Kerr Dampiera Court MAIDA VALE
45.	Mr & Mrs Sadler Brewer Road MAIDA VALE
46.	Name withheld Oxford Court MAIDA VALE
47.	Name withheld Clovelly Court MAIDA VALE
48.	Name withheld Oxford Court MAIDA VALE
49.	Name withheld Rhodes Place MAIDA VALE
50.	Name withheld Brewer Road MAIDA VALE
51.	Name withheld Brewer Road MAIDA VALE
52.	Mr & Mrs Arena Holmes Road MAIDA VALE
53.	Name withheld Holmes Road / Whistepipe Court MAIDA VALE

#	Name/Address
54.	I Gregory Holmes Road MAIDA VALE
55.	F Scardfield Sunrise Heights MAIDA VALE
56.	Mr & Mrs Thompson Crump Lane MAIDA VALE
57.	Name, street, and suburb withheld
58.	Name, street, and suburb withheld
59.	Name, street, and suburb withheld
60.	Name, street, and suburb withheld
61.	Name, street, and suburb withheld
62.	21-23 Maida Vale Road Maida Vale

Rural Areas

#	Name/Address
1.	M & C Jackson 64 Pomeroy Road Walliston
2.	Leotta Nominees PTY LTD 741 Canning Road Carmel
3.	F & M Giglia Lot 787 Patterson Road Pickering Brook
4.	J & R Gregorovich 140 Patterson Road Pickering Brook
5.	T Della Pollina 221 Patterson Road Pickering Brook
6.	P & D Travicich 74 Glenisla Road Bickley
7.	S Romeo 26 Turner Road Carmel
8.	R & E Furfaro 20 Coral Road Kalamunda
9.	A & C Romeo 60 Ash Road Carmel
10.	Di Marco & Sons 177 Canning Road Canning Mills
11.	P Thomson 120 Patterson Road Pickering Brook
12.	S & T Washington 40 Francais Road Pickering Brook
13.	M & M Giumelli 161 Bracken Road Pickering Brook
14.	Name Withheld Nairn Road Bickley
15.	Name Withheld Bracken Road Pickering Brook
16.	Name Withheld Pickering Brook Road Pickering Brook
17.	Name Withheld Lawnbrook Road West Walliston

#	Name/Address
18.	Name Withheld Halleendale Road Walliston
19.	J & C Lyons 94 Valento Road Pickering Brook
20.	R Melville 290 Welshpool Road East Carmel
21.	Name Withheld Repatriation Road Pickering Brook
22.	F & M Gullone 731 Canning Road Carmel
23.	Gray & Lewis Land Use Planners Suite 5, 2 Hardy Street South Perth
24.	Gray & Lewis Land Use Planners Suite 5, 2 Hardy Street South Perth
25.	Peter Depiazzi 61 Merrivale Road Pickering Brook
26.	Name and Address Withheld
27.	Name and Address Withheld
28.	Name and Address Withheld
29.	L, S & A Marchesano Lot 2 Pickering Brook Road Pickering Brook
30.	M & L Radice Postal Address Withheld Pickering Brook
31.	A Mairata Postal Address Withheld
32.	Dykstra Planning on Behalf of Shayne and Teresa Washington 40 Francais Road Pickering Brook Dykstra Planning P.O. Box 316 Kelmescott
33.	Giumelli & Sons 680 Carmel Road Carmel

#	Name/Address
34.	Name Withheld Canning Road
35.	B & J Di Marco 177 Canning Road Canning Mills
36.	B Melville 40 Masonmill Road Carmel
37.	N Van Elswyk P.O. Box 725 Kalamunda
38.	R Walsh 90 Walnut Road Bickley
39.	T & E Linaker P.O. Box 275 Madington
40.	Name Withheld 46 Annetts Road Carmel
41.	E J Rousset 19 Carmel Road Carmel
42.	P & M Arasi 672 Pickering Brook Road Pickering Brook
43.	B Bilich 457 Canning Road Carmel
44.	R Boyanich 235 Aldersyde Road Bickley
45.	L Rhodes-Smith JP 241 Repatriation Road Pickering Brook
46.	R Della Franca 41 Kings Mill Road Pickering Brook
47.	M Della Pollina 41 Lyndhurst Road Kalamunda
48.	L Della Pollina 8 Dunn Close Seville Grove
49.	E & L Cole-Radice 213 Merrivale Road Pickering Brook
50.	C Bosnyak 176 Canning Road Karragullen
51.	E Ghilarducci 174 Canning Rd Canning Mills

#	Name/Address
52.	V & L Fazioli 14 Banner Place Lesmurdie
53.	E & E Eaton 46 Annetts Road Carmel
54.	E Schwenger 14 Warlingham Drive Lesmurdie
55.	F Credaro 453 Canning Road Carmel
56.	M Ferritto 405 Canning Road Walliston
57.	M James 455 Canning Road Carmel
58.	J & A Volmer 91 Glenisla Road Bickley
59.	L Sykes 255 Walnut Rd Bickley
60.	S Guiffre 11 Kawina Road Bickley

**Government
Agencies, Local
Governments and
Community Groups**

#	Name/Address
1.	Western Power Locked Bag 2520 Perth
2.	Department of Agriculture and Food 3 Baron-Hay Court South Perth
3.	Department of Environment and Conservation 51 Mundaring Weir Road Mundaring
4.	Nature Reserves Preservation Group, Inc. PO Box 656 Kalamunda
5.	Department of Housing Land and Housing Development 99 Plain Street East Perth
6.	City of Gosnells PO Box 662 Gosnells
7.	Darling Range Branch ALP T Widdicombe- Secretary
8.	Shire of Mundaring 7000 Great Eastern Highway Mundaring
9.	Urban Bushland Council WA Inc. M Gray Vice President
10.	Urban Bushland Council WA Inc. M Owen Secretary PO Box 326 West Perth
11.	Department of Water 7 Ellam Street Victoria Park
12.	Department of Indigenous Affairs PO Box 7770 Cloisters Square Perth
13.	Kalamunda & Districts Junior Football Club PO Box 265

#	Name/Address
	Kalamunda
14.	Kalamunda Community Radio
15.	Kalamunda Uniting Church
16.	Darling Range Community Advisory Committee c/- 756 Hedges Road Hovea
17.	Government of WA Fire and Emergency Services Authority North East Metropolitan Regional Office 91 Leake Street Belmont
18.	Water Corporation PO Box 100 Leederville

Update on relevant recommendations from the Bush Fire Review

(in accordance with Stakeholder Briefings of 18 June 2012)

Recommendation 3 - The State Government transfer responsibility for declaring bushfire prone areas from local government to the Western Australian Planning Commission. The Western Australian Planning Commission should urgently assess those areas that should be declared bushfire prone.

Progress update from the Bushfire Risk Identification and Mitigation Project

An active investigation is underway to determine the available options and their implications for the WAPC to declare bushfire prone areas.

The Department of Planning met with State Solicitor's Office (SSO) to discuss the legislative changes required to provide the WAPC with the power for declaring bushfire prone areas. SSO advice confirms that legislative change is required to provide the WAPC the power to declare areas bushfire prone.

Briefed the Department's Director General regarding Recommendation 3 and the key issues of the Keelty Report. Briefed the Chair of the WAPC regarding Recommendation 3 and the key issues of the Keelty Report. Study Tour Group examined and reported on interstate processes and best practices in place to assess bushfire prone areas and fire risk management processes.

A Bushfire Prone Area methodology has been developed. Development work to provide for a statutory basis and practical application is underway.

Next Steps

Continue to brief the Minister for Planning on the options for legislative change and declaring and assessing bushfire prone areas.

Investigate the suitability of the WAPC to be authorised to assess and declare bushfire prone areas. The outcome of this will directly impact upon the technical expertise, resources and legislation required for the WAPC to give effect to this recommendation.

This recommendation will be addressed by the Bushfire Risk Identification and Mitigation Project Team. A detailed Project Plan with targeted dates has been developed and provided to volunteers and local government through the working groups and Implementation Group.

Recommendation 4 - The State Government give legislative effect to the Planning for Bush Fire Protection Guidelines.

Progress update

The Minister for Planning was briefed regarding the strengthening of the legislative effect of the Planning for Bush Fire Protection Guidelines. The Chair of the WAPC was briefed regarding Recommendation 4 and the key issues of the Keelty Report. Guidelines are under active review and discussions have taken place regarding strengthening the legislative effect of the Guidelines through a review of the WAPC's State Planning Policy 3.4 - Natural Hazards and Disasters.

Development work to provide for a statutory basis and practical application is underway.

Next Steps

The WAPC will be further briefed regarding strengthening the legislative effect of the Planning for Bush Fire Protection Guidelines.

This recommendation will be addressed by the Bushfire Risk Identification and Mitigation Project Team resourced by Department of Premier and Cabinet (DPC), FESA, DEC, Department of Planning and including volunteer and local government representatives. A detailed Project Plan with targeted dates has been developed and provided to volunteers and local government through the working groups and Implementation Group.

Recommendation 39 - State and locals governments:

a) recognise that regardless of future declarations of bushfire prone areas, the existing planning and building problems in the Perth Hills related to bushfire risk will persist;

b) urge residents in these areas to retrofit their homes and evaporative air conditioners in compliance with AS 3959 - 2009;

c) examine options to retrospectively bring these areas into compliance with Planning for Bushfire Protection Guidelines.

Progress Update

WALGA has worked with the Department of Planning and FESA on methods for identification, mapping and regulation of bushfire prone areas. This includes increasing the planning and building standards / requirements for development in bushfire prone areas. Individual Local Governments are in the process of identifying bushfire prone areas within their boundaries and developing planning and building policies to guide future development applications.

An Information Sheet on AS3959 has been developed and Local Governments have updated and increased community information (through brochures / community information events) about fire risk and mitigation measures that homeowners can take.

The Department of Commerce has published a new booklet on bushfires (Building for Better Protection Bushfire areas – a Homeowner’s Guide). It includes advice for both new houses and upgrading existing houses and makes specific reference to ember-protection screens for evaporative air-conditioners. There has been strong demand for the booklet, which was distributed through local governments, which has gone into a second edition.

The Department of Commerce has written to the manufacturers of evaporative air conditioners and asked them to provide screens and information. This has been backed up by a request to other jurisdictions to make similar contacts and for it to be coordinated by the Australian Building Codes Board.

Next Steps

Department of Education is working to install ember screens on evaporative cooling units at schools listed on the Departments Bushfire Zone register by the end of 2012. The decision to proceed was made following research and a trial undertaken by Building Management and Works at two public schools.

The Bushfire Risk Identification and Mitigation Project Team resourced by Department of Premier and Cabinet (DPC), FESA, DEC, Department of Planning and including volunteer and local government representatives will assist in addressing this issue. A detailed Project Plan with targeted dates has been developed and provided to volunteers and local government through the working groups and Implementation Group.

The Project Team is working on options for retrofitting existing land development and assets to be better compliant with contemporary standards such as the AS3959 and WAPC/FESA planning guidelines. Development of policy and statutory provisions to this end will require significant project work.

Recommendation 40: The State Government mandate that the title deeds for relevant properties be amended to indicate if the property is in a declared bushfire prone area.

Progress Update

Discussions have taken place with the Department of Planning and the WAPC (as the proposed lead agency for declaring bushfire prone areas) to consider options for addressing this recommendation. Several options are being considered. An initial discussion with Department of Commerce was conducted. Landgate has determined that the declared bushfire prone areas should become a registered interest and the use of Interest Enquiry is the preferred approach

Landgate met with the Department of Commerce on 3 October 2011. A consultation paper has been drafted by Landgate for continued discussions with Commerce and other key stakeholders. Outside the Keelty process, there has been ongoing discussion with Dept of Commerce regarding the issuing of a directive for interest disclosure, and Landgate’s Interest Enquiry service as a suggested means to obtain interest information. Commerce has advised this directive will be implemented later this year. In light of these

developments, the consultation paper is no longer required. Once bushfire prone area data is available, it can be made available via Interest Enquiry.

This Recommendation will be examined as part of the Project Team's work on the declaration of bushfire prone areas.

Next Steps

Landgate will be included in the deliberations of the Bushfire Risk Identification and Mitigation Project Team in regard to this matter as it develops its approach to the identification of Bushfire Prone areas. An initial assessment of the work and resources required to implement this option will be undertaken once the approach is agreed to.

ITEM NO: 9.4

BROOME INTERNATIONAL AIRPORT - AIRPORT DEVELOPMENT PLAN

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Officer – Northern Regions
AUTHORISING OFFICER:	Executive Director - Regional Planning & Strategy
AGENDA PART:	G
FILE NO:	SPN/0429/1
DATE:	25 September 2012
ATTACHMENT(S):	1. ADP Location Plan; 2. Plan A; 3. Plan B.
LOCAL GOVERNMENT:	Shire of Broome
LOCAL SCHEME ZONING:	'Development'
LGA RECOMMENDATION:	Adoption without modification
REGION DESCRIPTOR:	Kimberley
RECEIPT DATE:	8 March 2012
PROCESS DAYS:	N/A
APPLICATION TYPE:	Local Structure Plan
CADASTRAL REFERENCE:	Broome International Airport, Lots 393, 394, 402, 403, 654, 982, 1648 and 1653, Broome Road, Broome

RECOMMENDATION:

That the Western Australian Planning Commission resolves to adopt the Broome International Airport Development Plan (Feb 2012).

SUMMARY:

The Shire of Broome (SoB) has requested that the Western Australian Planning Commission (WAPC) adopt the Broome International Airport Airport Development Plan (BIA-ADP) to guide development within the area covered by the Plan.

Plan A of the BIA-ADP will facilitate the continued operation and expansion of the Broome International Airport (BIA) at its current location.

Plan B of the BIA-ADP will take effect upon decommissioning of the existing airport. Plan B is similar to the Broome Airport Local Structure Plan (1998) and will facilitate the development of the airport site for residential and mixed use purposes.

DETAILS:

The BIA site is located at 1 Macpherson Road, Broome (including Lots 393, 394, 402, 403, 654, 982, 1648 and 1653, Broome Road, Broome). The BIA-ADP covers an area within the BIA of approximately 154 hectares and is partially bounded by Frederick Street and the Broome Boulevard to the south and by Sandpiper Avenue, the Western Triangle and Bilgungurr to the north. Broome Road is located to the east and Gubing Road to the west (**Attachment A** – Location Plan).

BIA is zoned “Development” under the Broome Town Planning Scheme No.4 (TPS No.4). TPS No.4 requires that any development within the “Development” zone shall be in accordance with an adopted Development Plan (Clause 4.25.2.1). The Shire of Broome (SoB) has now adopted the BIA-ADP and subsequently forwarded it to the WAPC to adopt as a basis for approval of subdivision applications and development within the area covered by the ADP (Clause 4.25.3.5).

The current Broome Airport Local Structure Plan (LSP) was finalised in November 1998 and endorsed by the Shire of Broome and the WAPC. The purpose of the LSP was to provide a planning framework to guide the urban development of BIA land. At the time the LSP was prepared it was anticipated the plan would be fully implemented in the short to medium term, and the Airport would be relocated to a new site some 13 kilometres north-east of Broome. The LSP identified extensive mixed use development areas. In 1999, on Gazettal of TPS No.4, the airport land was included in the Development zone. The LSP consequently became a Development Plan in that Scheme.

After consultation and notice to take the land, an agreement could not be reached between State Government, BIA, Traditional Owners and their representatives the Kimberley Land Council, and a decision was made to withdraw the notice of intention to take the land for the new airport site. In 2002, the State Government resolved to defer further action to provide land for the new airport site. This decision prompted new investment in the existing airport facilities.

The original LSP identifies the airport land as ‘residential’ and ‘mixed use’ and therefore any development associated with the airport operations doesn't comply with TPS No. 4.

The Broome Planning Steering Committee was convened by the then Minister for Planning and Infrastructure in November 2003 to address land use issues facing Broome and provide strategic direction to assist the Shire in managing the town’s growth over the next 10 to 15 years. The main outcomes detail that the BIA site should become available for the town’s growth, however note that if the BIA remained at its current location, there was sufficient potential urban land available in Broome to accommodate the town’s likely population, tourism and other commercial growth requirements over a 15 year period. The Broome Planning Steering Committee Report was finalised and published in 2005.

The BIA-ADP was considered by the SoB Council on the following dates:

-
- 13 March 2008;
 - 26 November 2009;
 - 8 July 2010;
 - 24 November 2011.

The SoB has adopted the ADP subject to the provision of additional information and minor amendments to the documentation, which have now been included.

The BIA-ADP covers an area within the BIA of approximately 154 hectares and is partially bounded by Frederick Street and the Broome Boulevard to the south and by Sandpiper Avenue, the Western Triangle and Bilgungurr to the north. Broome Road is located to the east and Gubinge Road to the west (**Attachment A** – Location Plan).

PLAN A: Airport Development

The main purpose of the ADP – Plan A (**Attachment 2**) is to provide an appropriate statutory planning framework to facilitate the continued operation and expansion of the BIA at its current location, until the relocation of the airport. Once the airport relocates, Plan A will become obsolete, and Plan B will become effective.

Plan A identifies two land use zones -

1. Airside Aviation Zones; and
2. Landside Aviation Zones.

Airside Aviation Zones

Airside 1 (A1) includes all current existing airside development, including the main runway, taxiways, aircraft parking areas, etc. It is intended that the uses in this zone will be retained, maintained and, if necessary, extended. Any legally required or otherwise appropriate aviation use is permitted in this zone.

Airside 2 (A2) defines airside vacant land suitable for the future development of additional A1 uses should increased demand or other operational matters require it. The A2 areas total approximately 6.3 hectares.

Landside Aviation Zones

Aviation Service 1 (AS1) includes existing aircraft hangars, fuel storage facilities, various aviation-related industrial uses, communications facilities, etc. It is intended that the uses in this zone will be retained, maintained and, if necessary, extended. Any airport operation related use that is compatible with or complementary to the existing uses is permitted in this zone.

Aviation Service 2 (AS2) includes vacant land suitable for the future development of additional AS1 uses should increased demand or other operational matters require it. The AS2 areas total approximately 5.3 hectares.

Aviation Service 3 (AS3) areas do not have a common boundary with an A1 or A2 area and include the Bureau of Meteorology, aircraft navigation aids, airport operation related service industry and vacant land suitable for various additional airport operation related service and light industries. The AS3 areas total approximately 11.6 hectares.

Aviation Service 4 (AS4) areas are similar to AS3 areas, except that the land can also be used for temporary non-aviation related warehousing and storage purposes, if required. The AS4 areas total approximately 3.3 hectares.

Terminal Area (TA) includes the passenger terminal and all related security, immigration, customs and catering services and facilities. It is intended that the uses in this zone will be retained, maintained and, if necessary, extended in response to future demand.

Terminal Area Support (TS) includes existing car parks, car hire and associated cleaning services, caretaker's house and various other uses. It is necessary, extended in response to demand.

Buffer Area (B) includes vacant land intended to be a natural and/or landscaped buffer between the airport and some other uses. The B area totals approximately 3.3 hectares.

PLAN B: Future Urban Development

After the airport ceases operation at the current site, Plan B (**Attachment 3**) will become the operative ADP. Plan B is similar to the existing Local Structure Plan (LSP).

Residential

As per the existing LSP, it is proposed to extend residential development southwards from Roebuck Estate to the northern boundary of the future Mixed Use area, just north of the proposed new east-west road. The ADP does not discuss proposed densities, housing types or design.

Mixed Use

The proposed Mixed Use area is consistent with the existing LSP. The area, with major frontages to Frederick Street and the future Chinatown / Cable Beach Boulevard, is intended to accommodate a wide range of business and residential uses. This provides a logical extension west from Chinatown and east from Broome Boulevard.

Major Roads/Traffic

The ADP includes a Traffic Study to address issues raised by the Broome Planning Steering Committee and DoP regarding traffic management whilst the BIA remains at its current location. The report concludes the ADP can be accommodated within the currently planned road network.

It is noted that further traffic assessment and forecasting will be required as part of the implementation of Plan B.

The new east-west neighbourhood connector to link Chinatown and Cable Beach, and a north-south extension of Jigal Drive south to Frederick Street is provided in accordance with the Broome Planning Steering Committee Report. The internal road network is a grid pattern that mirrors the road network to the immediate north. Detailed road design will be required at subdivision stage.

Drainage and Public Open Space

Integrated east-west drainage and POS corridors are shown on the plan. An Urban Water Management Plan has not been prepared but will be required to support future subdivision. An environmental report was prepared and considers issues of surface and groundwater pollution and the susceptibility of Roebuck Bay (a RAMSAR wetland) to contamination from drainage flows.

No POS schedule or details on design or type of POS was provided.

AMENITY AND NOISE

The BIA attempt to minimise noise impacts by using runway approaches over Roebuck Bay and the Indian Ocean, rather than over existing or planned residential areas.

GOVERNMENT AND CORPORATE IMPLICATIONS:

The ADP will facilitate the continued operation of the BIA until such time as the airport is relocated.

CONSULTATION:

Local Government Advertisement

The SoB sent the ADP to the following agencies for comment:

- Main Roads WA;
- Horizon Power;
- Health Department;
- Fire and Emergency Services Authority;
- Water Corporation;
- Landgate;
- Department of Indigenous Affairs;
- Department of Transport;
- Department of Water;
- Department of Environment and Conservation.

There were no objections raised by any agency. Comments were received from the Department of Water, which have been addressed in the ADP.

Department of Transport

DoT advised that relocation of the BIA remains a Government proposal, with timelines to be determined.

OFFICER'S COMMENTS:

The BIA is a major constraint to the expansion of the Broome townsite and although iconic in its current location, is a source of high noise levels across town. The timing of the BIA decommissioning and development of a new airport has been discussed

as early as 1998 when the original LPS was prepared. The timing of the relocation is uncertain and the demands on the airport are increasing, particularly from air traffic associated with mining and gas.

Broome Town Planning Scheme 4

The BIA-ADP area is zoned "Development" under TPS No.4. The Scheme requires that any development within the "Development" zone shall be in accordance with an adopted development plan.

Clause 4.25.3.1 of the Scheme sets out the matters that must be addressed in the preparation of a development plan. The detail of information required under Clause 4.25.3.1 has not been provided for Plan B, specifically width of roads, pedestrian and bike routes, the area of POS, lot layout and densities, consideration of community facilities and commercial centres. It is acknowledged that Plan B is almost identical to the current LSP, is a flat piece of unconstrained land, and that although not preferable, these details can be provided prior to subdivision stage.

Structure Plan Preparation Guidelines

The BIA-ADP was received prior to the release of the WAPC/DoP Structure Plan Preparation Guidelines 2012 and therefore consistency with these Guidelines has not been requested.

CONCLUSION:

It is accepted that Broome airport will be relocated at some point in the future to allow for the expansion of Broome, however it is also recognised that the current conflict with the scheme is onerous and upgrades and expansion of the airport are necessary. It is recommended that BIA-ADP be adopted by WAPC to facilitate these works.

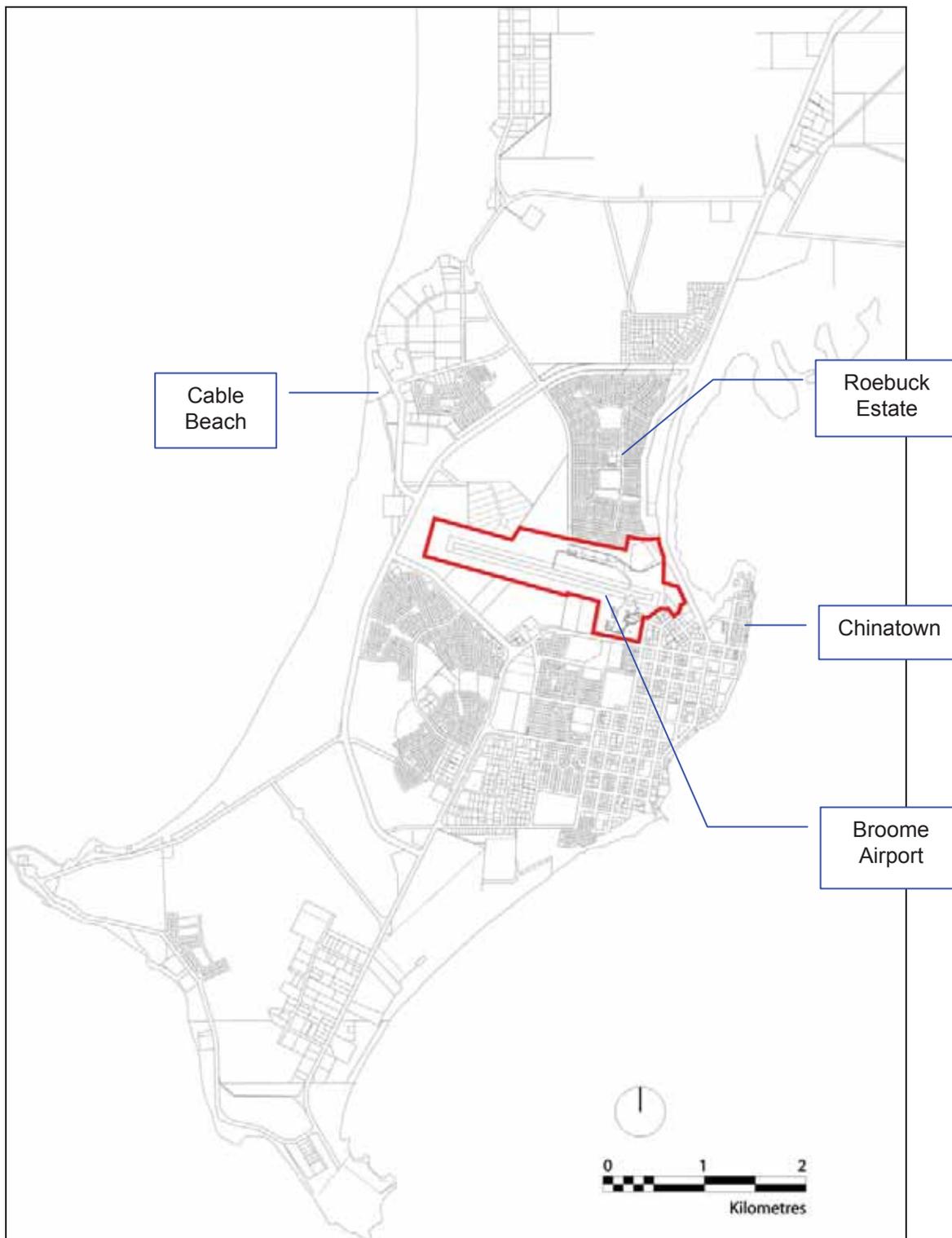
The BIA-ADP is almost identical to the existing LSP and will become operational once the airport is relocated. Plan B is lacking in detail, however it is considered acceptable to guide future development of the airport site. It is recommended that BIA-ADP be endorsed.

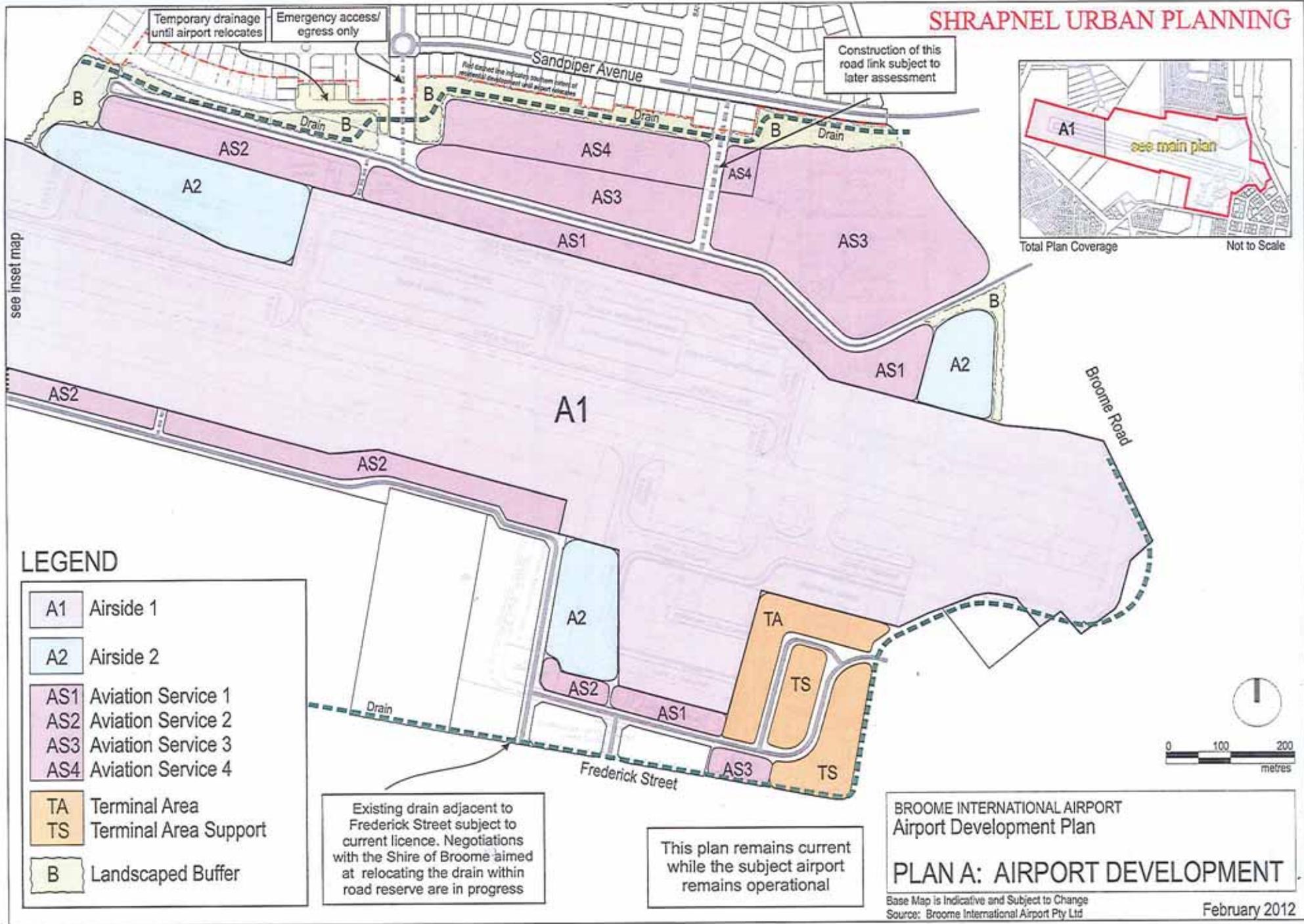
3 THE ADP AREA

3.1 Location

The approximately 154 hectare area the subject of this ADP is illustrated within its wider Broome context in Figure 4.

Figure 4 ADP Area within Wider Broome Context





LEGEND

A1	Airside 1
A2	Airside 2
AS1	Aviation Service 1
AS2	Aviation Service 2
AS3	Aviation Service 3
AS4	Aviation Service 4
TA	Terminal Area
TS	Terminal Area Support
B	Landscaped Buffer

BROOME INTERNATIONAL AIRPORT
 Airport Development Plan
PLAN A: AIRPORT DEVELOPMENT
 Base Map is Indicative and Subject to Change
 Source: Broome International Airport Pty Ltd
 February 2012

Schedule of Proposed Zones and Associated Land Uses for PLAN A: AIRPORT DEVELOPMENT

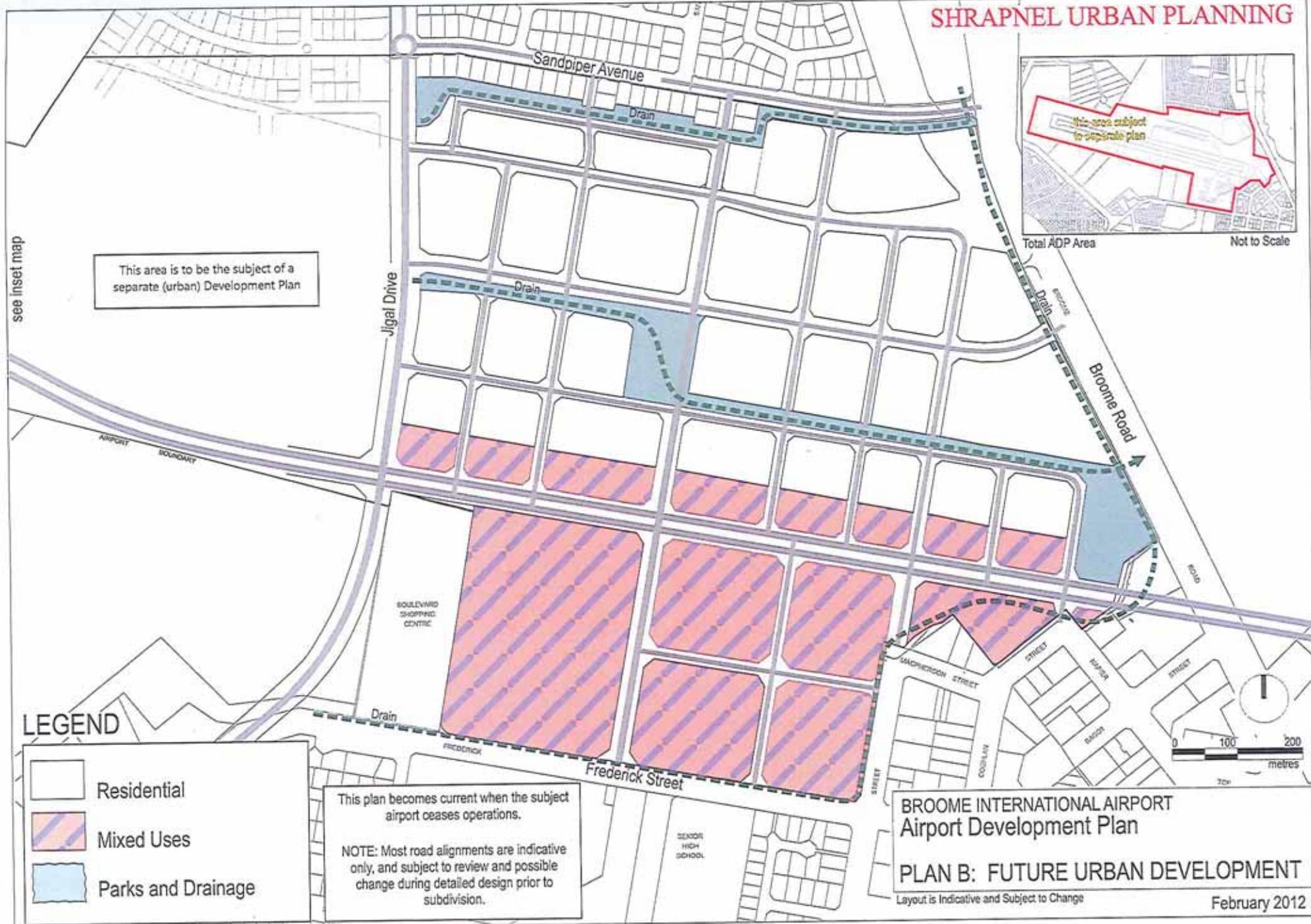
Zone	Existing Uses	General Policy	Proposed or Potential Uses
A1	Runway; taxiways; aprons; aircraft parking; safety and service/ refuelling facilities; air traffic services	Airside 1: To retain, maintain and (to the extent required to satisfy the future demand) expand the existing uses and extend the taxiways and aircraft parking areas.	Existing uses; any legally required or otherwise appropriate aviation or aviation service use.
A2	Vacant land	Airside 2: To the extent required to satisfy the future demand, extend the A1 uses into this zone.	Taxiways; aprons; aircraft parking; safety and service/ refuelling facilities; air traffic services.
AS1	Aircraft hangars; fuel storage; airport operation related general and light industry; light aircraft passenger terminal; communications facilities.	Aviation Service 1: To retain, maintain and (to the extent required to satisfy future demand) redevelop and/ or expand the existing uses.	Existing uses and any airport operation related use compatible with or complementary to the existing uses; air traffic services; airport rescue and fire fighting service; access roads.
AS2	Vacant land; fuel storage; airport rescue and fire fighting service	Aviation Service 2: To the extent required to satisfy the future demand, extend the AS1 uses into this zone.	Existing uses; aircraft hangars; airport operation related general and light industry; communications facilities; car hire & associated cleaning services; access roads and any other airport operation related uses compatible with or complementary to these uses.
AS3	Bureau of Meteorology; aircraft navigation aids; airport operation related service and light industry	Aviation Service 3: 1. To retain the existing Bureau of Meteorology and aircraft navigation aids in this zone. 2. To facilitate airport operation related service and light industrial uses.	Additional aircraft navigation aids; associated aviation and meteorological service facilities; car hire support facilities; airport related service and light Industry.

Zone	Existing Uses	General Policy	Proposed or Potential Uses
AS4	Vacant Land.	Aviation Service 4: To facilitate airport operation related service and light industrial uses, as well as temporary warehousing and storage uses, which need not be aviation-related.	Aircraft navigation aids; associated aviation and meteorological service facilities; car hire support facilities; airport related service and light Industry; temporary non-aviation related warehousing and storage.
TA	Passenger terminal and related uses including customs, immigration, quarantine and other international and domestic passenger processing facilities; bar and coffee shop; offices; car hire and associated cleaning services.	Terminal Area: To retain, maintain and (to the extent required to satisfy future demand) expand and/ or redevelop existing uses and establish additional uses that are normally or reasonably associated with the terminal complex of an international airport.	Expansion of passenger terminal and related uses including customs, immigration, quarantine and other international and domestic passenger processing facilities; bar and coffee shop; offices; car hire and associated cleaning services; tourism displays and any other uses that are normally or reasonably associated with the terminal complex of an international airport.
TS	Car parking; car hire and associated cleaning services; tourism services; airport operation related light industry and offices; caretaker's house and vacant land.	Terminal Area Support: 1. While retaining the potential to develop the zone for car parking to accommodate future demand, facilitate the continuation and expansion of existing land uses, such as passenger transfer facilities.	Expansion of existing uses; car parking and drainage.
B	Vacant land	Buffer: To retain as a natural and/ or landscaped buffer between the airport and adjoining land uses.	Landscaping.



This area is to be the subject of a separate (urban) Development Plan

see inset map



LEGEND

-  Residential
-  Mixed Uses
-  Parks and Drainage

This plan becomes current when the subject airport ceases operations.

NOTE: Most road alignments are indicative only, and subject to review and possible change during detailed design prior to subdivision.

BROOME INTERNATIONAL AIRPORT
Airport Development Plan

PLAN B: FUTURE URBAN DEVELOPMENT

Layout is Indicative and Subject to Change

February 2012