



## Statutory Planning Committee

Notice is hereby given the next meeting of the Statutory  
Planning Committee will be

**Meeting No. 7641**

**Tuesday, 18 August, 2020, 9:30 am**

**Virtual meeting over Zoom**

This meeting is not open to members of the public

1.	Declaration of opening	
2.	Apologies	
3.	Members on leave of absence and applications for leave of absence	
4.	Disclosure of interests	
5.	Declaration of due consideration	
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12.	Urgent or other business	
13.	Items for consideration at a future meeting	
14.	Meeting closure	

# WAPC STRATEGIC PLAN 2018-2021

OUR VISION:

**Creating better places to live and work for all Western Australians**

OUR MISSION:

**Ensuring the planning system develops policy and enables planning decisions for the long-term benefit of the Western Australian community**

Our Functions	Our Focus	Our Priorities	Our Outcomes
<ul style="list-style-type: none"> <li>State Planning Strategy and Policy</li> <li>Regional, Sub-Regional and Local Planning Strategies</li> <li>Regional and Local Planning Schemes</li> <li>Planning and Development Applications – Subdivision and Strata Title</li> <li>Structure Planning</li> <li>Improvement Plans &amp; Schemes</li> <li>Infrastructure Planning and Coordination</li> <li>Research, Modelling &amp; Analysis</li> <li>Improve the Planning System</li> <li>Finance &amp; Property Management</li> </ul>	<b>Jobs and infrastructure</b>	<ul style="list-style-type: none"> <li>Facilitate economic diversification and development</li> <li>Support development of a State Infrastructure Strategy</li> <li>Deliver a planning system and processes adapted for technological change in the community and economy</li> <li>Support delivery of METRONET through the planning system as part of a whole-of-government approach</li> </ul>	<ul style="list-style-type: none"> <li>Sufficient urban, commercial, industrial and priority agricultural land for growth</li> <li>Long-term strategic industry, infrastructure planning and corridor protection</li> <li>Strong industry and employment hubs with particular emphasis on tourism, food and agriculture, education, research and technology</li> <li>Alignment and integration of land use, infrastructure and transport planning</li> </ul>
	<b>Liveable Communities</b>	<ul style="list-style-type: none"> <li>Facilitate infill development and sustainable urban growth</li> <li>Address barriers to affordable living and housing diversity through policy leadership</li> </ul>	<ul style="list-style-type: none"> <li>Increased density and diversity around Activity Centres</li> <li>Achieve infill housing and density targets and greater housing choice</li> <li>Enable creation of liveable cities and towns with quality public and private spaces</li> </ul>
	<b>A Better Built Environment</b>	<ul style="list-style-type: none"> <li>Lead precinct planning to enable METRONET</li> <li>Develop a policy and decision-making framework to encourage greater housing options for changing demographic needs</li> <li>Promote and protect the urban tree canopy for all communities for amenity and health benefits</li> </ul>	<ul style="list-style-type: none"> <li>Improved design of urban centres, corridors and stations</li> <li>Improved design quality of the built environment</li> <li>Greater community support for more diverse housing options, urban centres, corridors and stations</li> <li>Protection and enhancement of the urban tree canopy across diverse communities</li> </ul>
	<b>Transparent, Equitable and Efficient Planning Processes</b>	<ul style="list-style-type: none"> <li>Continued review and reform of the planning system and processes</li> <li>Greater early, effective and genuine communication and engagement with the community and industry on planning and development issues</li> <li>Improve collaboration and capability of all key decision-makers in the planning system, including local government</li> <li>Implement technological improvements including quality online reporting on planning performance for all WAPC functions</li> </ul>	<ul style="list-style-type: none"> <li>Efficient, transparent and timely assessment and decisions on planning applications and processes</li> <li>Contemporary region and local planning strategies, schemes and regulations</li> <li>Improved transparency, efficiency and community support for planning processes</li> <li>Updated and effective <i>Planning and Development Act 2005</i> and regulations</li> </ul>
	<b>Environment and Natural Resources</b>	<ul style="list-style-type: none"> <li>Continue the Coastal Management and Planning Program to deal with the risks posed by climate change</li> <li>Ensure bushfire regulations reflect planning appropriate for the risk to community and the environment</li> </ul>	<ul style="list-style-type: none"> <li>Sustainable development which protects, conserves and promotes natural assets (land and water) and biodiversity</li> <li>A planning system which addresses climate change</li> <li>Planning to mitigate risks from natural hazards and events</li> </ul>
	<b>Land and Finance Management</b>	<ul style="list-style-type: none"> <li>Contribute to the successful delivery of METRONET through strategic, efficient and innovative use of the Metropolitan Region Improvement Fund</li> <li>Ensure WAPC land and property assets are used for long-term community benefit</li> </ul>	<ul style="list-style-type: none"> <li>WAPC land management in place to deliver METRONET</li> <li>Effective and sustainable stewardship and management of the Metropolitan Region Improvement Fund</li> <li>Increased regional open space in Greater Perth</li> </ul>

## STATE PLANNING STRATEGY PRINCIPLES:

### Community

Enable diverse, affordable, accessible and safe communities

### Economy

Facilitate trade, investment, innovation, employment and community betterment

### Environment

Conserve the State's natural assets through sustainable development

### Infrastructure

Ensure infrastructure supports development

### Regional Development

Build the competitive and collaborative advantages of the regions

### Governance

Build community confidence in development processes and practices

# Information for SPC Members

*Quorum: 5 of 10 members*

Member	Representation in accordance with the <i>Planning and Development Act 2005</i>	Term of office ends
Mr David CADDY	Chairman, WAPC Schedule 2 clause 4(2)(a)	15/04/2021
Mr Vaughan DAVIES	Nominee of the Director General, Department of Planning, Lands and Heritage Schedule 2 clause 4(2)(b)	Current Nominee
Ms Paddi CREEVEY OAM	Nominee of the Regional Minister Schedule 2 clause 4(2)(c)	Current Nominee
Ms Kym DAVIS	Community representative Schedule 2 clause 4(2)(d)	31/12/2020
Ms Marion THOMPSON	Professions representative Schedule 2 clause 4(2)(e)	31/12/2020
Mr Leonard KOSOVA	Local government representative Schedule 2 clause 4(2)(f)	31/12/2020
Ms Megan ADAIR	WAPC appointee Schedule 2 clause 4(2)(g)	31/12/2020
Mr Lino IACOMELLA	WAPC appointee Schedule 2 clause 4(2)(g)	31/12/2020
Ms Nina LYHNE	WAPC appointee Schedule 2 clause 4(2)(g)	31/12/2020
Mr Ross THORNTON	WAPC appointee Schedule 2 clause 4(2)(g)	31/12/2020

## Role:

The Statutory Planning Committee is one of four committees set up by the WAPC on 1 March 1995 upon proclamation of the *Planning Legislation Amendment Act (No. 2) 1994*.

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

The Statutory Planning Committee is the WAPC's regulatory decision-making body and performs such of the 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.

## Membership (extract from PD Act):

The composition of the Statutory Planning Committee is in accordance with Schedule 2(4) of the *Planning and Development Act 2005*.

### 4. Statutory Planning Committee

- (1) The Commission is to establish a committee to be known as the Statutory Planning Committee.
- (2) Subject to subclause (5), the Statutory Planning Committee is to consist of —
  - (a) the chairperson, or a person nominated by that person and approved by the Minister; and
  - (b) the chief executive officer, or a person nominated by that person and approved by the Minister; and
  - (c) the member of the board referred to in section 10(1)(c)(viii) or a deputy appointed under subclause (3); and

- (d) a person approved by the Minister and appointed to the Commission as having practical knowledge of and experience in community affairs; and
- (e) a person approved by the Minister and appointed by the Commission as having practical knowledge of and experience in one or more of the fields of urban and regional planning, commerce and industry, engineering, surveying, valuation, transport, housing, heritage, environmental conservation, natural resource management, urban design, the planning and provision of community services or infrastructure; and
- (f) a person approved by the Minister and appointed by the Commission to represent the interests of local governments; and
- (g) such other person or persons as the Commission, after obtaining the approval of the Minister, appoints from time to time.

### **Delegated Authority (Del 2017/01) Powers of Committee**

#### *Planning and Development Act 2005 Section 16(1)*

- 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) Planning and Development (Local Planning Schemes) Regulations 2015;
  - (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 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-
  - (1) Part 5 and 8 of the Act and the Planning and Development (Local Planning Scheme) Regulations 2015 in relation to any Improvement Plan or Improvement Scheme; and
  - (2) Any gazetted Improvement Scheme;but excluding matters concerning –
  - (i) applications for approval to developments of State or Regional Significance;
  - (ii) scheme amendments relating to zoning (including amendments to the zoning table);
  - (iii) the preparation of a new Improvement Plan or Schemefor land within the City of Karratha, the Shire of Ashburton and the Shire of Broome to be designated by the Statutory Planning Committee as Anketell, Maitland, Ashburton North and Browse LNG Precinct Strategic Industrial Areas.

### **Quorum for meetings**

In accordance with the Western Australian Planning Commission (WAPC), Governance Guide – Standing Orders, Section 5.1 - Quorum for meetings:

*(2) A quorum for a meeting of a committee is at least 50 per cent of the number of current offices of members of the Committee.*

### **Disclosure of interests**

In accordance with the *Planning and Development Act 2005* and Section 4 of the Western Australian Planning Commission (WAPC), Governance Guide – Standing Orders, 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**” is one where a member has an 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 member.

An “**indirect pecuniary interest**” refers to an interest in a matter where a financial relationship exists between a member and another person who requires a WAPC decision in relation to the matter.

A “**proximity interest**” refers to an interest of a member, or close associate of the member, in a matter if the matter concerns –

- (a) a proposed change to a planning scheme affecting land that adjoins the person’s land;
- (b) a proposed change to the zoning or use of land that adjoins the person’s land; or
- (c) 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 organisation 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 cannot 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.



## Statutory Planning Committee

### Minutes

Meeting No. 7640  
Tuesday, 4 August, 2020

Members: David Caddy - Chairman WAPC  
Megan Adair - WAPC Appointee  
Paddi Creevey - Nominee of the Regional Minister  
Vaughan Davies - Nominee of the Director General  
Kym Davis - Community Representative  
Lino Iacomella - WAPC Appointee  
Leonard Kosova - Local Government Representative  
Nina Lyhne - WAPC Appointee  
Marion Thompson - Professions Representative  
Ross Thornton - WAPC Appointee

Others Present: Shau Chong - Principal Planning Officer, Schemes and Amendments  
Michael Daymond - Manager, Special Projects  
James Dorn - Senior Planning Officer, Schemes and Amendments  
Sam Fagan - Manager, Commission Business  
Isla Finlay - Principal Planning Officer, Metro Central  
Johan Gildenhuis - Principal Planning Officer, Metro North  
Georgina Lockhart - Commission Support Officer  
Michelle Matthewman - Senior Commission Support Officer  
Damien Martin - A/Assistant Director General, Strategy and Engagement  
Rohan Miller - Planning Director, Schemes and Amendments  
Delia Neglie - Planning Manager, Metro Central  
Scott Penfold - Senior Planning Officer, Regional South West  
Lisa Powell - Planning Manager, Strategy and Engagement  
Dale Sanderson - Planning Director, Metro Central  
David Saunders - Assistant Director General, Land Use Planning  
Mathew Selby - Planning Director, Metro North  
Elisabeth Tamouridou - A/Planning Manager, Metro North  
Regan Tower Douglas - Senior Planning Officer, Metro North  
June Wang - Senior Planning Officer, Metro North

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#### 1. Declaration of opening

The Chairman declared the meeting open at 9:15am, acknowledged the peoples of the Noongar nation as the traditional owners and custodians of the land on which the meeting is taking place and welcomed members. The Chairman noted that all members were attending the meeting via Zoom video conference.

**2. Apologies**

Nil.

**3. Members on leave of absence and applications for leave of absence**

Ms Adair advised that she will require a leave of absence for the period of 7 August to 14 August inclusive, and to cancel her leave of absence for 31 July to 7 August.

**4. Disclosure of interests**

Ms Adair declared an interest Impartiality Interest on Item 8.2 - Proposed Subdivision - Amberton Estate - Lot 9023 Lapis Way and Lot 9510 Celeste Street, Eglinton. Ms Adair stated that Amberton is a joint venture between Eglinton Estates and Stockland. As the project managers for Eglinton Estates, Woodsome Management is joint project manager of the project with Stockland. Ms Adair stated that she was directly involved in providing advice in relation to this proposed subdivision to the Amberton joint venture. Members agreed that Ms Adair should not be present during the discussion and/or decision making procedure on the item.

Mr Iacomella declared a Proximity Interest on Item 9.2 - City of South Perth - Town Planning Scheme No. 6, Amendment No. 61. Mr Iacomella stated that the business premises of his client KPA Architects, where he is a consultant, is located in the South Perth Activity Centre Plan area and that the client owns the property. Members agreed Mr Iacomella is permitted to be present during the discussion/and or decision making procedure on the item as this is unlikely to influence Mr Iacomella's conduct in relation to the matter.

Mr Caddy advised that he has met with many of the landowners and consultations of Item 9.2 - City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 on a number of occasions.

Mr Caddy advised that he has met with consultants and the main proponent of Item 8.4 - Draft Henley Brook Structure Plan on a number of occasions.

**5. Declaration of due consideration**

All members indicated that they had received and considered the agenda items prior to the Statutory Planning Committee meeting.

**6. Minutes**

**6.1 Confirmation of minutes - Meeting No. 7639 on Tuesday, 21 July 2020**

**Moved by Mr Iacomella**

**Seconded by Ms Adair**

*That the minutes of the Statutory Planning Committee meeting held on Tuesday, 21 July 2020, be confirmed as a true and correct record of proceedings.*

**The motion was put and carried**

## 7. Deputations and presentations

### 7.1 East Wanneroo Cell 6 - Structure Plan No. 8, Amendment No. 42 - Darch/Madeley (Item 8.3)

#### **Presenters: David Maiorana – Harley Dykstra**

Mr Maiorana presented to the Statutory Planning Committee on behalf of the landowners of Lots 1 and 2374 Wanneroo Road. Mr Maiorana discussed the reasons for refusal of the structure plan amendment as detailed in the report as being the business zone designation over the western portion of the site contrary to State Planning Policy 4.2 – Activity Centres for Perth and Peel and that R-60 density over the eastern portion of the site is not appropriately integrated with the established R-25 density of the locality.

Mr Maiorana stated that the subject land is one of few remaining sites in the structure plan area which remains undeveloped. Mr Maiorana discussed the significant site context relevant to the proposal that the site is located at the western edge of the structure plan area, adjacent to Kingsway Shopping Centre and bound by Wanneroo Road.

Mr Maiorana stated that the land uses that adjoin the southern boundary of the site includes a 24-hour service station, car wash and childcare premises. Mr Maiorana stated that a special use site for a medical centre has been developed north of the site with commercial built form. Mr Maiorana stated that the application provides infill development and does not represent ribbon commercial development and will achieve an improved interface to Wanneroo Road and the Kingsway Shopping Centre.

Mr Maiorana stated that State Planning Policy 5.4 – Road and Rail Noise applies to the site and highlighting examples of noise mitigation necessary for single residential development along Wanneroo Road which resulted in enclosed street scape. Mr Maiorana discussed that solid walls do nothing to enhance the character and amenity of the area. Mr Maiorana stated that a generic 200 metre separation distance between 24-hour service stations and sensitive premises be provided but that neither the existing Kingsway Activity Centre Structure Plan or structure plan provide for additional planning controls at this interface. Mr Maiorana stated that the proposed structure plan amendment will provide for improved planning controls which are currently not in place.

Mr Maiorana discussed the assertion that the introduction of business designation has the potential to prejudice the viability of the Wangara industrial area and disputed that there is no conflict between the proposal and objectives of SPP 4.2. Mr Maiorana discussed the demand for businesses to establish on the site and that the remaining areas of the Kingsway Activity Centre Structure Plan are detailed for retail expansion.

Mr Maiorana discussed that R-60 density is supported by State planning framework and is appropriate for the site due to its proximity to a District Activity Centre, within 450 metres of regional sporting fields and 140 metres of a high frequency bus route along Wanneroo Road.

Mr Maiorana stated that residential coding by the Kingsway Activity Centre Structure plan is R-60, which includes immediately adjoining R-25 coded land. Mr Maiorana stated limiting the interface to 3 storeys in height is the additional planning control provided in the structure plan.

Mr Maiorana stated that the business designation and R-60 density is appropriate and in line with the newly developed Design WA Policy suite and will include quality built form outcomes.

Members queried if discussion has taken place with the Kingsway Caravan Park owners regarding the intentions of the site. Mr Maiorana stated that his client has had some discussion with the owners and that there is some intention for density increase, however, there are historic issues with long term tenancy with caravan park residents.

Members queried if the intention for the site is an office type outcome as opposed to retail and it was stated that there was some limitation to look at a third use type in the structure plan and that business zone allows for a range of uses and that their proposal looks at preferred mixed uses rather than bulky goods or showrooms.

## **7.2 Draft Henley Brook Local Structure Plan (Item 8.4)**

### **Presenters: Catherine Muraszko – Resident Henley Brook**

Ms Muraszko thanked the Statutory Planning Committee for the opportunity to present as a landowner of 11 Asturian Drive, Henley Brook within the structure plan area. Ms Muraszko stated that together with her husband they have owned the property since 1987 and are against the proposed Henley Brook structure plan which sees their property designated as a future primary school site or Public Open Space (POS). Ms Muraszko discussed the uncertainty caused by attachment 12 draft Local Structure Plan representing modifications showing their land as public open space, however, the advertised Local Structure Plan shows their land as a public primary school.

Ms Muraszko stated that the modified structure plan shows the school site to be located further west and that the developer has historically confirmed that their property was chosen as the primary school site due to the proximity to the pipelines.

Ms Muraszko stated that either proposal is not acceptable as both options take away their freedom of choice to remain on their property, sell at a suitable time as their age and health determine a need to downsize and take action to relocate if they are unable to manage their 5-acre property.

Ms Muraszko discussed the Metropolitan Region Scheme 1329/57 minor amendment report on submissions from October 2018 in which the Western Australian Planning Commission supporting comments state *“The transfer of the amendment area to the Urban zone will not prevent existing landowners from continuing to use their properties for their current purposes, but will provide those who wish to further develop their properties with that opportunity.”* Ms Muraszko stated that approval of the modified structure plan contradicts this statement.

Ms Muraszko discussed that the proposed structure plan identifies school sites and POS on privately owned land and that it does not outline any staging or what priority will be given to purchasing land for school sites and POS.

Ms Muraszko discussed instances within the City of Swan where the above issues have impacted landowners and caused significant hardship. Ms Muraszko stated that the proposed location places inequitable burden on them as the landowners compared to the proponent. Ms Muraszko discussed concern that further delays would affect the value of their most prized asset and have being left with uncertainty.

Ms Muraszko stated that they have not being consulted in relation to their property becoming a school site or public open space.

Ms Muraszko stated that there have been 225 objections of 245 submissions and that those that live within and directly surrounding the development area do not support the structure plan as it is currently.

Ms Muraszko stated that they do not object to future development in general but are seeking a fair outcome, and alternate options to be explored.

Members queried that Ms Muraszko was not consulted about the land identified for future school site or public open space and it was stated that they were not, and only found out by attending community meetings.

### **7.3 Draft Henley Brook Local Structure Plan (Item 8.4)**

#### **Presenters: Nicole Gill – Local Community representative**

Ms Gill presented to the Statutory Planning Committee representing 300 local residents and thanked the Committee for the opportunity. Ms Gill stated that the community does not support the proposed structure plan in its current form and requested that there is a reduction in density of 22 sites per hectare, which allows for R20-R60 coding. Ms Gill stated that this would allow for a better interface with the surrounding area and prevent an 'us against them' mentality within the local district. Ms Gill requested that there be a R20 buffer along the interface of the proposal ranging from 2000 – 4000 square metre lots, and that 3500 be the maximum amount of lots that can be developed.

Ms Gill stated that no environmental assessment has been done, and discussed the importance of the ecology of the area, potential for contamination and outlined that the area contains wetlands. Ms Gill discussed that the recommendations the community have made are in direct alignment with the Liveable Neighbourhood policy and that she is an affected adjoining landowner. Ms Gill stated that the community does not want overdevelopment that has been seen in Brabham and that the current proposal changes the amenity and local identity of the area. Ms Gill stated that the structure plan is located on the fringe of the Swan Valley protection area and that the structure plan would have negative impacts on that protection area.

Ms Gill stated that the residents will apply for State Administrative Tribunal and High Court Challenges should the structure plan go ahead in its current form and suggested that the developer is not adhering to Liveable Neighbourhoods policy. Ms Gill stated that 92% of submissions were made against the proposal, but agrees with the public open space modifications as shown in attachments 11 and 12. Ms Gill discussed concerns that the developer is reserving private property in section 51 and that only a government body can reserve private land for public use and there are other areas more suited to public open space than private homes. Ms Gill discussed that areas identified for public use are subject to an appropriate compensation and timeframe approved by the landowner. Ms Gill stated that the structure plan should be deferred for modification.

Ms Gill stated that the City of Swan will not remove people from their homes and that the residents need more clarity and certainty regarding concerns raised, as the community has faced undue stress and anxiety over the possibility of losing their family homes. Ms Gill discussed community concern with the location of the existing school site being located parallel to 1-acre properties which poses a safety issue for children and reduces visibility.

Members queried the lack of environmental assessment, ecology and contamination. Ms Gill stated that the environmental assessment was completed by Emerge and paid for by the developers which identified the land as degraded paddock. Ms Gill discussed the community concern regarding the lack of investigation of wetlands and endangered Black Cockatoo feeding sites and that an independent environmental assessment should be done. Ms Gill stated that the area is subject to some flooding and that all existing homes are built on 1 metre high sand pads. Ms Gill discussed the risk of contamination to silt soil and that residents have not used chemicals for the past 30 years due to risk to the Gnangara mound. Members queried the safety issue raised and whether this was based on the school's location or the size of the school. Ms Gill stated that it was based on the position of the school located close to 5 acre protected Swan Valley properties, parallel to rear fences which reduces visibility.

#### **7.4 Draft Henley Brook Local Structure Plan (Item 8.4)**

**Presenters: Anna Brown and Ikmal Ahmad – Department of Education**

Ms Brown and Mr Ikmal presented to the Statutory Planning Committee on behalf of the Department of Education and thanked the Committee for the opportunity to discuss support for the inclusion of a third primary school site in the draft Henley Brook Structure Plan. Ms Brown stated that an additional primary school site would support the residential growth and provide relief for the western portion of Brabham as well as the Henley Brook structure plan area in line with the Development Control Policy 2.4 (DCP 2.4) for School Site Planning with one 4-hectare primary school for every 1500 – 1800 dwellings. Ms Brown discussed that DC Policy 2.4 recognises that assessment cannot just

align to the structure plan area but must be undertaken to include the broader area and what requirements are needed. Ms Brown discussed the challenges for planning school sites and that things change over time where there is unplanned expansion and changes in R-Codes. Ms Brown stated that issues arose with the expansion of Ariella Estate that abuts the Henley Brook Structure Plan area that development would push beyond what was planned for primary schools.

Ms Brown discussed the report reference to State Planning Policy 3.6 - Infrastructure Contribution (SPP 3.6) that the third primary school is not justified, but that the only relevant section of SPP 3.6 relates to ceding of public primary school sites free of cost. Ms Brown stated that school site catchment planning is governed by DC Policy 2.4 and Liveable Neighbourhoods requirements which focus on school catchment planning outcomes rather than developer contribution requirements.

Ms Brown discussed student enrolment across the Henley Brook Structure Plan area and Albion DSP will significantly exceed the dwelling threshold as per DC Policy 2.4. Ms Brown stated that several structure plan areas in the Albion District Structure plan have at least 40% increase in residential lots created above what was originally anticipated.

Ms Brown discussed that the addition of a third primary school is the preferred option of the Department of Education and the location of a primary school site in the bottom part of the Henley Brook Structure Plan area will provide relief for Brabham and correspond with residential growth accordingly and will achieve viable and manageable distribution of public school students across both localities.

Ms Brown discussed option 3 to provide two primary school sites increased to 4 hectares in recognition of the anticipated dwelling yield within the proposed Henley Brook Local Structure Plan and to cap the number of residential lots. Ms Brown stated that a residential cap will only provide temporary relief to the Brabham primary school.

Ms Brown discussed the Harrisdale North Primary School which currently faces a similar situation of 3500 dwellings due to increase in the structure plan area and has 1400 students and 29 transportable dwellings which exceeds the standard school capacity which is generally targeted to be 450-550 students. Ms Brown stated that the current situations impact on educational outcomes, traffic management and that the school site cannot accommodate further growth. Ms Brown stated this results in fractured relationships with local governments and unsafe conditions arising.

Ms Brown stated that if the additional third primary school site is not provided in the Henley Brook Local Structure Plan it will impact amenity and the community in regards to increased traffic management issues. Ms Brown discussed the importance of placing the school in the right location to best manage residential dwelling across all areas.

Members queried how quickly the Department of Education could purchase land if it were identified for a future third primary school site, it

was stated that they would immediately engage with landowners to acquire the site.

Members queried if the problem arose due to the increase in dwelling yields in Brabham, which is a Department of Communities joint venture. It was stated the Department of Education is working with the Department of Communities to move catchments for the area to provide the most relief possible to provide the best educational outcomes. Members queried the timeframes and demand of school sites peaking or tapering off and it was stated that demand will be longer and that it further relief may not be able to be provided that the existing school could exceed 1400 students in the long term.

#### **7.5 Draft Henley Brook Local Structure Plan (Item 8.4)**

**Presenters: Aaron Lohman – Element - on behalf of Graham Wilson owner of 8 Brooklands Drive**

Mr Lohman presented to the Statutory Planning Committee on behalf of Mr Wilson, the landowner of 8 Brooklands Drive, Henley Brook. Mr Lohman stated that his client was approached and declined an offer of purchase as he wished to retain his property for family reasons. Mr Lohman stated that the subject site contains the Wilson family home and that they were not consulted on the proposed local structure plan in which the site has been identified for public open space and drainage in the advertised version of the structure plan.

Mr Lohman stated that the site is cleared of vegetation, with a drainage line and is secured by an easement. Mr Lohman discussed that the site is affected by a flood plain which is identified through the water management strategy and that the location of the drainage requires modelling. Mr Lohman stated that the site is known to be hydrologically constrained and effected by shallow water levels and is not provided for in the Local Structure Plan.

Mr Lohman discussed that the flood mapping used to assist in the preparation of a Local Water Management Strategy from 1997 and outlined that the management strategy is made during the subdivision stage and will extend on the original drainage required. Mr Lohman stated that the drainage basin on the client's land needs to be relocated and discussed that a number of points do not comply with Local Water Management Strategy guidelines. Mr Lohman discussed that the Water Management Strategy is yet to be supported by the Department of Water and Environmental Regulation. Mr Lohman discussed amendments to the local structure plan that have been made and that the Local Water Management Strategy appears to provide additional linear space running along the boundary of the site which does not include higher ground shown on flood plain mapping.

Mr Lohman stated that his client recommends that the Committee not adopt the recommendation and that the finalisation of the structure plan be deferred until the Local Water Management Strategy is finalised and approved. Mr Lohman discussed his clients concern in respect to outcomes of the water management strategy as it directly effects land

use. Mr Lohman requested that the local structure plan be re-advertised.

#### **7.6 Draft Henley Brook Local Structure Plan (Item 8.4)**

**Presenters: Kate Oosterhof – Moharich & More - on behalf of the owners of 153 Andrea Drive**

Ms Oosterhof presented to the Statutory Planning Committee on behalf of Mr and Mrs Dorizzi, who have lived on Lot 153 Andrea Drive, Henley Brook for 23 years. Ms Oosterhof stated that the property is specifically referenced as public open space and a local centre in the report.

Ms Oosterhof stated that a reduction in public open space is welcome and that originally the public open space was designated to be 80% and was due to drainage. Ms Oosterhof stated that further submissions detailed in the written correspondence to the Committee have not been accommodated in the proposed structure plan.

Ms Oosterhof stated that her client's site is not higher or lower than its adjacent sites, and has minimal fall across the site. Ms Oosterhof stated that the extent of the site is burdened given that the drainage not being encapsulated with suggestions that this is being remodelled.

Ms Oosterhof stated that the landowners were approached but have no foreseeable plans to sell or develop their home, and that acquiring their land is critical the delivery of the local centre. Ms Oosterhof stated that the landowners were not given an opportunity to comment on the preferred location of the local centre. Ms Oosterhof discussed the option for smaller walkable centre nodes that might fail to consider the certainty that the site may never be developed. Ms Oosterhof stated that her clients have no intention of developing in line with the progression. Ms Oosterhof stated that her clients seek an amendment to require a further reduction of public open space to align with adjacent properties and that the local centre be removed from the location.

#### **7.7 Draft Henley Brook Local Structure Plan (Item 8.4)**

**Presenters: Justin Hansen – CDP Town Planning & Urban Design, Tony Aleksovski and Paige Walker – Mirvac WA**

Mr Hansen presented to the Statutory Planning Committee from CDP Planning with Mr Aleksovski and Ms Walker from Mirvac WA.

Mr Hansen stated that four submissions were made but that he was presenting on the road infrastructure of what was advertised and the differences to the final structure plan detailed in the report. Mr Hansen stated that the main issue is the central access and left-in/left-out only intersection access. Mr Hansen stated that this is the sole access to the Mirvac landholding and has been introduced without any consultation with affected landowners.

Mr Hansen stated that the access is misrepresented in local contours and the proprietors of the gas pipeline easements have been consulted throughout the development of the Local Structure Plan and provided full consent to the crossing of the gas pipeline corridor.

Mr Aleksovski stated that the issues were resolved with the original road plan and the argument of the crest increase is flawed.

Mr Aleksovski stated that concrete is placed on top of the pipeline and these arguments were not brought about previously. Mr Aleksovski stated that these modifications should be removed from the structure plan and should be dealt with now and not at the subdivision stage.

Mr Hansen discussed that Brooklands Drive be notated as a Neighbourhood Connector and not access street C. Mr Hansen stated that there is an existing road reservation and that it will be the primary access for multiple landowners. Mr Hansen stated that downgrading of the road is an attempt to have the road removed from the Developer Contribution Plan and that it will result in a poor outcome for landowners.

Mr Hansen discussed that the local centre be relocated from Lot 58 Park Street to Lot 57 Park Street as Lot 58 is restricted by gas pipeline easements and that the timing of development and acquisition of Lot 58 is unknown. Mr Hansen stated that development for commercial purposes for the site may see site access and crossovers positioned in conflict with the Arpent Link road intersection to the south. Mr Hansen stated a roadabout intersection is unlikely to be located in proximity to the pipeline easement.

Mr Hansen discussed that landowners would be paying for a third primary school site that is not required in the southern portion of the structure plan. Mr Aleksovski stated that Mirvac WA are providing a café as part of the sales office in stage one of the subdivision and that it provides a better option for commercial access and immediate amenity outcomes for prospective residents.

Members queried if the proponents had any issues with the traffic modelling previously done that was not accepted by the City of Swan. Mr Aleksovski stated that a revised traffic report was made available in the last couple of days and that some issues were identified but these are not fatal flaws and do not warrant delay.

#### **7.8 Draft Henley Brook Local Structure Plan (Item 8.4)**

**Presenters: Presenters: Mark Szabo, Mitch Bisby – Burgess Design Group and Chris Lewis – Progress Developments on behalf of Little Property**

Mr Szabo thanked the Statutory Planning Committee for the opportunity to present on behalf of Burgess Design Group with Mr Bisby and Mr Lewis from Progress Developments on behalf of Little Property. Mr Szabo stated that they have been working with the Henley Brook landowners since 2011 and that Progress Developments have been involved since 2015 through the Metropolitan Regional Scheme and Structure Plan process. Mr Szabo stated that multiple landowner meetings were undertaken with a number of supporters and objectors in attendance. Mr Szabo stated that all submissions and views from people were looked at and accommodated where possible whilst still maintaining consistency with Policy.

Mr Szabo discussed that the structure plan delivers two government primary school sites and that the design creates ten small neighbourhood parcels each with a piece of public open space at the core. Mr Szabo stated that the design leverages gas pipeline easement and buffers, the largest of which joins to Ellenbrook.

Mr Szabo stated that they met with the Department of Education in June 2015 and discussed constraints, limited location, environmental and physical characteristics of the sites, mainly being the pipeline buffers. Mr Szabo discussed the demand for a third primary school site considered across the broader locality and that the need for an additional school is not impacted by Henley Brook, and that the additional primary school is needed in Brabham. Mr Szabo stated that the existing school sites have been enlarged to accommodate excess dwelling yield in Henley Brook and that there is no need or nexus for an additional school site in their area.

Mr Szabo stated that Mirvac WA has raised issues regarding an entry point that it is not required for that area and that they do not have concern with Mirvac having the road but have concerns if it becomes a neighbourhood connector as it then would become a Developer Contribution Plan item. Mr Szabo stated that the land required would add several million dollars to the Developer Contribution Plan for the road which is not required according to the traffic report.

Members queried the lack of community understanding relating to the Developer Contribution and the process for acquiring land under local reserve. Mr Szabo stated that landowners who brought up issues were addressed directly and that matters were addressed at City of Swan council agenda setting meetings. Mr Szabo stated that misinformation has been spread and that wherever possible they have contacted landowners and that there are a number of people who have not accepted descriptions of the process that have been given.

Members queried that the eastern end of Brooklands drive be included in the Developer Contribution Plan. It was stated that the City of Swan Council recommended modifications that it be included in the DCP items, however, it was looked at as part of the redesign process and that the road is not needed as a neighbourhood connector. Mr Szabo outlined that Henley Street will connect to the future Henley Brook Drive and that the extension of Partridge Street will carry north and south and downgrade other roads in the area.

#### **7.9 Draft Henley Brook Local Structure Plan (Item 8.4)**

**Presenters: Justin Hansen – CDP Town Planning & Urban Design and Lydia Perisic – Urban WA Real Estate. 153 Andrea Drive, Henley Brook**

Mr Hansen presented to the Statutory Planning Committee with Ms Perisic from Urban WA Real Estate and discussed the proponents general support of the designation of commercial land on lot 153 Andrea Drive under draft Schedule of Modification No. 42. Mr Hansen discussed the opportunity for commercial development with options to

expand operations subject to more detailed commercial analysis. Mr Hansen stated that commercial development is better provided on Lot 152 based on its exposure to Gnangara Road and the proponent is shovel ready. Mr Hansen stated that the commercial land provides immediate access to convenience goods and services for existing and future residents of Henley Brook and Morgan Fields, enables good transition of residential to commercial uses and avoids the creation of a residential wedge. Mr Hansen discussed that internal commercial development to the site loses attraction to the developer and passing trade. Mr Hansen recommended that the commercial development be pushed to the northern portion and that Urbis had done a quick analysis that the site is suitable for childcare centres, retail and service station type uses. Mr Hansen stated that Urban WA would look at acquiring both sites and that the structure plan is flawed as it does not introduce a commercial aspect.

Ms Perisic discussed the need to provide local centres in the urban area in the short term that can take advantage of existing road. Ms Perisic stated that they have tenants ready to go which can provide services over the next ten years rather than wait for population to grow. Ms Perisic discussed that retailers need exposure and that a local node set back one street is not a viable business opportunity for retailers.

**The Chairman declared a brief adjournment at 11:11am.**

**The meeting resumed at 11:19am with all members present.**

**7.10 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Presenters: Vicki Lummer and Mark Carolane – City of South Perth**

Mr Carolane and Ms Lummer presented to the Statutory Planning Committee on behalf of the City of South Perth and thanked the Department of Planning, Lands and Heritage for the constructive approach to reviewing and assessing Amendment No. 61 over the past 6 months. Ms Lummer stated that Amendment No. 61 was prepared alongside stakeholder, community and Council engagement during which time that stakeholders expressed a desire for a high degree of certainty and consistency in the planning framework and decision making.

Ms Lummer discussed the public element contribution that a transparent and consistent approach is a critical component of the amendment. Ms Lummer stated that the method for calculation should be resolved prior to the finalisation of the amendment. Ms Lummer stated that design quality is an essential part of the rationale for bonus development potential and three tiers of building height and plot ratio. Ms Lummer stated that the amendment, as drafted, has three clear expectations and that the recommended term 'exemplary' should be retained to provide clear expectations throughout assessment and design review processes for what is expected of two tier buildings.

Ms Lummer stated that building height is the most contentious issue identified throughout the preparation of the amendment and discussed the historic issues in relation to tall buildings. Ms Lummer stated that height limits should be set for all typologies and all tier levels to provide a consistent approach and certainty about what can be achieved.

Ms Lummer stated that the building heights are expressed in metres to provide clarity and is more appropriate than being expressed in storeys. Ms Lummer stated that plot ratio has been included in all above ground parking and excludes ground form parking effectively increasing plot ratio limits, and provides design to provide car parking to be minimised. Ms Lummer stated that podiums are important for defining streetscape character and provides guidance for set back and certainty of height to avoid tall bulky podiums. Ms Lummer discussed the amendment character area that a 5-metre foot path is to be provided in the core retail part of the precinct and asked that this be maintained.

Members queried what issues were encountered when height was expressed in storeys rather than in metres and Mr Carolane stated that the intention is to clearly define what the maximum height of the building can be, that the addition of one storey can add up and that the peninsula is designed to have height stepping down towards the Swan River foreshore. Mr Carolane stated that it provides certainty and clear building envelopes, and that other incentives for design quality can ensure high quality apartments.

Members queried the public benefit contribution being included in the Scheme and that it would be covered under the Activity Centre Plan and whether it was a fair system. Mr Carolane stated that the intention was to make a transparent and fair system and that the method of calculation proposed is intended to be at a rate per metre based on land value per site. Mr Carolane stated that the City is working with the Department of Planning, Lands and Heritage to clarify and understand issues with the proposed method but that the City believes it is essential to the overall functioning of the area and accept that it may need additional work. Members queried where the money collected would be spent and it was stated that the Activity Centre Plan provides some guidance on where the contribution money may be spent, that there would be a separate public benefit contribution plan and it will detail all the governance arrangements for expenditure and management of funds. Mr Carolane stated that intentions of putting this outside of the Activity Centre Plan was to ensure it can be regularly reviewed outlining that a draft has been prepared which has been shared with the Department of Planning, Lands and Heritage.

Members queried the management of discretion around the three tier and levels of design, it was stated that the City has learned lessons from the past and believes in the importance of clearly defining what it is meant by good, excellent and exemplary design to inform the design review process. Members noted that the State Design Policy has two tiers and it was stated that the third tier provides a more rigorous process and sets expectations from the beginning.

**7.11 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Presenters: Alan Stewart – Stewart Urban Planning and Geoff Warn – With Architecture Studio**

Mr Stewart presented to the Statutory Planning Committee with Mr Warn representing the owners of The Peninsula, 1 Ferry Street and 53 South Perth Esplanade, South Perth. Mr Stewart discussed modifications to the amendment to include the mid-block portion of the site in the high typology with two tier additional development potential. Mr Stewart stated that the site has growth opportunity and was originally included in the tier two allocation. Mr Stewart stated that the City of South Perth moved the density away and lost sight of the original principles. Mr Stewart discussed the importance of focusing density in strategic locations, which their clients site could deliver as it is one of only 4 large development sites within 300 metres of the ferry, the largest land holding and that the site presents a unique development opportunity as it has 4 street frontages and generous setbacks to the public realm.

Mr Warn discussed that the development envelope for tier one that maximises plot ratio results in heavy bulk, squat portions and undesirable precedent. Mr Warn stated that the form outcome would be inconsistent with design excellence objectives and would not support opportunities limiting deep soil landscaping. Mr Warn stated that reconfiguring plot ratio into two towers could provide more elegant urban design outcomes and take advantage of mid-block links, that building height fits well with the context of forthcoming development of South Perth.

Mr Stewart stated that their proposal is consistent with high two-tier design elsewhere and their sites stepping down approach will result in an interesting skyline, and would benefit the wider community to maximise view corridors and deliver good urban outcomes.

**7.12 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Presenters: Kelly Chapman – RPoint Properties and Kareena May – Site Planning**

Ms May presented to the Statutory Planning Committee with Ms Chapman from RPoint Properties, who own 3 properties within the Amendment No. 61 and Activity Centre Precinct and stated that their deputation focuses on 64 Mill Point Road. Ms May stated that they have engaged with the City of South Perth and the future planning framework for the precinct since March 2017 and attended a 3-day public design forum hosted by the City of South Perth and RobertsDay. Ms May stated that Ms Chapman was a member of the City of South Perth Station Precinct Reference Group between August 2017 and November 2019 as a developer representative. Ms May stated that she is a rate payer in the City of South Perth and runs the SITE Planning + Design office within the precinct. Ms May requested that the Committee

support the reinstatement of the medium to high density designation applicable to 64 Mill Point Road.

Ms May discussed the site context of 64 Mill Point Road, that it is located on the corner of Mill Point Road and Frasers Lane, has a site area of 2535 square metres and that the building on the site was constructed in the 1970's. Ms May stated that the site was consistently identified as being suitable for development in accordance with medium to high height and plot ratio controls since the formal presentation of Amendment No. 61 to the City of South Perth council between October 2018 and December 2019. Ms May stated that the plans were subject to further scrutiny and that Councillors participated in workshops with the City and consultants to allow further consideration to built form and land use options. Ms May stated that the public consultation period included online feedback forms, information sessions and a 2-day workshop with a community panel and independent review of public submissions. Ms May stated that the height and plot ratios for lots surrounding 64 Mill Point Road were amended but the medium to high designation applicable to their site did not. Ms May discussed the endorsement of Amendment No. 61 in December 2019 subject to modifications that included the designation of 64 Mill Point Road to medium. Ms May stated that the designation was proposed by a Councillor who was elected less than 2 months before the December council meeting and did not participate in the past 2.5 years of consultation.

Ms May discussed the impact of the change in built form typology applicable to 64 Mill Point Road. Ms May discussed the medium to high limits which provide a logical stepping of building height from the medium typology to the tier two medium to high typology and that it is consistent with the building heights from the Swan River foreshore to the Civic Heart site. Ms May stated that the stepping building heights was established in the early consultation process in 2017.

Ms May discussed the strong support for the proposed tier system, and that some minor changes to enhance the tiering effect suggested in the draft Activity Centre Plan are well supported on the basis that the site is a regular corner site and that it enjoys frontage to two public streets. Ms May stated that the buildings on the site are aged and no longer meet contemporary requirements and therefore ripe for redevelopment and will result in appropriate and logical tiering of development.

**7.13 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Presenters: Dan Lees – Element, Mike Harvey – Edge Visionary Living and Tom Letherbarrow – Hillam Architects**

Mr Letherbarrow presented to the Statutory Planning Committee with his client Mr Harvey from Edge Visionary Living and with Mr Lees a planning consultant from Element to provide feedback on the proposed Amendment No. 61. Mr Letherbarrow stated that he has been working on development applications within the Activity Centre Plan for the past 5 years and that Hillam Architects are the applicant and have received

recent approvals for significant mixed-use developments on Mill Point Road, Lyall Street and Melville Parade.

Mr Letherbarrow discussed the Amendment No. 61 improves on the ambiguity of the current planning framework and provides more certainty for applicants with particular reference to proposed public benefits contribution schemes. Mr Letherbarrow stated that the amendment allows for growth, but excessive planning controls will significantly hinder design flexibility and built form proposals.

Mr Letherbarrow discussed the community need for certainty regarding maximum building height but that they do not support the height limits for tier two applications. Mr Letherbarrow discussed how built form is controlled by height, setbacks, podiums and plot ratio, and that so many of these controls hinder innovation and creativity.

Mr Letherbarrow gave examples of simplistic diagrams which demonstrate that without discretion to vary planning controls the currently proposed Amendment No. 61 provisions will stifle development potential of existing sites. Mr Letherbarrow stated that this will be exacerbated if above ground car parks contribute to available plot ratio of sites and will make smaller sites unviable for development.

Mr Letherbarrow discussed fundamental issues with the tier system in relation to maximum floorplate area reductions, that tower footprints become inefficient on sites smaller than 1800 square metres and would be unviable. Mr Letherbarrow stated this is at odds with mapping of taller building heights in the centre of the Richardson precinct where existing sites are smaller. Mr Letherbarrow stated that the 10% reduction in floorplate area between tiers is excessive and proposed that floorplate reduction is applied incrementally as building height increases. Mr Letherbarrow stated that building heights will lack diversity if an incremental system is not implemented.

Mr Lees discussed an anomaly in relation to the current height map where 1 Ferry Street and the rear part of 53 South Perth Esplanade are identified in the medium height area and that these areas should correctly be identified in the medium height area. Mr Lees stated that the current height map of the amendment applies different building height limits for the front and rear of 53 South Perth Esplanade.

Mr Lees discussed that the current planning scheme appropriately uses property boundaries as the logical means of distinguishing different building height limits. Mr Lees stated that the height anomaly is inconsistent with the proposed objectives for the area of taller buildings preserving view corridors between buildings and the stepping down of building heights towards the Swan River.

Mr Lees stated that the developable height for all of 1 Ferry Street and the rear part of 53 South Perth Esplanade would double from 25 metres plus a storey under the current scheme to 57.3 metres under the proposed amendment. Mr Lees stated that if a consistent medium height is applied to both properties a more measured height increase would be provided. Mr Lees stated that this would be a fair and

equitable arrangement and would better serve the objectives of the proposed amendment.

**7.14 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Presenters: David Read – Element and Joseph Geha – Hanny Properties**

Mr Read and Mr Geha presented to the Statutory Planning Committee representing Hanny Properties, the owners of No. 9 and 11 Harper Terrace South Perth regarding the City of South Perth draft Scheme Amendment No. 61. Mr Geha stated that his father purchased the site 25 years ago and has been working on creating an aged care development on the site, where residents can utilise the river and café strip. Mr Geha stated that the provision that calls for 5 metre setbacks from the curb line is deferential to their block. Mr Geha stated that the setback on their boundary along Harper Terrace will result in a misalignment and discussed the importance of streetscape and canopy cover. Mr Geha stated that Harper Terrace is a connector street and that the provision treating the street as a boulevard does not make sense. Mr Geha discussed the lifespan of buildings on Harper Terrace having a 50-year lifespan and that the scheme will outlive those buildings. Mr Geha stated that the loss of 3 metre setback will make the aged care development impossible to do and that reducing podium width makes car park provision difficult and will ruin the development line.

Mr Geha discussed the podium height provision in the Mend Street precinct and that it be returned from 13.5 metres to 11.1 metres. Mr Geha stated that podium height is important as it is where waste removal is provided and that waste trucks need height.

Members queried the building height and characteristics of the building to west of Mr Geha's site, it was stated that the building was built in the 1960's and that the development setback is 12-15 metres back from the esplanade and is 12-14 storeys in height. Members queried the progress made on the aged care development plans and if they were granted additional height would the intention still be aged care for the site. Mr Geha stated that they intention is to create an integrated aged care facility for the community.

**7.15 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Presenters: Dr Gary Inions – Plantations International Holdings Pty Ltd and Mal Dempsey – Dempsey Real Estate**

Mr Inions and Mr Dempsey thanked the Statutory Planning Committee for the opportunity to present as the joint owners of 78 Mill Point Road, South Perth. Mr Inions stated that their building is 3 storeys of commercial offices and is 40 years old sitting on a 1333 metres squared site. Mr Inions discussed that the build height limits for 53 South Perth Esplanade and 1 Ferry Street are inconsistent with the objectives of the amendment. Mr Inions discussed that there are two

typologies, being building height and plot ratio limits, applied across different parts of 53 South Perth Esplanade. Mr Inions stated that these two lots are in common ownership and have been developed as one are and known as Peninsula services apartments. Mr Inions discussed that due to their sites characteristics tier two is not available to them and forms a barrier to any development that they may wish to pursue. Mr Inions stated that they would like to see the removal of height and a consistent height levels and logical approach across the Peninsula and site.

Mr Dempsey stated that he has lived and worked on the strip of South Perth for the past 30 years and discussed the inequity with what is proposed, specifically on South Perth Esplanade and Fraser Lane. Mr Dempsey discussed the historical 4 storey height along the esplanade and the utilisation of roof volume space. Mr Dempsey discussed the introduction of the Train Station Precinct that saw an increase 150% to 9 levels and that Amendment No. 46 proposes to further increase that height by another 25% to 12 levels. Mr Dempsey stated that this will cause that section, with the exception of Peninsula apartments, to go from 12 to 19 levels and would be over kill whilst the balance of land along South Perth Esplanade is to remain at 6 levels. Mr Dempsey gave example of various heights and proposed that primary height provisions in the sector of South Perth Esplanade east of Mends Street at 20.5 metres with no tier one provisions allows for luxury development up to 6 storeys and a plot ratio of 2:1. Mr Dempsey stated that development from Mends Street to Fraser Lane be capped at 9 levels.

**7.16 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Presenters: Peter Simpson – PTS Town Planning Pty Ltd**

Mr Simpson presented to the Statutory Planning Committee representing the owners of 86 – 90 Mill Point Road, South Perth and stated that the agenda provides a good analysis for key issues relating to Amendment No. 61. Mr Simpson stated that the current approved Activity Centre Plan contains relevant provision for the area and that the Scheme provided enabled provisions but that the process for Amendment No. 61 is creating a majority of provisions that may not be the correct approach moving forward due to lack of flexibility and how these provisions are being applied.

Mr Simpson discussed that he is comfortable with general built form and that he is currently in the process of preparing a development application and is basing this on these future provisions. Mr Simpson stated the most significant concern is the lack of discretion and the impact it would have on determining how design progresses. Mr Simpson stated that this produces less than ideal designs which are being manipulated to comply with planning provisions rather than being design led. Mr Simpson discussed recent involvement with design projects and the potential for greater impacts on neighbouring buildings under the proposed provisions.

Mr Simpson discussed changes in typography and site context and that discretion be included in Amendment No. 61. Mr Simpson discussed plot ratio which is used as a blunt tool and that plot ratio seems to be largely focused on quantifying development contribution rather than built form. Mr Simpson stated that some plot ratio numbers are at odds and that car parking should be excluded in the podium.

Mr Simpson discussed the design quality and competitive design competition and the potential for this to add additional time to the process, adding another layer of additional costs. Mr Simpson stated that this should be reduced to landmark key development sites.

Mr Simpson discussed concern with development contributions and how this would be accomplished and used.

**7.17 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Presenters: Vicki Redden – South Perth Peninsula Action Group**

Ms Redden presented to the Statutory Planning Committee to represent as the Chair of the South Perth Peninsula Action Group, and 8 community groups. Ms Redden stated that for the past 4 years the residents have worked towards a solution to enhance the area in which they live. Ms Redden stated that there are improvements to previous Amendments No. 25 and 46, but that the plan does not have the broad support of the community due to lack of communication and consultation.

Ms Redden stated that consultation reports which attached the Activity Centre Plan are misleading and do not portray a true statement of events. Ms Redden stated that the community placed yellow dots on controlled preferences but were prevented from meaningful discussion on aspects of population growth, density, building height and traffic. Ms Redden discussed concern with conflicts of interest and poor facilitation in the Stakeholders Group. Ms Redden discussed that the significant percentage of public submissions did not challenge the basic assumptions of density, height and growth and discussed the population growth numbers to be inflated and misleading.

Ms Redden discussed the importance of protecting the character of Mill Point from overdevelopment and that the amendment fails to reflect this. Ms Redden stated that the area is constrained and that the tree lined streets contain significant landscape and that the residential medium density is well established. Ms Redden discussed a lack of traffic modelling to ascertain the impact on residents and that the amendment encourages individual high rise developments be scattered rather than directed to areas of controlled graduated heights. Ms Redden stated that there has been no consideration given to flood plains, water table issues, soil types and wind shear. Ms Redden discussed a review by Professor Evan Jones and the recommendations made, with Mike Allen.

Ms Redden asked that the Committee consider removing the tier two additional height option for the whole of the Mill Point area and the

reduction in outlying medium-density at the corner of Frasers Lane and Mill Point Road to medium to match the rest of the area. Ms Redden discussed that traffic analysis and protection for the area incorporating Mill Point Road North be done before approval of the amendment is considered. Ms Redden discussed the removal of tier two from Labouchere Road to avoid shadow cast over the Perth Zoo.

Members queried the review by Professor Evan Jones and it was stated that the increase in numbers and population is not necessary to meet targets and that medium density was enough to meet targets without the increase in 30 and 40 storey high rise. Members queried the hillside precinct and if any communication had taken place about bringing that into the development. Ms Redden stated that there has been no communication with the community. Members queried the communities view on the community contribution plans and it was stated that the contributions have always been a bone of contention and that it usually results in another coffee shop or gym, and not significant community infrastructure. Ms Redden expressed that residents are concerned regarding payments for height and where the money would be spent.

**7.18 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Presenters: Trent Will – Planning Solutions representing owners:**

- **Jodie Manning, Malcolm Cole and Robert William – Strata owner 31 South Perth Esplanade and**
- **Armando Rossi - Limnios Projects**

Mr Will presented to the Statutory Planning Committee representing the owners of 31 South Perth Esplanade and 8 Parker Street, South Perth. Mr Will introduced Mr Cole and Ms Manning the strata owners of 31 South Perth Esplanade and Mr Rossi of Limnios Projects. Mr Will stated that both owners support Amendment No. 61 in principle but have concerns that building height for South Perth Esplanade being reduced to four storeys conflicts with objectives to increase density. Mr Will discussed concern for the onerous contribution requirements for bonus height and the setback for Parker Street, that no discretion on setbacks results in poor, inflexible design outcomes.

Mr Will discussed the setbacks for 8 Parker Street being 8 metres to the podium and 56 metres to tower, and that street context does not support the setbacks that the City of South Perth is proposing. Mr Will stated that 8 Parker Street is located in the corner end of a cul-de-sac, and that the building to the south of the subject site has a 3 metre setback and this amendment will result in their building being behind the line of adjoining buildings. Mr Will stated that the best planning and design outcomes come from where there is flexibility in the planning framework. Mr Will discussed the proposed changes to height, the concern regarding reducing existing heights and that heights immediately behind the subject site on Mill Point Road are to be increased to the medium to high category. Mr Will stated that the

owners simply wish to have redevelopment opportunities to build to the same height as their existing building.

Mr Will discussed building height contributions required for tier one to achieve bonus height and found that it would be over \$4,500 per square metres and \$450,000 for 100 square metre apartments resulting in \$2.2 million for a 500-square metre apartment and that this would be unviable. Mr Will questioned the use of having bonus height if it is not financially viable to redevelop the building to the same height. Mr Will stated that there is no documentation on how the public contribution funds would be spent, and that the contribution should be consistent with draft State Planning Policy 3.6 which limits the contribution to \$2,500 per dwelling.

**7.19 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Presenters: Jenny Van Doornum - Representing Esplanade Court, Bellray Apartments, Goldman Apartments, Darley Heights**

Ms Van Doornum presented to the Statutory Planning Committee as a long-term resident and property owner of the City of South Perth. Ms Van Doornum stated that she is the current Chair of the council of owners of Goldman Apartments and is also representing over 145 individual apartments from Esplanade Court, Bellray Apartments and Darley Heights.

Ms Van Doornum discussed the reasons that the height limit of the apartment buildings along this section of South Perth Esplanade should be retained as per the recommendations in Amendment No. 61. Ms Van Doornum stated that the esplanade and foreshore are an integral part of the Perth cityscape, that low-rise buildings are the norm in Perth and that a uniform approach to height limits is essential so not to detract from the cityscape. Ms Van Doornum discussed the accessible nature of the South Perth foreshore which attracts tourists, residents and members of the broader community. Ms Van Doornum stated that increasing the building height to the east of Mends Street would create a piece-meal effect. Ms Van Doornum discussed how the area was removed from the Mends Character Area and incorporated into the Hillside Character area by the City of South Perth town planners to maintain residential amenity and were produced after years of comprehensive community consultation.

Ms Van Doornum stated that many of the apartments were purchased on the basis that the amenity, privacy and view from the properties was protected over the long term. Ms Van Doornum stated that Bellray and Goldman apartments were designed with full glass frontages on the northern side and it was perceived that there would not be any building higher than 4 floors along the eastern end of the esplanade.

Ms Van Doornum discussed concern that potential developers will focus their submissions on additional height, and that the building heights proposed for the properties on Ray and Darley Streets will allow for more moderately priced high amenity apartments to be built.

Ms Van Doornum stated that retaining height limits along the eastern end of the South Perth Esplanade, as Amendment No. 61 proposes, will allow more apartments to share the view, sunlight and general amenity.

Ms Van Doornum stated that Amendment No. 61 in its current form provides for future generations of Perth residents, visitors and tourists alike to keep South Perth as a liveable, unique part of the City.

Members queried the amount of consultation that took place with residents regarding the increase in building height, it was stated that the consultation was extensive.

**7.20 Draft Henley Brook Local Structure Plan (Item 8.4)**

**Written Submission: Sue Manning - Resident, Henley Brook**

**7.21 Draft Henley Brook Local Structure Plan**

**Written Submission: Greg Van Rompaey**

**7.22 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Written Submission: Philip Mirabella - Chairman of Aurelia Strata Council**

**7.23 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Written Submission: Sue Doherty - Resident, South Perth**

**7.24 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (Item 9.2)**

**Written Submission: Craig Dermer - Resident, South Perth**

**The Chairman declared a brief adjournment at 1:10pm.**

**The meeting was resumed at 1:22pm, with all members except Mr Kosova present, who left the meeting and did not return.**

**ITEMS FOR DECISION**

**8.1 Proposed Subdivision - Lot 33, No. 22, Milligan Avenue, Australind (740-19)**

**Moved by Ms Creevey  
Seconded by Ms Lyhne**

*That the Statutory Planning Committee resolves to approve the application for subdivision of Lot 33 Milligan Avenue, Australind as shown on the plan date stamped 14 August 2019 subject to the following conditions:*

**CONDITION(S):**

- 1. The Deposited Plan being in accordance with the attached plan date-stamped 12 June 2020 (Attachment 3). (Western Australian Planning Commission)*

2. *The proposed access way(s) being constructed and drained at the landowner/applicant's cost to the specifications of the local government in accordance with the Guidelines for Planning in Bushfire Prone Areas, with provision for one visitors parking bay. (Local Government)*
3. *Engineering drawings and specifications are to be submitted, approved, and works undertaken in accordance with the approved engineering drawings, specifications and approved plan of subdivision, for grading and/or stabilisation of the site to ensure that:*
  - a. *lots can accommodate their intended use; and*
  - b. *finished ground levels at the boundaries of the lot(s) the subject of this approval match or otherwise coordinate with the existing and/or proposed finished ground levels of the land abutting. (Local Government)*
4. *Prior to the commencement of subdivisional works, an urban water management plan is to be prepared and approved, in consultation with the Department of Water and Environmental Regulation, consistent with any approved Local Water Management Strategy/Drainage and Water Management Plan. (Local Government)*
5. *Engineering drawings and specifications are to be submitted and approved, and works undertaken in accordance with the approved engineering drawings and specifications and approved plan of subdivision, for the filling and/or draining of the land, including ensuring that stormwater is contained on-site, or appropriately treated and connected to the local drainage system. Engineering drawings and specifications are to be in accordance with an approved Urban Water Management Plan (UWMP) for the site, or where no UWMP exists, to the satisfaction of the Western Australian Planning Commission. (Local Government)*
6. *Prior to the commencement of subdivisional works,*
  - a. *the landowner/applicant is to provide a pre-works geotechnical report certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development; and*
  - b. *In the event that remediation works are required, the landowner/applicant is to provide a post geotechnical report certifying that all subdivisional works have been carried out in accordance with the pre-works geotechnical report. (Local Government).*
7. *Drainage easements and reserves as may be required by the local government for drainage infrastructure being shown on the diagram or plan of survey (deposited plan) as such, granted free of cost, and vested in that local government under Sections 152 and 167 of the Planning and Development Act 2005. (Local Government)*

8. *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 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)*
9. *The transfer of land as a Crown reserve free of cost to Western Power for the provision of electricity supply infrastructure. (Western Power)*
  - a. *Arrangements being made with a licensed water provider for the provision of a suitable water supply service to each lot shown on the approved plan of subdivision. (Water Corporation)*
  - b. *Additionally, arrangements are to include the provisions of a suitable water supply service to each lot in the scheme (plan) (Western Australian Planning Commission)*
  - c. *Arrangements being made with the Water Corporation for the provision of a sewerage service to each lot shown on the approved plan of subdivision. (Water Corporation)*
  - d. *Additionally, arrangements are to include the provision of a suitable sanitary drainage service to each lot on the strata scheme (plan) by a Licensed Plumbing Contractor. (Western Australian Planning Commission)*
10. *Information is to be provided to demonstrate that the measures contained in Section 6 of the bushfire management plan dated 17 June 2020 have been implemented during subdivisional works. This information should include a completed 'Certification by Bushfire Consultant' from the bushfire management plan. (Local Government)*
11. *A notification, pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the certificate(s) of title of the proposed lot(s) with a Bushfire Attack Level (BAL) rating of 12.5 or above, advising of the existence of a hazard or other factor.*  
*Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:*  
*"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and may be subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land". (Western Australian Planning Commission)*

12. *Local Development Plan(s) being prepared and approved for lots 1-7 shown on the plan dated 12 June 2020 (attached) that address the following:*

- a. *Minimum building/structures setback line consistent with the approved Bushfire Management Plan to ensure the maximum bushfire attack level rating is BAL-29;*
- b. *Minimum side and rear setbacks for improvements, such as retaining walls;*
- c. *Maximum height of retaining walls;*
- d. *Bin pad location;*
- e. *Uniform fencing being provided abutting Reserve 38136;*
- f. *Onsite attenuation of drainage; and*
- g. *Landscaping standards consistent with the approved Bushfire Management Plan.*

*to the satisfaction of the Western Australian Planning Commission. (Local Government)*

13. *The landowner/applicant shall make arrangements to ensure that prospective purchasers of lots subject of a Local Development Plan are advised in writing that Local Development Plan provisions apply. (Local Government)*

14. *Uniform fencing being constructed along the boundary of the proposed common property lot abutting the Public Open Space (Reserve 38136). (Local Government)*

15. *A hardstand area, for the collection of bins, shall be constructed within the Milligan Avenue verge to the specifications of the local government. (Local Government)*

16. *Scheme by-laws being prepared and submitted for the Western Australian Planning Commission's consideration and written confirmation in accordance with Section 39 of the Strata Titles Act 1985 (as amended), to include the following additions to the by-laws contained in Schedules 1 and 2 of that Act:*

- a. *Development or redevelopment on the survey strata lots is to comply with a development approval issued by the local government.*
- b. *Amendment to or repeal of the above provision cannot be affected without the Western Australian Planning Commission's agreement. (Local Government)*

**ADVICE:**

- i. *In regard to Conditions 4 and 5, the local government recommends a Drainage Management Plan to meet the requirements of the conditions and that all stormwater will be required to be attenuated on-site.*

- ii. *In regard to Condition 8, Western Power provides only one underground point of electricity supply per freehold lot.*
- iii. *In regard to Condition/s 10 and 11, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land Development Agreement under Section 83 of the Water Services Act 2012 will be prepared by the Water Corporation to document the specific requirements for the proposed subdivision.*
- iv. *In regard to Condition 14, the local government requests that the Local Development Plan is submitted in conjunction with engineering drawings for the site, such that the components can be assessed in tandem.*
- v. *Applicants are reminded of their obligations under the Telecommunications Act 1997 to provide suitable telecommunications infrastructure to the proposed lots.*
- vi. *The landowner/applicant and the local government are advised to refer to the Institute of Public Works Engineering Australia Local Government Guidelines for Subdivisional Development (current edition). The guidelines set out the minimum best practice requirements recommended for subdivision construction and granting clearance of engineering conditions imposed.*

**The motion was put and carried**

**8.3 East Wanneroo Cell 6 - Structure Plan No. 8, Amendment No. 42 - Darch/Madeley (SPN/0621M-6)**

**Moved by Ms Creevey**

**Seconded by Ms Lyhne**

*That the Statutory Planning Committee resolves to refuse Amendment 42 to the East Wanneroo Cell 6 Agreed Structure Plan No. 8 (ASP 8), for the following reasons:*

1. *The proposed amendment is contrary to Clause 5.6.1(4) of SPP 4.2 Activity Centres for Perth and Peel - Bulky goods retailing and mixed business, as:*
  - a. *it would result in ad-hoc business/commercial development which would potentially contribute to a ribbon pattern of bulky goods retail along a regional road (Wanneroo Road); and*
  - b. *it has not demonstrated there is a lack of land availability for commercial or business uses within the Kingsway Activity Centre or the Wangara Industrial Area, and potentially prejudices the commercial operations and viability of the Kingsway Activity Centre, contrary to the principles of orderly and proper planning.*
2. *The proposed R60 density does not respond to the Objectives or Requirements of Element 1-Community Design in Liveable Neighbourhoods, 2009, as it is not appropriately integrated with the*

*established Residential R25 area in a way that responds to local character and maximises development on public streets.*

**The motion was put and carried**

**9.1 City of Rockingham - Town Planning Scheme No. 2, Amendment No. 136 - For Final Determination (TPS/1245)**

**THIS ITEM IS CONFIDENTIAL**

**9.3 State Administrative Tribunal Applications Quarterly Report - April 2020 - June 2020 (DP/11/02519)**

**THIS ITEM IS CONFIDENTIAL**

**8.2 Proposed Subdivision - Amberton Estate - Lot 9023 Lapis Way and Lot 9510 Celeste Street, Eglinton (157890)**

**Ms Adair declared an impartiality interest on this item and left the meeting at 1:28pm.**

Members discussed State Planning Policy 2.6 - State Coastal Planning Policy and the level of risk associated with a minor departure from policy. It was stated that the modified plan of subdivision in Attachment 1 shows where various lines are, that it meets the southern portion of road reserve and that the coastal process intersects with the road reserve boundary which is already in existence. It was stated that the coastal process assessment assumes there will not be any underlying rock and that the how far the high-water mark recedes eastwards is not known. Members queried if the road would be at risk and it was stated this outcome would be unknown unless geotechnical work was done in the area. Members queried if past decisions have departed from SPP 2.6 or if it had been adhered to rigidly, it was stated that the Alkimos coastal plan last year reduced coastal processes and resulted in a 20 metre future foreshore reserve on the western side of the coastal road and that this was similar in nature. Members discussed that instances of 5 metres and 20 metres wide are not a significant departure from SPP 2.6 practices.

Members discussed that the application of SPP 2.6 should be taken into account, but that other policy must also be considered. It was noted that this application is unique where the planning framework has gone through a series of determinations to derive the outcome and that the proposal has an existing approval and the planning framework is not perfectly aligned and is dealt with in a case by case scenario.

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage.

**Moved by Ms Davis**

**Seconded by Ms Thompson**

*That the Statutory Planning Committee resolves to approve the subdivision application subject to the following conditions:*

*Conditions:*

1. *The plan of subdivision being modified in accordance with the plan date stamped 09 April 2020 (Local Government)*
2. *The landowner/applicant contributing towards development infrastructure provisions pursuant to the City of Wanneroo Local Planning Scheme No. 2. (Local Government)*
3. *Visually permeable uniform fencing being constructed along the boundaries of all of the proposed lots abutting the Public Open Space. (Local Government)*
4. *Engineering drawings and specifications are to be submitted, approved, and works undertaken in accordance with the approved engineering drawings, specifications and approved plan of subdivision for grading and/or stabilisation of the site to ensure that:*
  - a. *lots can accommodate their intended use; and*
  - b. *finished ground levels at the boundaries of the lot(s) the subject of this approval match or otherwise coordinate with the existing and/or proposed finished ground levels of the land abutting.*
5. *Prior to the commencement of subdivisional works, an urban water management plan is to be prepared and approved, in consultation with the Department of Water and Environmental Regulation, consistent with any approved Local Water Management Strategy. (Local Government)*
6. *Engineering drawings and specifications are to be submitted and approved, and works undertaken in accordance with the approved engineering drawings and specifications and approved plan of subdivision, for the filling and/or draining of the land, including ensuring that stormwater is contained on-site, or appropriately treated and connected to the local drainage system. Engineering drawings and specifications are to be in accordance with an approved Urban Water Management Plan (UWMP) for the site, or where no UWMP exists, to the satisfaction of the Western Australian Planning Commission. (Local Government)*
7. *Prior to the commencement of subdivisional works, the landowner/applicant is to provide a pre-works geotechnical report certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development.*

*In the event that remediation works are required, the landowner/applicant is to provide a post geotechnical report certifying that all subdivisional works have been carried out in accordance with the pre-works geotechnical report. (Local Government).*
8. *Measures being taken to ensure the identification and protection of any vegetation on the site worthy of retention that is not impacted by subdivisional works, prior to commencement of subdivisional works. (Local Government).*

9. *Information is to be provided to demonstrate that the measures contained in the Bushfire Management Plan prepared by Strategen dated March 2019, have been implemented during subdivisional works. This information should include a completed 'Certification by Bushfire Consultant' from the bushfire management plan. (Local Government)*
10. *Local Development Plan(s) being prepared and approved for the lots abutting a public open space shown on the plan dated 09 April 2020 (attached) that address the development standards relating to the surveillance of the public open space to the satisfaction of the Western Australian Planning Commission (Local Government).*
11. *The landowner/applicant shall make arrangements to ensure that prospective purchasers of lots subject of a Local Development Plan are advised in writing that Local Development Plan provisions apply (Local Government).*
12. *The proposed reserve(s) shown on the approved plan of subdivision being shown on the diagram or plan of survey (deposited plan) as reserves for recreation purpose and vested in the Crown under Section 152 of the Planning and Development Act 2005, such land to be ceded free of cost and without any payment of compensation by the Crown. (Local Government)*
13. *Arrangements being made for the proposed public open spaces to be developed by the landowner/applicant to a minimum standard and maintained for two summers through the implementation of an approved landscape plan providing for the development and maintenance of the proposed public open space in accordance with the requirements of Liveable Neighbourhoods and to the specifications of the local government. (Local Government)*
14. *A foreshore reserve in accordance with the plan dated 09 April 2020 (attached) as established by survey, being shown on the diagram or plan of survey (deposited plan) as a reserve for recreation/reserve for foreshore reserve for conservation and vested in the Crown under Section 152 of the Planning and Development Act 2005, such land to be ceded free of cost and without any payment of compensation by the Crown. (Western Australian Planning Commission)*
15. *Engineering drawings and specifications are to be submitted, approved, and subdivisional works undertaken in accordance with the approved plan of subdivision, engineering drawings and specifications, to ensure that those lots not fronting an existing road are provided with frontage to a constructed road(s) connected by a constructed road(s) to the local road system and such road(s) are constructed and drained at the landowner/applicant's cost.*

*As an alternative, and subject to the agreement of the Local Government the Western Australian Planning Commission (WAPC) is prepared to accept the landowner/applicant paying to the local government the cost of such road works as estimated by the local*

*government and 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)*

- 16. All local streets within the subdivision being truncated in accordance with the Western Australian Planning Commission's Liveable Neighbourhoods policy. (Local Government)*
- 17. Engineering drawings and specifications are to be submitted and approved, and subdivisional works undertaken in accordance with the approved plan of subdivision, engineering drawings and specifications to ensure that:*
  - a. roads that have been designed to connect with existing or proposed roads abutting the subject land are coordinated so that the road reserve location and width connect seamlessly;*
  - b. temporary turning areas are provided to those subdivisional roads that are subject to future extension;*
  - c. the proposed raised median along the 22-metre wide Indigo Street is constructed;*
  - d. embayment parking provided abutting the proposed public open space; and*
  - e. appropriate cross section design and tree planting/landscaping within the proposed Social/Pedestrian/Cycle linkage, to the satisfaction of the Western Australian Planning Commission. (Local Government)*
- 18. Suitable arrangements being made with the local government for the provision of vehicular crossover(s) and bin pads to service the lot(s) abutting the disconnected access ways and the cul-de-sac head as shown on the approved plan of subdivision. (Local Government)*
- 19. Pursuant to Section 150 of the Planning and Development Act 2005 and Division 3 of the Planning and Development Regulations 2009 a covenant preventing vehicular access onto primary road being lodged on the certificate(s) of title of the proposed laneway lots at the full expense of the landowner/applicant. The covenant is to prevent access, to the benefit of the City of Wanneroo, in accordance with the plan dated 09 April 2020 (attached) and the covenant is to specify:*

*'No vehicular access is permitted from the primary road'. (Local Government)*
- 20. Engineering drawings and specifications are to be submitted, approved, and subdivisional works undertaken in accordance with the approved plan of subdivision, engineering drawings and specifications, for the provision of shared paths through and connecting to the application area in accordance with the plan date stamped 09 April 2020 (attached). The approved shared paths are to be constructed by the landowner/applicant. (Local Government)*

21. *Drainage reserves as maybe required by the local government for drainage infrastructure being shown on the diagram or plan of survey (deposited plan) as such, granted free of cost, and vested in the Crown under Section 152 of the Planning and Development Act 2005. (Local Government)*
22. *Drainage easement as maybe required by the local government for drainage infrastructure being shown on the diagram or plan of survey (deposited plan) as such, in favour of that local government under Section 167 of the Planning and Development Act 2005 (Local Government)*
23. *Implementation of the recommendations of the approved Amberton Foreshore Management Plan dated June 2016 to the satisfaction of the Western Australian Planning Commission. (Local Government)*
24. *A notification, pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the certificate(s) of title of the proposed lot(s) with a Bushfire Attack Level(BAL) rating of 12.5 or above, advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:  
  
"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and may be subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land". (Western Australian Planning Commission)*
25. *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 to the lot(s) shown on the approved plan of subdivision. (Western Power).*
26. *The transfer of land as a Crown reserve free of cost to Western Power for the provision of electricity supply infrastructure. (Western Power)*
27. *Arrangements being made with a licensed water provider for the provision of a suitable water supply service to each lot shown on the approved plan of subdivision. (Water Corporation)*
28. *Arrangements being made with the Water Corporation for the provision of a sewerage service to each of the lot(s) shown on the approved plan of subdivision. (Water Corporation)*

*Advice:*

1. *The R-Code Plan date stamped 27 May 2020 (attached) has been approved by the WAPC and shall now form part of the Eglinton Local Structure Plan No.82. In accordance with the provisions of the Eglinton Local Structure Plan No.82, any variations to the R-Code Plan will require further approval from the WAPC.*
2. *Condition 5 has been imposed in accordance with Better Urban Water Management Guidelines (WAPC 2008). Further guidance on*

*the contents of urban water management plans is provided in 'Urban Water Management Plans: Guidelines for preparing and complying with subdivision conditions' (Published by the then Department of Water 2008).*

- 3. With regard to Condition 13, the development is to include full earthworks, basic reticulation, grassing of key areas, and pathways that form part of the overall pedestrian and/or cycle network.*
- 4. In regard to Condition 14, the location of the foreshore reserve is to be confirmed prior to ground disturbing activities on abutting land. The foreshore reserve is to be protected from disturbance during subdivisional works.*
- 5. In regard to Conditions 15, 16 and 17, the landowner/applicant is advised that the road reserves, including the constructed carriageways, laneways, truncations, footpaths/dual use paths and car embayments, are to be generally consistent with the approved plan of subdivision.*
- 6. In regard to Condition 17 (e), the applicant is advised to contact the City with regard to the submission of detailed landscaping and engineering drawings for the proposed Social/Pedestrian/Cycle linkage.*
- 7. In regard to Condition 25, Western Power provides only one underground point of electricity supply per freehold lot.*
- 8. In regard to Conditions 27 and 28, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land Development Agreement under Section 83 of the Water Services Act 2012 will be prepared by the Water Corporation to document the specific requirements for the proposed subdivision.*
- 9. This property is on a site where records confirm there is a history of military activities that have resulted in residual UXO. A possibility exists that dangerous items of UXO may still be found on this site. Contact police if a suspicious item that may be UXO is found. Visit [www.defence.gov.au/uxo](http://www.defence.gov.au/uxo) for further information.*
- 10. The applicant is advised that a primary school site is to be provided within the proposed balance lot, which is subject to future subdivision application. Arrangements should be made, to the satisfaction of the Western Australian Planning Commission, for the transfer of land free of cost to the Department of Education for the provision of a primary school site to serve the structure plan area.*

**The motion was put and carried**

**Ms Adair returned to the meeting at 1:32pm.**

#### **8.4 Draft Henley Brook Local Structure Plan (SPN/2242)**

Members discussed the apparent lack of consultation expressed by deputations made by residents of Henley Brook, it was noted that there were two rounds of public advertising and that the proponent undertook community meetings, consultation and advertising to Morgan Fields and residents inside the structure plan area. Members discussed that community members were not aware of the systems in place for acquiring land and compensation and that the Department of Education would acquire a site immediately and the outcome if a landowner does not wish to sell their land. Members discussed that the land zoned urban could not be reserved under the Metropolitan Region Improvement Fund (MRIF).

Members discussed the issues relating to Brabham and the increase in population above what the existing primary school can accommodate. Members discussed the importance of not replicating this situation in Henley Brook and discussed the historical nature of a structure plan prepared ten years ago reaching subdivision stage and lots reducing in size adding to the issues for school site planning. Members discussed the additional density through development and subdivision resulting in higher household formations in some suburbs but that it is not an error of planning processes. Members discussed the collaboration with the Department of Education and their policy of one primary school where there is development of 1500 – 1800 lots. Members discussed a situation where there are 2500 lots and that it equates to 1.5 primary school sites and school provision is not taken and that the later end of development results in large cell builds and discussed that the Department of Education does not suggest the developer pay for the additional school site and that the short fall needs to be addressed. Members discussed the difficulty in asking residents of the later cell to make provisions for historical issues.

Members discussed the level of uncertainty in the community around public open space and school sites and the transition from large semi-rural lots into high density areas. Members discussed the heat map of submissions and that most residents within the structure plan area are supportive, and that residents of Morgan Fields areas are objecting. Members discussed the infrastructure considerations that have driven the public open space outcomes and the gas pipeline that traverses the area. Members discussed that the environmental value is degraded by previous farming but that there are natural drainage areas that have influenced the location of the public open space in the lower part of the area. Members discussed the interface and buffers for the eastern side of the structure plan where a dual carriage way is yet to be constructed and the buffer on the Morgan Fields side. Members discussed that the public open space and primary school sites only interface with southern portions.

Members discussed the process for the structure plan to progress including developer contributions and scheme amendments. Members discussed that the Local Water Management Strategy is in final stages

of approval with the Department of Water and Environmental Regulation.

Members discussed the traffic management assessment and the traffic impact of an additional primary school site. It was noted that the structure plan traffic assessment was completed on the predicated two primary school sites and that a third primary school located in the southern portion of the structure plan would attract traffic from the south outside of the area.

Members discussed that the Department of Education remains resolute that there is an issue with the existing school in Brabham and the excess number of students, and that they will negotiate with landowners to acquire a school site in the southern portion of the Henley Brook structure plan. Members discussed that the lower portion of the structure plan would need to be redesigned and that the Department of Planning, Lands and Heritage would provide guidance for a school site that could service and deal with overflow from the south. It was noted that the Department of Education would administer a small Developer Contribution Plan across the area for funding the balance of the land.

Members discussed the departure of the proposed commercial lot and the access from Gngangara Road, it was stated that there is no commercial frontage to Gngangara Road in that portion, that any potential access to and from a commercial site is fundamentally flawed. Members discussed the small discrete centre that Mirvac WA propose as part of the sales office that can service the local population.

Members discussed that land required by the Department of Education or Government and that the acquisition rate would be similar as to what the developer may pay. Members discussed the timing issues around purchasing a school site when demand is there. Members discussed that advancing a Park Street school site could potentially slow down delivery of the two northern sites due to yield. Members discussed the public open space is likely to be purchased before school sites in the northern portion.

Members discussed the messages delivered by the deputations and discussed the responsibility of getting information out to the residents affected by the structure plan and that these issues should be addressed before decisions are made. Members queried if there has been a peer review of the environmental assessment and discussed the water shortages of the area and Gngangara mound contamination. Members noted that the City of Swan will conduct its own structure plan and have the responsibility of talking those people through processes. It was noted that a peer review has not been conducted as there has not been any environmental issues flagged since the gazetted MRS amendment in late 2018. Members acknowledged that there are some drainage concerns in the area and that the lots are recommended to be capped at 3500 so that there is significant infrastructure to deal with the estimated lot yield.

Members discussed that the traffic impact assessment is being updated and that things are being refined as part of the design process

and that the Local Water Management Strategy has been advancing in line with that process. It was noted that the road reserve is sufficient to deal with what is proposed in the structure plan. Members discussed that the introduction of a third primary school site would need to be dealt with as a redrawing of the Local Structure Plan. Members discussed that the third school site is a critical issue and that there is a problem in this area, members discussed that that the decision be deferred to allow for the Department of Education to explore options for a site. Members discussed that a re-designed structure plan modified to introduce a third school site would need to be re-advertised to find the most appropriate position for a school and that the proponents would need to be a part of that process.

Members discussed that further work needs to be done around traffic impact, that public open space to be confirmed by the Local Water Management Strategy and environmental values. Members discussed that an additional school site would initiate further modifications to the existing school sites within the structure plan.

Members agreed to defer consideration of the matter to allow for further consideration to be given to issues relating to school sites, investigation of a local centre and environmental matters.

**Moved by Ms Adair**

**Seconded by Mr Iacomella**

*That the Statutory Planning Committee resolves to defer the item relating to Draft Henley Brook Local Structure Plan, as detailed in the report dated 4 August 2020 to allow for further consideration to be given to issues relating to school sites, investigation of a local centre development and environmental matters with the item to be presented to the Statutory Planning Committee on 18 August 2020.*

**The motion was put and carried**

**9.2 City of South Perth - Town Planning Scheme No. 6, Amendment No. 61 (TPS/2452)**

**THIS ITEM IS CONFIDENTIAL**

**Mr Davies left the meeting at 2.07pm and did not return**

**10. Reports for noting**

Nil.

**11. Stakeholder engagement and site visits**

Nil.

**12. Urgent or other business**

Nil.

**13. Items for consideration at a future meeting**

Nil.

**14. Meeting closure**

The next ordinary meeting is scheduled for 9:30am on Tuesday, 18 August 2020.

There being no further business before the Committee, the Chairman thanked members for their attendance and declared the meeting closed at 2:24pm.

\_\_\_\_\_  
CHAIRMAN

\_\_\_\_\_  
DATE

UNCONFIRMED

<b>REPORT TO</b>	Statutory Planning Committee		
<b>Meeting date</b>	18 August 2020	<b>File number</b>	SPN/2242
<b>Subject</b>	Draft Henley Brook Local Structure Plan		
<b>Purpose</b>	Requires WAPC decision		
<b>Title of Approving Officer</b>	Planning Director – Metro North		
<b>Agenda Part for Reports (All parts are confidential unless otherwise stated)</b>			
SPC - Non-Confidential (To be published to the website)			
<b>SITE-SPECIFIC DETAILS</b>			
<b>Region/s</b>	Perth		
<b>Local government/s</b>	City of Swan		
<b>Landowner/Consultant</b>	<p><i>Burgess Design Group acts on behalf of Little Property (WA) Pty Ltd (Progress Development) who owns 13 lots in the area.</i></p> <p><i>The remaining 90 lots are held in individual ownership and are also covered by the draft LSP. Land options have been secured by MIRVAC (17) and Urban WA (26).</i></p>		
<b>Location map</b>	Attachment 1		
<b>Bushfire Prone Area</b>	YES		
<b>Statutory Planning Committee - Structure Plans</b>			
<b>Region scheme zoning</b>	Urban		
<b>Local Scheme Zoning</b>	Urban Development		
<b>Council's recommendations</b>	OTHER		
<b>Receipt date</b>	16-04-2020	<b>Process days</b>	75 days
<b>Property Address</b>	103 existing lots generally bound by Starflower Road (Old Lord Street) to the west, Gnangara Road to the north, the planned Henley Brook Avenue to the east, and Park Street to the south.		
<b>SUMMARY</b>			
<p>The draft Henley Brook Local Structure Plan (draft LSP) intends to provide a planning framework to facilitate the future residential development of land in Henley Brook. The land subject to the draft LSP is appropriately zoned under the Metropolitan Region Scheme and the Local Planning Scheme.</p> <p>The draft LSP proposes a medium residential base code of R30, with higher density codes R40 and R60 permitted, where certain criteria can be met. The draft LSP proposes new road connections, public open space (POS) and drainage areas, neighbourhood and local parks and 2 public primary school sites.</p> <p>The report considers the draft LSP, submissions received during advertising and modifications required by the local government. The local government's key modifications relate to traffic and drainage remodelling, residential densities, changes to POS design, reconfiguration of school sites and designation of a retail/commercial centre to serve local needs. The local government has requested readvertising of a modified draft LSP.</p>			

The Department of Education (DoE) requires a third public primary school site in the draft LSP area due to current shortages in the adjacent neighbourhood Brabham. The applicant and local government oppose DoE's position based on need, nexus and fairness principles. The position of the local government is supported.

The local government's request for a retail/commercial designation in the centre of the draft LSP is not supported. Instead, 3 alternative locations are recommended for local convenience facilities (Local Centres) in addition to the residential use.

Modifications are recommended to facilitate the progression of the draft LSP, but readvertising is not required.

This report requires consideration by the Statutory Planning Committee (SPC) given the contrasting views on the provision of a third public primary school site. Also, a large number of submissions have been received during public advertising that are against the proposal.

## DETAILS OF PROPOSAL

### Location

The draft LSP area is bound by Starflower Road (Old Lord Street) to the west, Gngara Road to the north, the planned Henley Brook Avenue road reserve to the east, and Park Street to the south. On its western boundary, the draft LSP abuts the triangular portion of land between Drumpellier Drive (New Lord Street) and Starflower Road (Lot 96 Lord Street). This land (24ha) is in the ownership of the Western Australian Planning Commission (WAPC), zoned Residential Development and accommodates the Henley Brook bus port.

The surrounding land uses are predominantly residential and include the Morgan Fields residential estate (mixture of R5-R17.5) along the northern and eastern boundaries of the area, and Ellenbrook on the northern side of Gngara Road. The residential suburb of Brabham is located to the south and includes existing lower density (R5) residential development fronting Park Street, with the medium density Whiteman Edge and Avonlee estates, directly opposite the draft LSP area (**Attachment 1 – Location Plan**).

### Description of Site and Ownership

The draft LSP in total is approximately 233ha and covers 103 landholdings in freehold ownership. The land use is predominantly rural-residential in nature and includes single houses and associated outbuildings on lots averaging 2ha, with a number of properties used for the agistment of horses. There are scattered trees in the area with vegetation cover in residential gardens and along lot boundaries. The subject land grades generally from the north-west to the south-east corner and the St Leonards Creek natural waterway is in the central-east portion of the draft LSP area and joins the Swan River approximately 3.5km to the south-east of the site in West Swan (**Attachment 2 - Aerial Photograph**).

### High Pressure Gas Pipelines

Key physical constraints include the Dampier to Bunbury Natural Gas Pipeline (DBNGP) and Parmelia Gas Pipeline (PGP) easements that run generally north-south through the centre of the draft LSP area. The ATCO Gas main runs north-south along Starflower Road reserve and has no easement. The easements applicable to the DBNGP and PGP are 30m and 20m wide respectively. These pipelines are licensed under the *Petroleum Pipelines Act 1969 (WA)* and are to be managed by pipeline operators in accordance with Australian Standard 2885 (*Pipelines – Gas and Liquid Petroleum*). Setback requirements are applicable to the DBNGP (300m) and PGP (300m) as per the WAPC's draft Development Control Policy 4.3 – *Planning for High - Pressure Gas Pipelines* (DC 4.3). ATCO Gas has advised of a setback requirement of 215m on both sides of its pipeline. Sensitive uses such as schools, aged care facilities and high density residential development are prohibited within these setbacks. A Safety Management Study undertaken as part of the draft LSP process

applies to land uses within the gas pipeline setbacks, and will manage any future development to reduce risks on gas pipeline infrastructure and on the future community.

### Draft LSP Content

A projected population of 9,800 (current approximately 260) with 3,500 residential dwellings (current approximately 100) is the estimated yield for the draft LSP area. The draft LSP in summary proposes (**Attachment 3 – Advertised Draft LSP Map**):

- a base residential density code of R30 across the area, which allows for medium density residential development with an average lot size of 300m<sup>2</sup>. Pockets of higher density R40 and R60 codes (average lot sizes of 220m<sup>2</sup> and 150m<sup>2</sup> respectively) will be located within proximity to key amenities and services such as schools, public open space and public transit routes;
- a possible Lifestyle Village designation of 6ha for people 45 years and older;
- a network of higher order neighbourhood roads and local access streets, including a bus route as an extension of Partridge Street towards Henley Brook bus port;
- 2 public primary school sites 3.5 ha respectively;
- approximately 35 hectares of public open space (POS) for recreation and drainage, comprising of 10 individual parks and linear corridors along the DBNGP and PGP easements, and the St Leonards Creek waterway;
- design and maintenance guidelines for gas pipelines (Gas Pipeline Summary Guidelines) to achieve green corridors;
- requirements for local development plans where irregular configured lots or lots less than 260m<sup>2</sup> are present or due to their specific site location; and
- a list of developer contribution items and an explanation that key infrastructure will be delivered under a development contribution plan (DCP) once introduced under the current local planning scheme.

The draft LSP is supported by the following technical studies and assessments:

- Environmental Assessment and Management Strategy(EAMS)
- Local Water Management Strategy (LWMS)
- Bushfire Management Plan (BMP)
- Pipeline AS2885 Safety Management Study
- Transport Impact Assessment (TIA)
- Transport Noise Assessment
- Infrastructure Servicing Report

## **BACKGROUND**

### Context of the draft LSP

In 2018, Metropolitan Region Scheme Amendment 1329/57 zoned the draft LSP area Urban with a concurrent amendment to the City's Local Planning Scheme No. 17 (LPS 17) which zoned the land to Residential Development. Under LPS 17, this zone requires the preparation of a structure plan to guide the subdivision and development of the land for urban use.

The approach of preparing a local structure plan over the area was agreed with the local government from an early stage and considered preferable to coordinate development in the draft LSP area. Consequently, on 27 July 2019 the draft LSP was lodged with the local government.

### Public Advertising

Public advertising occurred for a period of 28 days from 27 August 2019 to 24 September 2019. When the proposal was considered by the local government in January 2020, it was resolved to embark on a second round of public advertising by first inviting residents in Morgan Fields and

landowners within the draft LSP area to make further submissions, prior to formulating any recommendations to the WAPC. The second round of public advertising occurred between 29 January 2020 and 24 February 2020.

During initial advertising, 245 submissions (excluding Government agencies) were received, of which 225 had objections to the proposal and the remaining 20 had no objection. The majority of submissions were received from residents outside of the draft LSP area and a large number made general comments in opposition to further urbanisation of the area.

Due to further consultation, 1 objection was received from a resident of Morgan Fields. 36 Submissions were received from landowners within the area, of which 32 indicated their willingness to participate in the draft LSP and subsequent DCP, while 4 stated that they were not interested in participating in the draft LSP or DCP. Of the 32 submissions from willing participants, 8 qualified their comments to indicate that while they support the notion of a structure plan to facilitate development of the area, they do not support certain aspects of the proposal and these relate to the configuration of POS and roads affecting their land. With respect to the second round of public advertising by the local government, it is noted that such action is impermissible under Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations 2015).

A total of 303 submissions were ultimately received and includes residents outside the draft LSP area, landowners in the area and government agencies. Notwithstanding that the second round of public advertising was not allowed, all submissions have been considered in this assessment as provided for in the Regulations. **Attachments 4** (First advertising) **and 5** (Second advertising) represents a summary of all the submissions received. DPLH responses are included to the points raised.

#### Local Government's Recommendation

In April 2020, the local government finally considered the draft LSP. The local government has resolved that modifications need to be made to the draft LSP and in addition, readvertised. Under Part 4 of Schedule 2 of Regulations 2015, the WAPC is to approve, require modifications (with or without readvertising) or refuse the draft LSP.

The local government's key modifications in relation to POS, the road network and school sites are indicated on **Attachment 6**. The detailed modifications are reflected in the Schedule of Modifications (**Attachment 7**). These recommended modifications are discussed further in the Planning Assessment section below.

KEY ISSUES		
<b>Consistency with WAPC Policies &amp; Planning Framework</b>	Planning and Development Act 2005	Fully consistent
	Planning and Development (Local Planning Schemes) Regulations 2015	Fully consistent
	Perth and Peel@3.5 million (March 2018)	Fully consistent
	North-East Sub - regional Planning framework (March 2018)	Fully consistent
	State Planning Policy 2.9 - Water Resources (SPP 2.9)	Fully consistent
	State Planning Policy 3 – Urban Growth and Settlement (SPP 3)	Fully consistent
	State Planning Policy 3.6 – Development Contributions for Infrastructure	Fully consistent

	(SPP 3.6)	
	State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)	Fully consistent
	State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2)	Fully consistent
	State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4)	Fully consistent
	Liveable Neighbourhoods Policy (2009)	Broadly consistent, some discretion required
	Development Control Policy 2.3 - Public open space in residential areas (DC 2.3)	Fully consistent
	Development Control Policy 2.4 – School sites (DC 2.4)	Some inconsistency, variation warranted
	Draft Development Control Policy 4.3 – Planning for High - Pressure Gas Pipelines (DC 4.3)	Fully consistent
	City of Swan Local Planning Scheme No. 17	Fully consistent
	City of Swan Draft Local Planning Strategy (Including Local Commercial and Activity Centres Strategy & Retail Needs Assessment)	Some inconsistency, variation warranted
	<u>Guidelines:</u> <ul style="list-style-type: none"> <li>Better Urban Water Management (2008)</li> <li>Acid Sulphate Soils Planning Guidelines (2009)</li> <li>Planning in Bushfire Prone Areas (2015)</li> </ul>	Fully consistent
	<u>Planning Bulletin</u> <ul style="list-style-type: none"> <li>High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region (2007)</li> </ul>	Fully consistent
<b>Government Considerations</b>	Perth and Peel	Broadly consistent, some discretion required
<b>Budget</b>	DoP budget	
<b>Consultation</b>	Public advertising occurred from 27 August 2019 – 24 September 2019 and a second round of advertising occurred from 29 January 2020 – 24 February 2020.	
<b>PLANNING ASSESSMENT</b>		
<u>Issues</u>		
Public advertising and the local government’s recommendations highlighted the following key issues:		
<ul style="list-style-type: none"> <li>residential densities proposed;</li> <li>the potential loss of rural character and landscape amenity;</li> </ul>		

- number of primary school sites required, their location and configuration;
- the LWMS, TIA and Gas Pipeline Summary Guidelines (GPSG) need to be finalised with refinements to POS and road network design; and
- whether a local commercial centre should be provided to serve the area.

The following recommendations by the local government for POS buffers and changes to residential densities also require consideration:

- low density residential lot requirements (1000m<sup>2</sup> – 2000m<sup>2</sup>) along the boundary with Morgan Fields, Brabham and future Henley Brook Avenue;
- R30 to R80 residential density requirements west of the gas pipelines with a maximum of R25 density required for land east of the gas pipelines; and
- 15m and 8m POS buffer requirements respectively at future Henley Brook Avenue and along the Brabham residential area.

These items are discussed in the Local Planning section below.

### State Strategic Framework

The State government's *Perth and Peel @3.5 million* document promotes Perth and Peel regions as a compact, consolidated and connected city that can accommodate a population of 3.5 million by 2050. Within this plan, the *North-East sub-regional Planning Framework* manages growth and guides infill development with a specific target of 15,050 dwellings and 25,690 dwellings respectively to be achieved in 2031 and 2050 for the City of Swan. These integrated land use and movement network plans identify the need to plan land use in such a manner that will consolidate urban form, prioritise infill development instead of new greenfield areas and with increased residential densities. The draft LSP is considered an example of a location that can be successfully planned as an infill project to ensure a continuous urban corridor connecting Ellenbrook to Midland and Guildford in line with the strategic objectives of the government.

### District Planning

The site is zoned 'Residential Development' under the City of Swan *Local Planning Scheme No.17* (LPS17). The objectives of the 'Residential Development' zone is to provide for comprehensive structure planning to create an integrated residential neighbourhood, to consider amenity and to provide for the needs of residents. The draft LSP is considered consistent with the objectives of LPS 17 as discussed further below.

### Local Planning

#### *Dwelling yield*

The draft LSP proposes a residential density of 28 dwellings per site ha and 15 dwellings per gross urban ha. This aligns with the abutting suburb of Brabham that has a net residential density of 26.3 dwellings/ha.

The proposed density is consistent with the WAPC's *Liveable Neighbourhoods policy's* (LN) residential density target of 22 dwellings per site ha (as a minimum average) where higher densities than the minimum average are promoted. The WAPC's *Perth and Peel @ 3.5 Million* and the *North-East Sub-Regional Planning Framework* set a density target of 26 dwellings per site ha. The dwelling yield forecast in the draft LSP is supported on the basis that the local government may rely on this to achieve its infill targets as suggested by the *North-East sub-regional Planning Framework* (15,050 dwellings to be achieved in 2031).

It is noted that the draft LSP map indicates the location for a future Lifestyle Village, but LPS 17 does not provide for this use in the zoning table. For the purposes of the draft LSP, a modification is required to introduce a provision in Part 1 providing as permitted use (P), for the consideration of a

Park Home Park for aged accommodation and/or Lifestyle Village accommodating persons over the age of 45 years.

The local government's modification for low density residential lots of 1000m<sup>2</sup> – 2000m<sup>2</sup> (R5 – R10) to improve urban interface along the boundary with Morgan Fields, Brabham and future Henley Brook Avenue is not supported for the following reasons:

- the proposal to improve the interface is unnecessary, inconsistent with accepted practice, and would unduly constrain the development potential of the affected land, conflicting with the overarching principles of *Perth and Peel @3.5 million* and the *North-East Sub-regional Planning Framework* to deliver sufficient density to ensure the efficient delivery and ongoing sustainability of infrastructure and services;
- the draft LSP proposes facilitating integration of Morgan Fields and future Henley Brook Avenue over time. Specifically, a proposed POS interface in the draft LSP to the western edge of Morgan Fields provides a high amenity outlook, facilitating redevelopment at the rear of those larger properties (noting there's an existing unconstructed road reserve along their rear boundary). A road has been located along the rear boundary of lots on the southern periphery of Morgan Fields to facilitate redevelopment/further subdivision. For both eastern and southern edges, this facilitates redevelopment opportunities. This approach represents orderly and proper planning, taking a longer-term view rather than cementing a temporary response to rural conditions that no longer exist; and
- the R5 and R10 lots as recommended by the local government would place the lowest density land uses in the draft LSP area within the catchment of the eastern primary school, shared oval facilities, and other POS areas and within the catchment of future bus routes linking through to Partridge Street. This is not considered efficient and sustainable design.

The local government's modifications for a medium to high residential density range of R30 - R80 for the land west of the gas pipelines and a maximum residential density of R25 for the land east of the gas pipelines are not supported as these are arbitrary and do not consider planning principles that favour locating density in areas with greater access to services and amenities.

#### *Environmental considerations and amenity*

A large number of submissions have raised concerns that environmental values such as vegetation will disappear, and that the rural amenity of the area will be lost.

The EAMS has been prepared to support the preparation and implementation of the draft LSP. This study revealed that the biodiversity values of the site are limited due to the highly modified nature of almost all vegetation within the study area. Nonetheless, a small patch of banksia woodland and a single black cockatoo roosting tree have been identified within the site, but neither is of conservation significance. Notwithstanding this, vegetation such as trees, in the draft LSP area can be protected through future conditions of subdivision approval. A substantial amount of POS is provided in the draft LSP to protect and improve vegetation growth.

Retention of remnant vegetation is proposed within the St Leonards Creek foreshore area. St Leonards Creek and associated foreshore area is accommodated within a strip of linear POS in the south-eastern portion of the site. On the advice of DBCA, the local government has recommended that a 30m buffer either side of the creek (measured from the high-water mark) be retained with a minimum 10m-15m buffer around riparian vegetation and that this be introduced through a Foreshore Management Plan that will form part of the draft LSP. This recommendation is supported and reflected in the recommended modifications.

#### *Provision of schools*

The draft LSP proposes 2 public primary school sites of 3.5ha each with a shared neighbourhood park. One primary school site is in the central-west portion of the draft LSP and the other is located in the eastern portion on the northern boundary adjacent to the Morgan Fields estate. The WAPC's Development Control Policy 2.4 – *School sites* (DC 2.4) and LN requires a 3.5ha primary school site per 1,500-1,800 dwellings if co-located with adjoining POS. The draft LSP estimates a total yield of approximately 3,500 dwellings and this exceeds policy requirements by 500 (if the ratio of 1,500 is applied).

The WAPC on 19 March 2020 has approved a new draft school sites policy for public advertising where it is stated that 1 public primary school site is to be provided for 1,500 dwellings. The new draft policy indicates "There is a strong correlation between the number of residential lots created by subdivision and the need for school sites. Whilst this correlation is useful in determining a broad need for new school sites, **it is necessary in each particular case to assess that need against existing/established school sites in the broader locality, the rate and type of development, and the demand and opportunities for co-location of other community services**" (*emphasis added*).

In its submission, the Department of Education (DoE) requested the provision of a third public primary school within the draft LSP, to be located immediately north of Park Street (**Attachment 8 - DoE Requirement for Schools**). The need for a third school in the draft LSP area is based on the DoE's projection of dwelling yields in Brabham being higher than initially planned, coupled with the surplus of 500 dwellings in the draft LSP area, as well as potential transit-oriented development (TOD) to the west of Starflower Road on WAPC's land (Lot 96), and students from the existing Morgan Fields estate. DoE's view is that the assessment of public primary school sites should not only be from the draft LSP context, but should also consider abutting land where shortages of school numbers exist (i.e. the Brabham development to the south of the draft LSP area).

The applicant does not agree to the inclusion of a third primary school site within the draft LSP area for the following reasons:

- the need for a third primary school is not connected to the demand generated by the proposal;
- the planning principle of need and nexus requires the need for school facilities to be clearly demonstrated and the connection between development and demand should be clearly established (nexus);
- it is not fair and reasonable to burden landowners within the draft LSP for something that should be addressed within the planning framework for the Brabham area; and
- Brabham forms part of the *Swan Urban Growth Corridor Sub-regional Structure Plan (2009)* (Sub-regional SP) and the *Albion District Structure Plan (2010)* (Albion DSP) where primary schools are planned for, while the draft LSP area is excluded from these approved structure planning areas.

To find a solution to the shortage of 1 primary school due to the shortage in Brabham, the local government has recommended that an extra 1ha of land be added to one or both proposed school sites to accommodate extra classrooms to serve the surplus dwellings (500) in the draft LSP area. This is based on the provision of schools in terms of a ratio of 3.5ha of school area per 1,500 dwellings, where the proposed surplus of 500 dwellings within the draft LSP area is equivalent to approximately 1 hectare of a school. The applicant is agreeable to increasing both schools to be 4ha each (addition of 0.5ha each), but the DoE has objected to the suggestion. DoE considers that if the sites are increased, the quality of the education outcome on the grounds of increasing student numbers beyond the stated threshold, will have negative impacts for the operation and resourcing of the schools. DoE is also of the view that increasing the size of either school in the draft LSP will not provide any relief for demand for educational facilities in Brabham due to the distance from the proposed school sites.

**Attachment 9** analyses the numbers of lots and public primary school site needs in the draft LSP area and Brabham based on WAPC policy requirements. The following is concluded:

- the 2 primary school sites in the draft LSP area are well located to serve their catchments. The western catchment is well covered, and the eastern primary school site also has the potential to serve Morgan Fields residents where there is no primary school;
- 3,500 potential lots in the draft LSP require 2 primary schools but with 500 extra lots to be accommodated;
- 4,620 existing and planned lots in Brabham requires 3 primary schools (1 shortage);
- the geographical area of Brabham combined with the draft LSP requires 5 public primary school sites; and
- the primary school requirements for Brabham and the draft LSP area do not consider additional residential development that could be accommodated as part of a mooted TOD on the WAPC's land (Lot 96 Lord Street).

The following 3 options have been considered:

#### Option 1

As requested by the applicant, provide only 2 public primary school sites aligned with WAPC policy on the basis of the need and nexus principle where the need for public primary schools is the result of the demand generated by the proposed draft LSP in terms of future residential lots. This option implies that planning for public primary school sites in the draft LSP is done and assessed in isolation to other residential areas such as Brabham.

#### Option 2

To take a strategic approach at the wider district level and ensure that public primary schools are sufficient to provide for residential lots in Brabham and those proposed in the draft LPS area. As requested by DoE, this option now takes the opportunity to modify the school planning in the broader locality to provide for an additional public primary school site to serve a southern catchment of the draft LSP and the northern areas of Brabham.

#### Option 3

The Sub-regional SP and Albion DSP as approved by the WAPC continues to guide development in the wider Brabham residential area where school sites are already designated. This option also considers that the 500 extra lots in the draft LSP area is not so significant to warrant a third public primary school site, given the applicant's preparedness to increase the school sites to 4ha. Furthermore, a cap is introduced to ensure that the number of residential lots in the draft LSP do not exceed 3,500 and that school sites when developed, are not overloaded by reason of increased and uncontrolled residential densities.

#### Discussion

The WAPC's draft *State Planning Policy 3.6 Infrastructure Contributions* (draft SPP 3.6) provides useful information to assist with determining whether an additional public primary school site is required and specifically, if there is a nexus between the draft LSP and the school site shortage in Brabham.

SPP 3.6 guides decision-making on how costs for new infrastructure, should be shared within a specific area of fragmented ownership based on the principles of need, nexus and equity. A key principle in draft SPP 3.6 is that a relationship between the need for infrastructure, and the new development (draft LSP) should clearly be established and that a future DCP may only include the proportion of infrastructure costs associated with demand generated by the new development. SPP 3.6 in its Guidelines states that costs cannot include existing demand and future development beyond the lifespan of a DCP. Based on these principles, a nexus has not been established to provide a third school in the draft LSP as the demand for a public primary school in Brabham is not generated by the future residential lots now proposed.

In addition, the Sub-regional SP and Albion DSP have been approved and represent structure planning for new residential areas such as Brabham, with their associated land uses such as school sites, transport networks and other infrastructure. Any shortages to public primary schools experienced in these areas should be addressed by these planning instruments to serve their future residents. The draft LSP does not form part of these approved structure plans, and it would be inconsistent with orderly and proper planning to require this new residential area in Henley Brook to provide for land use shortages (such as a public primary school) experienced in approved structure plan areas.

The excess of 500 lots in the draft LSP area, and the student demand that it may create, can be accommodated at the 2 increased school sites of 4ha as recommended by the local government. The draft LSP provides for a proposed Lifestyle Village (Park Home Park) which DPLH understands is quite advanced in its planning and if this development is undertaken, then (at a minimum of 22 lots per ha net), the maximum number of residential dwellings that generate the need for primary schools, will be reduced by approximately 132 dwellings.

The second primary school for Brabham is only planned for at district structure plan level, and there is even scope to increase the size of the site at further detail planning stages, if required by DoE to address student demands. Such an approach with potential site increase and co-location of facilities, could provide for financial savings at State level if the current school locations, are optimised in the future. Discussions were held with DoE representatives regarding the request for a third primary school site in the draft LSP area. While there is agreement on dwelling catchment numbers and public primary school sites required for the broad Brabham and draft LSP area, DoE's preference is not to pursue the school site shortage within the context of approved district planning.

In this instance, weight is given to the need and nexus principle as provided for in SPP 3.6, and that it is not fair and reasonable for the draft LSP to provide for a school site where the need is generated by another area, which has its own approved planning framework (Sub-regional SP and Albion DSP). For this reason, Option 3 is recommended where no additional public primary school site is required for the draft LSP, with cap introduced to Part 1 to control residential density, as reflected in the Schedule of Modifications (**Attachment 7**).

If the DoE in future experiences an urgent need for a public primary school that cannot be addressed under approved structure planning, then as a possibility, the WAPC owned land (Lot 96) could be quarantined for such purpose. Alternatively, DoE may purchase land and then work with the local government to amend approved structure plans for public primary school purposes.

#### *Urban water management*

St Leonards Creek and its foreshore area is associated with a 1 in 100-year flood event and is proposed within linear POS in the south-eastern portion of the site. This POS area also provides for detention of stormwater and drains towards the eastern boundary of the draft LSP.

DWER in their submission advised of technical deficiencies with the draft LWMS especially in relation to St Leonards Creek foreshore and POS and its capacity to incorporate flood storage during rainfall events. In this regard, the local government has requested that drainage remodelling be done for St Leonards Creek and that the draft LWMS be modified accordingly. The drainage remodelling is currently in process and given preliminary findings, the applicant indicated that the original drainage strategy for the area will not be varied significantly. With minor rewording, the local government's modifications are supported to reflect the modified LWMS outcomes. Final approval of the draft LWMS by DWER is still outstanding and is not considered an impediment to progress modifications on drainage. The draft LSP can only be finally considered once DWER is satisfied with the LWMS for the area.

Two submissions objected to the design of POS at Lot 100 (Element) and Lot 77 (Rowe). The submissions object to the designation of POS which is required in the draft LWMS for detention of drainage, flood plain, foreshore and vegetation protection (**refer Attachment 2**). Based on

remodelling of drainage requirements for St Leonards Creek in terms of Lot 100, preliminary findings indicate that the entire lot will not be required for drainage and POS, making some land available for residential development. In terms of Lot 77, the land is constrained by drainage of St Leonards Creek but as advised by the applicant, remodelling of the drainage strategy also indicates a POS reduction and that more land can be made available for residential use, all addressed by modifications.

#### *Public open space*

The draft LSP proposes approximately 35.11ha of public open space in the area. This equates to 15% of the gross subdivisible area (233.64ha). The total creditable area is 27.16ha representing 12.5% POS which is above the 10% minimum policy requirement.

The supply of POS is primarily driven by the BNGP and PGP easements, the east-west linear link containing St Leonards Creek and its associated foreshore area for vegetation protection and drainage management. Consistent with the locational criteria of the WAPC's LN, the distribution of POS takes advantage of the BNGP and PGP easements and provides linear areas to be designed and managed within the context of the GPSG which forms part of the draft LSP.

The local government's modifications regarding finalisation of POS due to drainage remodelling and reconfiguration to school sites are supported. These modifications include increasing the 2 neighbourhood parks abutting the school sites to be 3.3ha each to accommodate a senior sized oval and supporting facilities like the William Henry Oval in Caversham (2.9ha). The sizes of these 2 neighbourhood parks align with the *City Standards of Provision: Open Space and Community Buildings*, the WAPC's draft LN and the Department of Local Government, Sport and Cultural Industries' *Classification Framework for Public Open Space* that promotes neighbourhood parks of 1ha-5ha to serve residential catchments of 800m radius. Local parks are well distributed to be within a 300m walking distance as required by LN.

The applicant advised that once the local government's modifications are undertaken, then for a total area of 30.3ha gross POS, 10.5% creditable area will be provided, aligned with policy requirements.

The local government's modification to introduce buffers of POS to improve urban interface with the future Henley Brook Avenue(15m) and Brabham residential areas (8m) is not supported mainly for the following reasons:

- Henley Brook Avenue has a planned urban interface on its western side for nearly its entire length, with no requirement for such corridor for buffering purposes. The modification has no context, no basis in policy, and would not have a substantial impact on character or visual appearance given the scale of the road and the interface adopted for the remainder of its length. It would also locate a significant amount of POS at the periphery of development where it is least accessible and usable for the community. It should be noted that this modification is in response to submissions from Morgan Fields residents, though Morgan Fields provides no such buffer nor does Ellenbrook, Aveley and Brabham;
- it is not sound planning for POS being used solely as a corridor for buffering due to ongoing management issues and costs for the local government (noting it will serve no recreation function) with potential bushfire risk issues; and
- it is the case with other major roads throughout Perth that landscaping within the verge is expected to form part of the construction works, making it not necessary to provide a landscape corridor in the location.

One submission objected to the design of POS and internal road network at Lot 153 where this lot intersects with the north-south linear POS corridor (**refer Attachment 2**). Lot 153 is being impacted by the gas pipelines including being at the low point of its catchment. Drainage basins need to be located outside of the easement area and is the reason why part of Lot 153 has a POS designation.

Refinements on the drainage strategy however, has reduced the original POS requirement and approximately 50% of this lot can now be made available for residential development. The submission is accommodated by recommended modifications.

### *Movement network*

The draft LSP area is highly accessible from key regional roads such as Drumpellier Drive, Starflower Road, Gngangara Road and the planned Henley Brook Avenue. A TIA report has been prepared to assess the impacts of development and to shape the proposed movement network as proposed in the draft LSP. Internally, the draft LSP proposes an integrated network of higher order Neighbourhood Connector roads which involves upgrades to existing Henley Street, Brooklands Drive and Andrea Drive, supplemented by local access streets. The local government generally supports the retention of the existing road network as proposed.

Main Roads WA (MRWA) does not support the draft LSP as the information presented in the TIA does not adequately demonstrate that the surrounding regional road network can accommodate traffic generated by the development. Issues identified with the TIA are that reliable modelling software has not been used, the trip generation rate is not complying with the WAPC's TIA Guidelines, cross-sections of roads (due to generated traffic) are not shown and direct vehicle access is not restricted for roads that will carry over 5,000vpd. Also, the draft LSP and the TIA does not show the planned roundabout intersection at Henley Street and Henley Brook Avenue.

The local government has recommended that remodelling be done to inform the proposed road network for the draft LSP, and that modifications be done in accordance with revised traffic modelling. The applicant has advised that issues with traffic modelling are being resolved between MRWA and the local government and that a revised TIA will be independently reviewed by a third party. In this regard the local government's modifications are supported.

To avoid objections from residents in the future and assist applicants and decision-makers in applying appropriate densities at subdivision/development stage, a modification has also been included to indicate planned bus stops on the draft LSP map.

### *Activity Centres*

The draft LSP and submissions received have been analysed in the context of the existing and planned Activity Centre hierarchy of the larger surrounding area. In this regard, the analysis also responds to the WAPC's LN policy, *State Planning Policy 4.2: Activity Centres for Perth and Peel* (SPP 4.2), the local government's draft Local Planning Strategy which includes a Local Commercial and Activity Centres Strategy & Retail Needs Assessment (draft Local Planning Strategy). The draft Local Planning Strategy has been advertised and is with the WAPC for final consideration.

The applicant states that the draft LSP does not propose any commercial or retail uses. The applicant is of the view that the WAPC's land to the west of the site presents a location to deliver a future TOD where employment generating uses could be developed in conjunction with major public transport assets such as the Henley Brook busport. METRONET has advised that no such planning has advanced yet.

**Attachment 10** indicates the current and planned Activity Centres in the area. Submissions received in relation to Activity Centres made the following comments:

- there is a lack of new amenities and services to cater for the proposed new population, such as shops, medical services, community and recreation centres (these were general comments);
- Urban WA has multiple lots under contract within the north-west of the draft LPS and has requested a Commercial (mixed use) designation for Lot 152 Losino Boulevard and Lot 153 Andrea Drive (**refer Attachment 2**). This submission is supplemented by a preliminary retail analysis that contends there is a future need to deliver shop-retail floorspace (1500m<sup>2</sup>), bulky

goods floorspace (2,000m<sup>2</sup>), 2 medical centres and a service station based on current and forecast traffic;

- the Salvation Army owns Lot 2 on the corner of Starflower Road and Gngangara Road (**refer Attachment 2**). This submission also requested that a Commercial designation be applied for purposes of a Neighbourhood Centre (5000m<sup>2</sup>) to facilitate a supermarket and a range of community orientated facilities and services.

SPP 4.2 identifies the importance of an activity centres hierarchy for activity centre development in urban areas and states that strategic planning should be applied to show the estimated retail need and distribution of floorspace for activity centres. In particular, the draft Local Planning Strategy of the local government (which is supported by a retail needs assessment), provides this guidance in terms of the location, scale, nature and land uses intended for activity centres in the municipal area.

The local government does not support the submissions by Urban WA and the Salvation Army on the basis that their proposals do not align with the local government's draft Local Planning Strategy and have not been justified in the context of a comprehensive retail analysis to ensure that the established and planned activity centre hierarchy will not be undermined. In relation to these submissions, the local government's position is supported. Notwithstanding this position, the local government has requested that a commercial centre designation of up to 1000m<sup>2</sup> nla be provided in a central location in the draft LSP area.

One of the principles outlined in the WAPC's LN (*Element 7 – Activity centres and Employment*) states that "Small local neighbourhood centres of various sizes with (as minimum) some retail and a public transport stop should be provided in a 400m-500m walk from most residents" (*emphasis added*). **Attachment 10** spatially illustrates that the draft LSP does not align with this walkability access requirement towards local community convenience facilities. SPP 4.2 provides guidance for Neighbourhood Centres to serve between 2,000-15,000 people within a 1km radius. If this is applied to the draft LSP area and its future population of 9,800, then the local government's recommendation is considered to have merit. In this regard, 3 options have been explored, discussed below and referred to in **Attachment 10**.

#### Option 1

As proposed by the applicant, defer designation of any commercial/retail use for later assessments post approval of the draft LSP, given the uncertainties with the TOD development on the WAPC's land west of Starflower Road. This option does not respond favourably to the WAPC's LN policy in relation to walkable access to local convenience facilities.

#### Option 2

To designate 1000m<sup>2</sup> nla commercial/retail floorspace (Local Centre) as recommended by the local government in a central location of the draft LSP and such approximate location would be on the corner of Henley Street and Brooklands Drive (future bus route). SPP 4.2 describes Local Centres as any centre with a shop-retail floorspace under 1500m<sup>2</sup> nla. Although Option 2 appears attractive to serve the draft LSP from a central location, there are practicalities associated with this proposal. Future development is likely to commence from Gngangara Road and Park Street towards the centre of the draft LSP given the availability of existing infrastructure. This means that a Local Centre may not be developed in the foreseeable future, due to the absence of a catchment population leaving future residents without walkable access to convenience facilities in the short to medium term.

#### Option 3

To provide a Local Centre/s in the draft LSP to serve a growing urban area in the short term that take advantage of existing road infrastructure, future bus route and environmental qualities such as linear POS with dual use path.

To satisfy this requirement, 3 potential areas have been identified by DPLH for Local Centre development in addition to residential use. These locations are Lot 153 Andrea Drive, Lot 58 in Park Street and Lot 53 on the corner of Park- and Partridge Street (**refer Attachments 2 and 3**). Lots 153 and 158 accommodate large portions of POS and Lot 53 is located on a future bus route.

It is estimated that around 1,400 lots could be created within a 400m radius at a density code of R30 which could serve approximately 3000 people in the respective locations. At 500m<sup>2</sup> nla for each proposed Local Centre, these could serve as walkable convenience facilities and unlikely to impact on the existing activity centre hierarchy. As per SPP4.2, such Local Centres do not require any retail impact assessments. Option 3 is recommended and reflected in the Schedule of Modifications (**Attachment 7**).

### Recommended Modifications

Modifications are necessary to the draft LSP mainly due to drainage remodelling, traffic remodelling, buffer requirements of gas pipelines, reconfiguration of the 2 school sites and the recommended Local Centre uses. Changes to the drainage outcomes is the main driver for redesign of POS. These modifications are not considered major as they are recommended due to submissions received, to solve the many conflicting interests within the area, within the context of orderly and proper planning. Additional modifications recommended by DPLH are administrative of nature to improve the draft LSP and to provide clarity. The recommended modifications are listed in **Attachment 7**.

Readvertising is not recommended as the proposal has been advertised on 2 occasions, and the modifications are not of such nature that it changes the original intent of the draft LSP. The nature of spatial modifications in relation to POS and school sites are indicated in **Attachments 11 and 12**.

### Conclusion

The draft LSP that proposes to facilitate the coordinated development of a future residential area in Henley Brook complies with the government's high-level policy frameworks. Once approved, the LSP will provide the basis for subdivision and development and a future DCP. The assessment has identified that before the draft LSP can be finally considered, key modifications are required mainly to finalise the LWMS, the TIA, POS and the configuration of school sites.

The shortage of a public primary school site in the Brabham area is not a matter to be resolved in this structure plan process. The shortfall of 1 primary school relates to the Brabham area and should be addressed within the planning framework of that area.

The report has demonstrated that the draft LSP lacks walkable convenience facilities as promoted in the WAPC's LN policy. Given submissions received, and the local government's recommendation, there is scope to designate 3 locations for Local Centre activity (500m<sup>2</sup> nla each), in addition to the residential use.

Modifications are recommended prior to final consideration of the proposal. Readvertising is not required as the modifications do not change the essence of the draft LSP.

If SPC decides that readvertising is required due to the nature of modifications, then it is recommended that this be undertaken only for a period of 14 days, and focussed only on those lots affected.

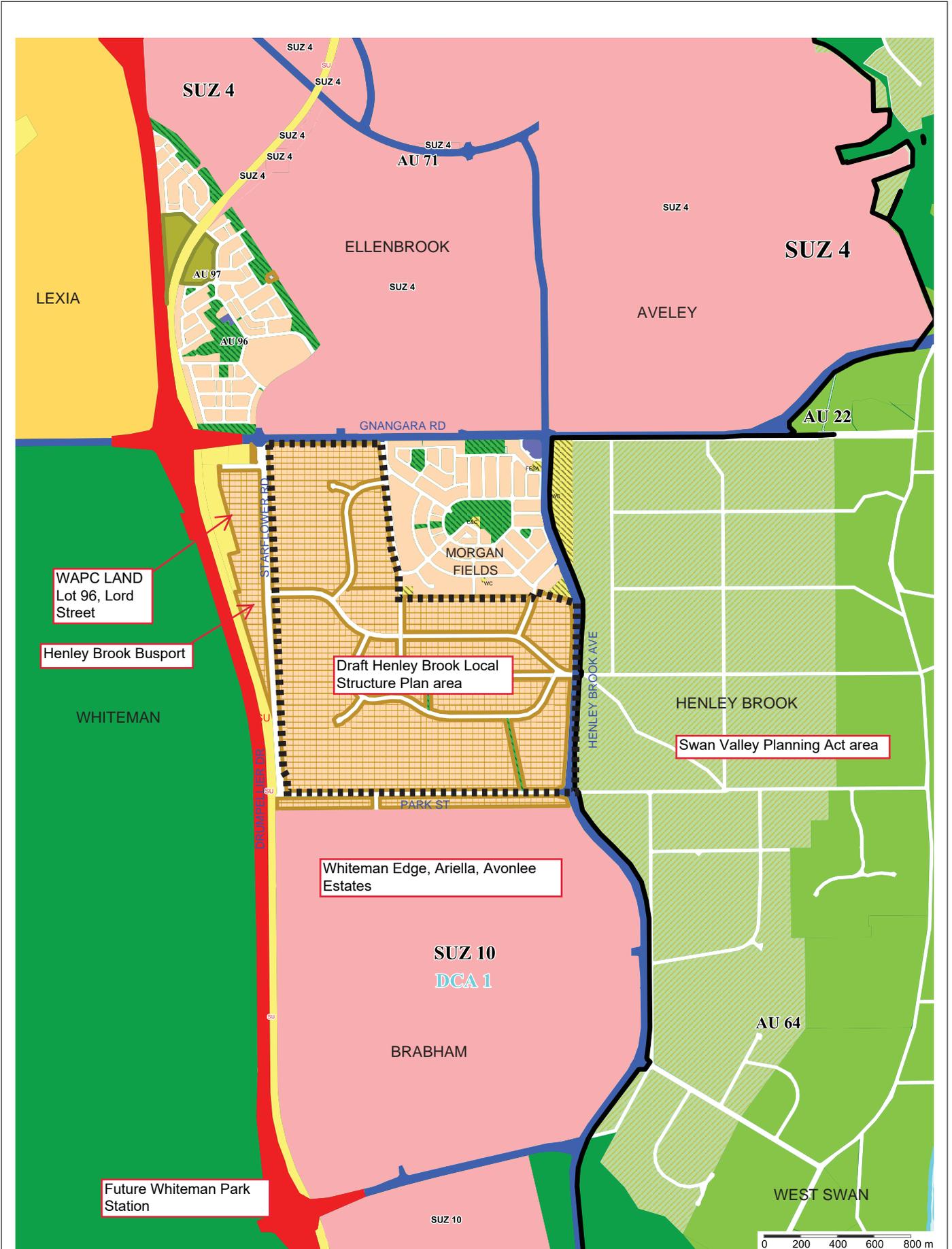
## RECOMMENDATION

*That the Statutory Planning Committee resolves to:*

- 1. require modifications to the draft Henley Brook Local Structure Plan (draft LSP) in accordance with clause 22 (1)(b)(i), Schedule 2 - Deemed Provisions for Local Planning Schemes of the Planning and Development (Local Planning Schemes) Regulations 2015, as per the attached Schedule of Modifications (Attachment 7);**
- 2. invite the City of Swan to resubmit the draft LSP in accordance with Schedule 2, Clause 22(1)(b)(ii) of the Planning and Development (Local Planning Schemes) Regulations 2015 once modifications have been completed; and**
- 3. advise the local government that further modifications to the draft LSP may be required in accordance with clause 22 (1)(b)(i), Schedule 2 - Deemed Provisions for Local Planning Schemes of the Planning and Development (Local Planning Schemes) Regulations 2015 when the proposal is resubmitted for final approval.**

## ATTACHMENTS

A1 - Location Plan  
A2 - Aerial Photograph  
A3 - Advertised draft LSP Map  
A4 - Schedule of Submissions - Part 1  
A5 - Schedule of Submissions - Part 2  
A6 - LG Modifications to draft LSP Map  
A7 - Schedule of Modifications  
A8 - DoE Requirement for Schools  
A9 - DPLH School Site Analysis  
A10 - DPLH Activity Centre Analysis  
A11 - Detail of Key Spatial Modifications  
A12 - Draft LSP Representing Modifications

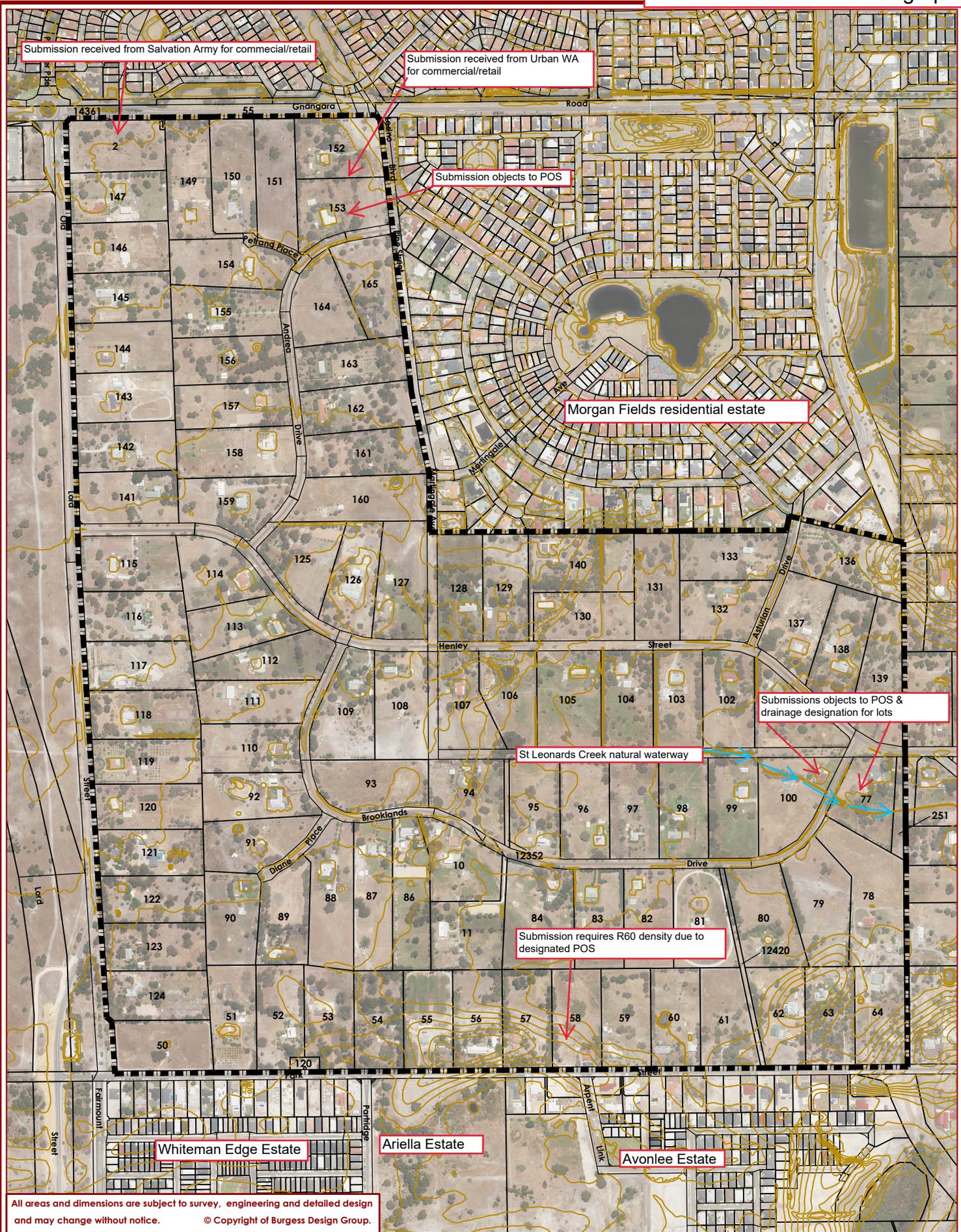


**DISCLAIMER:** Information shown hereon is a composite of information from various different data sources. Users are warned that the information is provided by the City of Swan in this format as a general resource on the understanding that it is not suitable as a basis for decision making without verification with the original source.

12 December 2019

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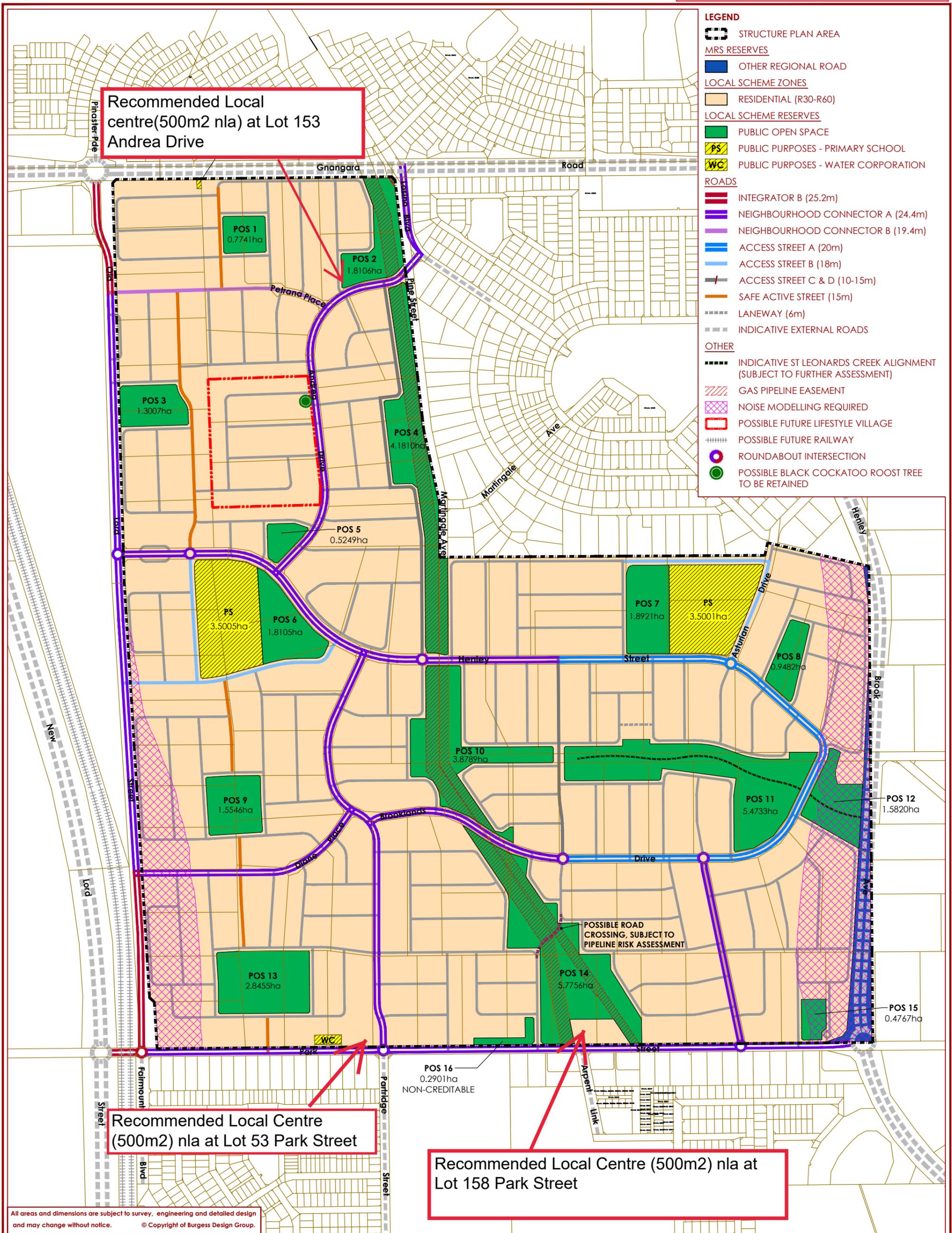


All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.



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SCALE 1:10,000 (A4)

**HENLEY BROOK STRUCTURE PLAN**  
**HENLEY BROOK**



NORTH



**PLAN 1: STRUCTURE PLAN MAP**  
**HENLEY BROOK STRUCTURE PLAN**  
**HENLEY BROOK**

## Attachment 4– Schedule of Submissions – Part 1

Submitter:	Position:	Property Address:	Comments:	DPLH Comments
1 Tanya Bonivento	Do not object	126 Starflower Road, Henley Brook	As a property owner located within the proposed Henley Brook local structure plan boundary, I am in full support of the proposed development.	Support noted
2 Joe Bonivento	Do not object	126 Starflower Rd, Henley Brook WA 6055	I am in full support of the proposed Henley Brook development and the benefits that the Ellenbrook train line will bring. Access to the metro transport network will provide many advantages to our family and friends.	Support noted
3 Murray Severn	Do not object	224 Park Street, Henley Brook	Henley Brook Avenue should be developed ASAP!!	Support noted
4 Witheld Section 51B	Do not object	296 Henley st Henley brook	This development needs to go ahead, the area is directly opposite a new major bus station and future train station.	Support noted
5 Daryl Clayden	Do not object	212 Park Street Henley Brook		Support noted
6 Sharon Cantrill	Do not object	290 Henley st Henley brook		Support noted
7 Don cleary	Do not object	160 starflower road	Looks good. Well thought out ,balanced with open space and schools etc .	Support noted
8 peter olson	Object	38 Andrea drive	Loss of lifestyle,loss of bird habitat. All for another high density suburb,a future slum. People being confined to houses without backyards because its not safe to be in public open spaces .Will we be offered a fair price for our property or will we be at the mercy of the developer whose only aim is to make more money at my expense	Submission noted. . Land zoned for urban development. State level strategic planning has a density target of 15 dwellings per gross hectare. No action required.
9 Catherine Muraszko	Object	11 Astlising period not long enoughurian Drive, Henley Brook	I object to the concentration of schools within 2.7km of my property. If the 2 proposed schools are approved, the number of schools in close proximity will total 6. 1. Ellenbrook Primary 2. St Helenas 3. SVACs (K-12), 4. Aveley Primary School 5. Proposed primary school - catchment 8, 6. proposed primary school catchment 6. This area is flooded with a choice of schools both public and primary but there are 0 in Brabham!! Please consider relocating the school site in Catchment 8 to the North of Brabham or the southern most tip of Henley Brook. I object to my property being earmarked as one of the primary schools which leaves us in a very undesirable situation (see extract from Hansard - comments from the Hon. Rita Saffioti dated 21 August 2018). I object to and challenge the accuracy of the Structure Plan as it is untrue to say that direct consultation took place with landowners as we were totally unaware that a school was proposed for the site of our property. I object that the planned site for the school was changed sometime after July 2019 without explanation - I would like to know why and who was involved. I object to the increased density and a school on the boundary of the Morgan Fields estate when a commitment was made by the City of Swan to these residents that no properties under 2 hectares would be built on this boundary.	Note submission.
10 Stephen Muraszko	Object	11 Asturian Dr, Henley Brook WA 6055	Requires school sites to be purchased upfront.	Submission noted. Structure planning does not require school sites to be purchased upfront. No action required.
11 Darren Anderson	Do not object	376 Henley Street		Support noted
12 Brian Roberts	Do not object	151 Brooklands Drive Henley Brook	I support the current LSP for Henley Brook Development, the use of the dedicated Gas Pipeline corridor, as POS is fantastic and will utilize this space to it's best ability, this will allow people/families to access the area safely between Gngangara Road and Park street away from traffic! Great Job! Regards Brian Roberts	Support noted
13 Keith Harrison	Object	248 Park Street	Public open space should be purchased upfront. Area to dense, street widening concerns as some people have not sold their land. Plan does not take into account houses that will remain. Not enough trees to be kept. Questions groundwater& Environmental impact report Advertising period not sufficient to comment in. Schools poorly located. Loss of lifestyle.	Submission noted. Land zoned for urban development. State level strategic planning has a density target of 15 dwellings per gross hectare. Developer contribution Plans provided for the megamain to purchase POS. No action required.
14 Sue Manning	Object	122 Brooklands Drive	We object to the plan as it is. It has not taken into account those houses that will stay in the area. We do not have the infrastructure in place for such a huge influx of people - Henley Avenue should be built first. Advertising for public comment has been hidden from view and there will be a massive loss of mature trees, which is bad for the environment. Please see our full comment in attached word document, accompanied by photo evidence of our concerns. Area to dense, street widening concerns as some people have not sold their land. Plan does not consider houses that will remain. Not enough trees to be kept. Questions groundwater& Environmental impact report Advertising period not sufficient to comment in. Schools poorly located. Loss of lifestyle.	Submission noted. Land zoned for urban development. State level strategic planning has a density target of 15 dwellings per gross hectare. No action required.
15 Juergen Schmidt	Object	122 Brooklands Drive	Similar letter and photos provided as above submission from Sue Manning.	Objection noted.
16 Element Advisory Pty Ltd (on behalf of G Wilson) With 360 Environmental consultants.	Object	8 Brooklands Road, Henley Brook	Queries the authority of Progress Developments PTY LTD to undertake a local structure plan as they do not own all the lots Land ownership detail not made clear in LS P DCP to be done concurrently or within 6 months after approval of the LSP Latest 100-year ARI floodplain data has not been used. Landowner of Lot 100 queried if drainage areas can be planned in such a way that more land can be used for urban purposes. 360 Environmental does not provide sufficient information on the proposed treatment of Saint Leonard Creek watercourse. Refinement of the LWMS is required. 360 Environmental made the following points: - LWMS only estimates drainage requirements and areas only with no storm water modelling completed - LWMS guidelines requires appropriate measurement and modelling. Adequate hydrological information not used to inform the LSP. The LSP does not include the information that is usually required to support a structure plan. Hydrological assessment of pre-and post development not provided. - Lacks information on the location of tree pits, bio pockets and swales and how storm water will be treated at source. - The extent of the flood plain and location of drainage areas needs to be modelled and the results used to refine the size and location of proposed drainage areas and POS. - Storm water modelling not done to inform drainage design especially around Pine street and St Leonard's Creek - Flood levels have not been provided for St Leonard's Creek. Flood mapping derived from 1997 flood study LWMS lacks flood management section to describe flood levels, flood flow paths, and required flood management strategies - Draft LSP area is affected by shallow groundwater and 18-month groundwater monitoring program not provided. Controlled water level not being provided. - Not clear how water management strategies will be implemented with drainage concentrated in specific areas.	Submission upheld in relation to landownership details, modifications are required to the LWMS. Based on remodelling of drainage requirements for St Leonards Creek in terms of Lot 100, the entire lot will not be required for drainage and POS, making some land available for residential development.
17 Creative Design + Planning (on behalf of Urban WA Real Estate)	Requires modification	Lot 145-146 Starflower Road, Lot 151 & 154 Petrana Place, Lot 152 Losina Boulevard and Lot 153 Andrea Drive.	Requires a Mixed Use development(Local Centre) on Lots 152 Losino Boulevard and Lot 153 Andrea drive to diversify landholdings beyond generic R30-R60 residential development in order to provide convenience goods and services for the existing and future Henley Brook and Morgan Fields' residents; capitalises on passing trade along Gngangara Road (MRS 'Other Regional Roads') - up to 30,000 vehicles per day forecast for 2041; and enable the gradual transition and evolution of residential to commercial uses over time, subject to further detailed planning and needs analysis post approval of the Structure Plan. A site of 1.8ha is required with 3,500m2 nla. The Mixed Use is to accommodate a Medical centre, Child Care, Service Station, Supermarket, Showroom retail, and Shop retail, single/group and multiple dwellings.	Submission noted. Sufficient justification not provided.
18 Johnson Property Corp (on behalf of W & S Muir)	Do not object	254 Park Street, Henley Brook	POS designation is supported as the pipeline split is just north of Lot 58. Requires the remainder of the lot (3,062m2) that fronts Park Street to be allocated R60.	Support noted Density will be determined at subdivision where the criteria will be considered for higher density.
19 Creative Design + Planning (on behalf of Mirvac (WA) Pty Ltd)	Do not object	Mirvac's landholdings	Raise issue that 2% restricted POS are overprovided with 1.348ha. POS co be part of the main LSP document and not an Appendix and POS calculations to be closer to 10%. Drainage to be provided in drainage easements. POS Schedule to be part of the main LSP document. Gas pipeline easements to be reserved and managed as POS and that Guidelines for gas easements for the draft LSP be included to the document. Delete POS 16 and redesign POS 14 to better suit Mirvac land. New primary access (Neighbourhood connector A) roundabout intersection be provided on Henley Brook via the existing Henley Street road reservation All existing primary roads to be flagged as roads requiring landowner contributions in any future DCP. Satisfied with primary school location to serve the eastern catchment. Delete reference to sewer pump station in POS-15. Pump station to be more centrally located with direct road frontage.	Support noted Modifications supported regarding POS 15 (sewer pump station) and POS 14 regarding road access link and to protect trees POS.

20	The Salvation Army WA Property Trust	Do not object	Lot 2 Starflower Road, Henley Brook	Requires a modification to the draft LSP that identifies Lot 2 as a Neighborhood Centre with retail floorspace allocation of 5000m2. Permitted uses to be Aged or Dependent Dwelling, Child Care Premises, Educational Establishment, Garden Centre, Group Dwelling, Hospital, Medical Centre, Multiple Dwelling, Office, Place of Assembly, Place of Worship, Restaurant, Service Station, Shop and Showroom	Support noted. In relation to Lot 2, sufficient justification has not been provided.
21	Rowe Group (on behalf of G & S Menzies)	Object	211 Henley Street, Henley Brook WA 6055	POS in excess of 70% and should be distributed in an equitable way and not clear why the existing easement is not used for drainage. POS areas low in biophysical values within the foreshore area. 70% of the lot is shown POS and not fair. LSP should provide for review of POS area at subdivision stage where an urban water management plan is provided. Only the easement area should be taken up for POS and the balance of the land indicated as R30. More detailed hydrological assessments to be done. The area should be indicated as an investigation area so that the land could potentially could be developed for residential purposes.	Submission noted. POS and drainage will be integrated and will meet WAPC requirements. In terms of Lot 77, the land is constrained by drainage of St Leonards Creek at the end of a large catchment and is to be designated for POS as recommended in the LWMS.
22	Emilio De Santis	Object	324 Park Street Henley Brook W.A. 6055	We object to the zoning for our lot (lot 51 Park Street) in the proposed Henley Brook Local Structure Plan, as our block is almost completely nominated as Public Open Space. We had been approached by two separate interested parties to purchase our block, but they have since retracted their offers due to this. We understand that POS is a necessary part of higher density development, but feel it should be positioned over more lots, to share the burden of what seems to be lesser value because of it. We have already been substantially impacted by road works and traffic changes on Lord Street and access to Park Street and the subdivision across the road for a number of years. We moved here 35 years ago for a rural lifestyle close to amenities. This is even more important to us, now that we are in our 70's and retired. It seems our block will be of lesser value and also not sought by developers as it does not include the housing lots on it. We would prefer to sell our property sooner rather than later to afford settlement into a new home without further disruption as the subdivision continues to build around us. 10 years since the start of work, we would like to reclaim the rural setting we originally moved and settled here for. We are hoping to stay in the Swan Valley where no rezoning is proposed. Thank you.	Submission noted. POS will be purchased via a developer contribution plan.
23	Mark Derosa	Object	Lot 109 Henley street Henley Brook	Need a independent review on the environmental assessment after reading the impact report i find it to be a false report in the process of a professional management report no aerial photos needed	Submission noted. Comments on the EIA are provided by the environmental authorities.
24	Roger Petit	Object	80 Starflower Road, Henley Brook	Pre-consultation did not include all landowners. Questions inflexibility of permissibility allocations. Questions locations of primary schools on Henley Street. Structure plan does not address compensation concerns. Structure Plan has no start and finish date and creates uncertainty. Lack clarity – who will do development plans, costs, and duration.	Submission noted.
25	Burgess Design Group in support of the Structure Plan	Do not object	Summary of Community Information Sessions	Inform that 2 community information sessions were held in September 2019	Support noted
26	Humphrey Boogaardt	Object	Lot 72 (124) Park Street, Henley Brook	Asked the following questions – who instigated the structure plan?, why cant the advertising period be extended?, wants to know who at the Council is assessing the submissions and wants the submissions publicly debated. Alleges that proposed development change a rural locality to a suburban locality. More trees should remain and fauna to be protected. Outlined that hydrology should be taken into account in planning, questions water licensing, promotes use of solar panels. Dedicated roads to include cycleways and footpaths. Concerns that vegetation will be cleared. Planning to take contours into account and minimize the use of retaining walls. Sustainable practices to be uses to withstand the climate crisis.	Submission noted. Structure Plan follows Liveable neighborhood principles and the Planning and development (Local Planning Schemes) Regulations.
27	Taylor Burrell Barnett (on behalf of Ariella, Brabham)	Object	Ariella Estate, Brabham	The draft LSP should recognize the Albion District Structure Plan. Welcome the pipeline corridors to be restricted public open space instead as POS deductions. Request a proper review of school sites. TIA need to consider future TOD precinct. If more schools are provided, then TIA needs amendment. TIA underestimate residential traffic generation of LSP area & raises various issues anomalies with the with the TIA. Welcome road widening north of Park Street. Acknowledges the need for DCP. Request staying to be addressed in the LSP report.	Objection noted.
28	David Karr	Object	Not supplied	Emphasizes that local employment is required, social services, open spaces shopping, grid system off main roads if population densities.	Objection noted. Structure Plan follows Liveable neighborhood principles and the Planning and development (Local Planning Schemes) Regulations.
29	Kelly	Object	41 robert st Henley Brook	What about the rural residence that back on to Henley brook ave? Where is there noise management plan? Where is the deep sewerage, internet and gas for the rural side? Also that stretch of Henley brook ave is populated by bandicoots and many other native flora and fauna. Don't forget light pollution on the rural properties. We will also have less areas to horse ride. We will have more ppl honing down our long stretches of roads. What's the benefit to me having suburbia metres from my kitchen window and horse stables??	Note objection
30	Christopher Abbott	Object	12 Welara Circle Henley Brook WA 6055	R40-R60 is not "Medium range" density. Henley Brook is a great area and I don't want it turned into a ghetto like Annie's Landing is. Minimum density should be range should be R20-R30	Submission noted
31	Terence Lovell	Do not object	4 Simony Street. Brabham		Support noted
32	Ross Monahan	Object	Not Supplied	This project like many others form Project Development is just a high density dog box city high rate generating enterprise. The Lots will be almost exclusively 350m2 jammed in fence to roof with narrow roads and congested areas with people living in each others pockets. The Kids will have no back yards, its everywhere out here its a sad display of lack of a community conscience with plenty of influence from greed from developers. The Burgess Design Group is staffed with ex government planning employees its no wonder their suggestions for this type of layout is being rolled out as the norm. Narrow roads so narrow you can't pass a public bus dropping persons at bus stops, bus stops that consist of no shelters from the rain and the sun. Its a sad sad future for the children out here its no wonder child obesity is up, these kids have no backyards, its the local councils eager for revenues that allow such close setbacks at the request of developers	Objection noted.
33	Dave strid	Object	Fantail Crescent	We don't need high density housing right there	Objection noted.
34	Emma Cott	Object	13 Derrixup Ave	The swan valley is packed enough! Stop with this insane development and leave it as it is!! Swan Shire is only ever after the money - never about maintenance or the health & safety of residents.	Objection noted.

35	David	Object	56 ivington entrance Aveley			Objection noted.
36	Lesley White	Object	Unit 9/1 brumby ave. Henley brook	We do not need anymore housing within henley brook area.		Objection noted.
37	Carla Abbott	Object	12 Welara circle Henley Brook	Object! We do not need more tiny little blocks! This area is nice as it is! These flute blocks attract to many people and ruin areas. The vines was nice- now look at all the problems from Annie's Landing!		Objection noted.
38	Dorothee	Object	Henley brook	We have bought a house in Henley brook because we loved how preserved it was still in comparison with all the huge suburbs around! We call it the preserved pocket of nature* the swan valley is becoming flooded with cheap houses! Shame		Objection noted.
39	Rodney Palmer	Do not object	11 Mayfield Drive Brabham	Don't let the developments any closer to West Swan. Here is fine. Then you can get the rates stable		Support noted
40	Eugenia pakioufakis	Do not object	Not Supplied	I do not object if at least half of those homes will go to homeless people we in great need of those It a shame to have people sleeping in parks and under brid		Support noted
41	Nicole Gill	Object	66 Horseshoe Circuit Henley Brook	The eco system in the Swan Valley has already been so damaged due to development, please leave the 5 - 10 acre blocks as they are because they are home to many animals and reptiles		Objection noted.
42	Catherine wright	Object	4newel way	First up we could make it an outdoor gym work and A little forest for the kangaroos and animal life with trees. I'm seeing so many people go for walk in the afternoon when the summer comes they to cool down their children. Should have that location mini wildlife park where the gas line else plus will work out parents and children. Henley Brook local structure plan.		Objection noted.
43	Thomas and Susan Cannen	Object	37 Brumby Avenue, Henley Brook	I object to the development as I believe that the crime rate will increase considerably. Some residents in Ellenbrook cross G nangara road to commit crimes in Henley Brook at the present time. Also we live in Brumby Avenue and back on to KFC, Red rooster and the BP garage and are already irritated by the noise from the drive thru from KFC at night. With the amount of residents coming into the area the traffic will go up and noise from car engines running will increase.		Objection noted.
44	Emily	Object	64 Boulton Loop	Henley brook is a lovely area bound by larger properties. Leave the smaller homes for other areas or perhaps finish off building forgotten areas in Ellenbrook like Reveley.		Objection noted.
45	Shelley Bayliss	Object	61 Brumby Avenue Henley Brook	The housing area is packed together too closely. Too many people, lower income, crime rate goes up, infrastructure cannot cope. It took far too long to do up streets now. Two primary schools in one area! What about Brabham, Dayton, Caversham area		Objection noted.
46	Scott cook	Object	36 farina st aveley 6069			Objection noted.
47	Hayley Haberfeld	Do not object	7 Ferding Way Brabham			Support noted
48	Selwyn Jones	Object	37 Mustang Drive Henley Brook	How can the City of Swan expect people already living in Henley Brook to look favourably on this proposed development. There is NOTHING in the area for young people to do. Since Woolcott St was opened to Brabham the increased honing and illegal dumping is obvious, take a drive down Murray Road to see for yourself. Tyre marks from burnouts and mounds of illegal dumped rubbish. The development is going to impact on the house prices in the area and devalue same. The surrounding minor roads are in my opinion not going to be capable of handling the extra 23000++ vehicles a day. The 10year plan to upgrade the roads is laughable, maybe in 10years time the new Lord St and Broadway roadworks will be finished, maybe! I strongly OBJECT to the proposal.		Objection noted.
49	Casey Sloper	Object	28 Welara Circle, Henley Brook			Objection noted.
50	Tim Matthews	Object	118 Brixton Crescent			Objection noted.
51	Greg Van Rompaey	Object	2 Garran Loop Henley Brook	Being one of the many residents in the already established Morgan Fields area , we have a strong objection of a Primary School being established on Asturian Drive along our back fence lines . We have built / bought our homes in the area for the peace and quiet that it currently offers and with the introduction of a school on that location we will lose that . It is not that we are against having a new school in the area , but in its proposed location we will have no choice , whereas if it were to be moved slightly south of its current location then people who are considering building in the new development do have a choice , they can either build next to or near the school if they so desire . That way everybody gets a choice on whether they have a school near them or not . We strongly urge that the school proposed for Asturian drive should be relocated to a more suitable site . Thank you for the input into the new development . Regards , Greg Van Rompaey .		Objection noted.
52	Reto Ammann	Object	33 Asturian Drive, Henley Brook	We are at 33 Asturian Drive. 1) Having a public school next door creates a lot of noise and traffic. Hence property will devalue. Please locate the school well into the new development and not next to existing houses. 2) Proposed dwellings are too tight. People are living here due to rural lifestyle. Please create larger property sizes. 3) It seems environmental considerations have been neglected. This is a profit maximising again 4) Advise compensation to existing owners due to construction noise and dust 5) Allow buffer zone to existing properties. We bought here to have peace		Objection noted.
53	Troy Reynolds	Object	15 Forge lane Henley Brook 6055	Absolutely not. Decreased lot sizes from those existing in Henley Brook now will reduce my house price. The infrastructure will not cope with the additional people and the City Of Swan cant manage what we have. No no no. Bigger blocks and less houses are the way to go		Objection noted.
54	Karlie	Object	8 Farrier terrace Henley Brook	I think this is a terrible idea for our small estate and the traffic will become a nightmare.		Objection noted.
55	Matthew Woodbury	Object	60 Castlereagh way, Brabham	Oh hell no you greedy bastards		Objection noted.
56	Chantel James	Object	6 Garran Loop, Henley Brook	There are too many young children who will be living close to this new main road where people will speed. The local police can't cope with the amount of people out here already		Objection noted.
57	Pool	Object	48 Castlereagh way	Traffic and roadworks is a joke as it is, never mind adding more to the mix. Lord st alone went 18 months over! A complete joke. People moved this way for a reason, and that reason being you still have a rural/small town feel without moving too far from the city. Adding such dense housing is ruining this feeling. Let's not even mention the Whiteman edge shops, and Brabham Primary wchool that has been promised and not a single thing is to be seen yet. Finish what you start rather than make rate payers lives harder		Objection noted.
58	Damian Gill	Object	66 Horseshoe Circuit Henley Brook	I purchased a nearly 3000m2 located beside 5 acre properties in 2001 as I did not want to be in or around high density housing. Not only does this proposal suggest high density housing but it also has a primary school allocated directly behind my rear fence which will totally destroy the tranquility of my property and devalue my property!		Objection noted. Modification included to create a neighborhood park opposite this lot and not a school. The school is further to the west.
59	Della Gray	Object	6 Heriot St Brabham	This is a semi-rural area with bushland for birds, animals and fauna. The area has been developed enough all the way down Lord St, with kangaroos being killed daily on the roads as there habitat is reduced more and more.		Support noted
60	Tim Collins	Do not object	15 Farrier Tce Henley Brook			Objection noted.
61	Julie Svcarevich	Object	15 gleeson entrance Aveley	Not enough infrastructure to support this. The nearby areas have been screaming out for decent transport and other infrastructure for years still nothing.		Objection noted.
62	Misty Jackson	Do not object	14 Springbrook drive Ellenbrook	It doesn't appear to affect our property please contact me if I have that wrong		Support noted
63	Sean SLOper	Object	28 Welara Circle, Henley Brook, WA 6055	The reason I chose to move to the Swan Valley, specifically Henley Brook was because of it's semi rural feel. Henley Brook is the best of both worlds, close to amenities but an open air farm land feel. This development would completely destroy Henley Brook. There are some advantages such as schools etc but the overall development is not a good thing for the suburb and would lower the livability of the region. The associated noise, dust and inconvenience would directly affect my property as it backs onto Losino Blvd.		Objection noted.
64	James	Object	15 kedleston	This area seems to be part of whiteman park and should stay as such. The last thing this area needs is another 10,000 people		Objection noted.
65	Amanda	Object	339 Park street Brabham	The infrastructure is not able to sustain this and all I see is a money hungry council and developer's taking full advantage of the situation. Council lining their pockets again.		Objection noted.
66	Melissa Parker	Object	10 colony way	I strongly believe this area should stay under developed!		Objection noted.
67	Rachael Ball	Object	6 Lawso Rd Henley Brook	The shire is destroying the Valley. They should be keeping large properties no less than 1 acre blocks should be permitted.		Objection noted.

68	Kristy Holmes	Object	20 Losino Blvd, Henley Brook	I reside directly on the corner of Losino Blvd/Andrea and Pine Street. We purchased our home 10yrs ago for the peace and country lifestyle. We have paid considerable amounts for our homes that is not to be sniffed at, now the council wish to knock down those beautiful acre blocks full of trees and replace with undesirables that will be filled with homewest houses and the crap that comes with it. 350smtr blocks??? It will ruin Morgan Fields and what makes up Henley Brook and the attraction in the first place. If you are going to sub-divide make the blocks a minimum of 2000 sqmtrs blocks. Keep some of the country attraction? You have already brought the land and owners are rubbing their hands together with what the developers offered, but for the sake of the rest of us who are still here, dont leave us here to put up with traffic and crap that goes with these disgusting 350 sqmtr blocks and houses!!!!	Objection noted.
69	Catharine Polley	Object	6 Worthington Road, Brabham	The reason I moved to this area is to be not live in high density housing. This is the second application I have seen recently for more housing in the area. With more housing, brings more crime and more issues to Brabham - as can be seen in the crime that occurs in Ellenbrook. Once the train is here, this will only probably increase as we know that crime on train lines is higher than those without. This will bring many more cars, more traffic to the region, let alone the environmental aspects of this project - more chopping down of trees - more displacement of wildlife in this area.	Objection noted.
70	Jane Ledsome	Object	108 Pannage Way Brabham	The proposed plan is part of a unique area of acreage properties close to the CBD that provide families the opportunity to have livestock and sustainable living lifestyles as well as providing local communities to enjoy the animals and by -products of these lifestyles. Sadly, Brabham and Dayton are already looking like concrete jungles. Wildlife has been affected with reduced habitat and this area cannot afford any more density without serious consequences long term. Park Street has very old gums, vital for the environment that will be destroyed and the street is already very busy with traffic for this area since the development. No more concrete jungle needed in this area! Developers need to be greedy somewhere else as we have had our fair share of them here and don't want any more to protect this unique area and the tourism trail on West Swan Road. Previous community meetings revealed a strong opposition to the destruction of these unique acreage properties as so much would be lost and not something that could be returned once gone.	Objection noted.
71	Leanne	Object	9 amethyst parkway Aveley		Objection noted.
72	Kim Roberts	Object	22 Ambersun Avenue	The lack of amenities (medical centres, shopping centres etc) in which this so-called medium density housing is located is concerning as well as links between housing density and increased crime rates.	Objection noted.
73	Elizabeth Handley	Object	52 Pavilion Circle The Vines	High density housing in an area with limited infrastructure is inappropriate. This will choke the Swan Valley.	Objection noted.
74	Michelle Kleyheeg	Object	29 Welara Circle Henley Brook	There are not enough trees in our area to begin with and wiping out the existing housing with those beautiful large trees on them for smaller blocks with less trees will result in more environmental damage not less. One reason for my objection.	Objection noted.
75	Alexander Keith Dowling	Object	10 Brixton Crescent, Ellenbrook, Perth, WA, 6069		Objection noted.
76	Allen Wager	Object	44 Welara Circle Henley Brook	Please no! This will ruin our quiet lovely suburb! It will also devalue the existing property. Please no, no, no!	Objection noted.
77	Rebecca Miller	Object	50 Garran Loop Henley Brook		Objection noted.
78	Emma Davis	Object	6 baluchi way Henley brook	As a 14 year property owner in Henley brook I believe that this will lead to a drop in my property value. The lure of Henley brook is the rural blocks in the area that make it seem like the country. Ellenbrook primary school could not handle the influx of students from the development and it would be detrimental for my childrens schooling while the schools are built.	Objection noted.
79	Robyn Pickrell	Object	16 Barbera Lane The Vines	Please can we not have any more housing until we have adequate infrastructure to support the population we have already. Indoor sporting facilities, tennis courts, swimming pools, meeting spaces, community halls for the 50,000 people we have here already. Come on City of Swan Come on State and federal governments. Put people first.	Objection noted.
80	J o	Object	Henley Brook	Area already becoming overcrowded. Redevelop other low socia economic areas first such as Stratton	Objection noted.
81	Krystle	Object	Not Supplied	People are not meant to live in cages. Wouldn't you rather have happier communities, where kids can enjoy playing outside and families can afford land to allow this to happen.	Objection noted.
82	Allen Atibagos	Object	10 cadogan outlook, ellenbrook		Objection noted.
83	Brooke Williams	Object	9 limone st aveley		Objection noted.
84	Tiffany	Object	64 Tokara Ave Henley Brook	Tiny houses and yards making it very difficult to raise a family and entertain young children when you can't fit play equipment (eg: trampoline, space to ride a bike) in the backyard. Sure there are parks and things being built but for some families these provide their own challenges and aren't utilized or maintained appropriately.	Objection noted.
85	Heather Pepermans	Object	173 Hermitage Drive	This is far too dense in terms of population for this area. There are already far too many houses and the infrastructure simply cannot cope. The security is of great concern. Placing people in such close proximity will pose a mental health risk to everyone in surrounds. Bad idea.	Objection noted.
86	Sharon Grieve	Object	Strinesdale Boulevard, Aveley	I live in Aveley and I can not see this benefiting the community, but rather the City of Swan with their inflated rates costs. Ellenbrook has small lot living- keep it there and not everywhere.	Objection noted.
87	Caterina Yarrow	Object	144 Charlottes Vista Ellenbrook		Objection noted.
88	Gerrit	Object	Not Supplied	Having extremely small lots will be bad for the community. We live on 380 sqm and we're just about on top of our neighbours. Anything smaller is absolutely ridiculous and will ruin the image of the Swan Valley	Objection noted.
89	Wade	Object	6 merens terrace	Morgan fields is a place of peace and quiet that why people spend more than half a million dollars on average to live here Boone wants that crap in here you have all of Ellenbrook to keep doing that	Objection noted.
90	Hayley Connelly	Object	6 kildare lane, the vines		Objection noted.
91	Amy Bond	Object	The Vines	Small block sizes are undermining the integrity of the Swan Valley structure. The infrastructure in Ellenbrook and surrounding areas is not able to sustain an influx of this size.	Objection noted.
92	Michelle Simmonds	Object	111 pineroo terrace ellenbrook		Objection noted.
93	Chloe wise	Object	25 ollave Circuit	Whilst I appreciate you want to create more housing, these lots are too dense. We already have high traffic volume around the area, over subscribed schools and increasing crime. You need to consider the whole impact of building so many dwellings and not just the financial value. Residents have had enough disruption in recent years and we won't stand for it. I completely and utterly object to this development.	Objection noted.
94	Lynsey Tenaglia	Object	4 Hodnet Bend, Ellenbrook	This is too high density. It is completely out of keeping with what that area is all about. Placing all those people in such a small area that's has been designed for larger blocks is nothing but a money grab that will create problems for existing residents. Traffic, resources etc....	Objection noted.
95	Munro	Object	Ponte Vecchio blvd	This smacks of pure greed by the developers and no consideration whatsoever for the environment and local people's enjoyment of the few green areas left around here. We came here to live 15 yrs ago in what was a beautiful semi rural area only to find we are being surrounded by concrete and roads going across parkland which should never have happened. I can imagine it's a fair bet that these so called developers won't be living anywhere near this travesty.	Objection noted.
96	Maddy whyte	Object	9 Bradshaw crescent Ellenbrook		Objection noted.
97	Mrs Rona Day J.P	Object	1 Smason Court Henley Brook 6055	We do not want anymore congestion or removal of our rural areas , these developments are ruining our Swan Valley .	Objection noted.
98	Carey Hodnett	Object	62 Wilding Blvd Ellenbrook	Lack of existing and planned infrastructure to support this level of population growth in Henley Brook and surrounding suburbs. No high school, adding further pressure to already oversubscribed public high schools. No plans for further future public facilities eg. Pools, recreation centres, youth centres. Limited access to open spaces. R rating far too small to enable good mental health and well-being.	Objection noted.
99	Chloe Bravos	Object	6 Tokara Avenue, Henley Brook	This development will destroy our community. High density housing is not appropriate for an area with limited infrastructure. Rates of crime will increase, as will youth boredom in tiny houses. If this goes ahead, the way of life we have from choosing to live in Henley Brook will be absolutely destroyed. I cannot express my objection strongly enough.	Objection noted.
100	Mark Partridge	Do not object	6 Moyle Way, Henley Brook	I am a homeowner in Henley Brook for over 15 years and I wholeheartedly approve of these plans that are long overdue for our neighbourhood.	Support noted
101	Caris Goldsworthy	Object	Tappen Way, Brabham	We do not need another estate of tiny blocks with homes West housing stacked on top of each other. It's getting ridiculous out here and there will be no rural areas to appreciate anymore. Not to mention the planning and infrastructure around here is so behind for the number or residents already between the 6 suburbs that we will have roads being re built for the next 4 year's too. MASSIVE NO FROM ME!	Objection noted.
102	Annette O'Dell	Object	19 Horseshoe Circuit Henelybrook		Objection noted.
103	Kristy McPherson	Object	6 Erickson Pass Ellenbrook WA 6069		Objection noted.

104	Babich	Object	41 Asturian drive Henley Brook	no way we don't want or need another primary school in the area , especially object to it being at the end of our already busy street Asturian Drive . This was not in our already future plans available to us when we first purchased our block in this area 18 yrs ago . Not fair to us on this street with beautiful large blocks we have established over 17 yrs of living here . Put the primary school in the middle of the new housing you plan to build at least then people have the choice to live near or far away from it when buying the blocks .	Note objection
105	Jessica Gill	Object	21 Arrowsmith Ave, ELLENBROOK	There is no buffer blocks which are larger in size to meet existing landowners on large properties which removes the feel and value of the properties they purchased years ago. Area has not been developed as a communities with general community facilities such as medical and grocery shops. R coding is providing lots that are too small in a traditionally rural and "swan valley feel" area. Existing large trees should be kept and larger lots like what has been modelled in the Bushmead estate by Cedar Woods	Objection noted.
106	Rachelle davini	Object	66 Tokara ave Henley brook	This is disgisting how can you do this to the area.	Objection noted.
107	Carmen Starmer	Object	9 Mustang drive Henley brook		Objection noted.
108	Denise O'Connor	Object	9 Garran Loop Henley Brook	It is cramming over population into smaller areas causing high noise levels and also bring the median house price levels down.	Objection noted.
109	Brady	Object	18 Morton ave ellenbrook	It's not in the community's best intrest	Objection noted.
110	Robert Glerum	Object	12 mustang drive	I object to our area and homes being subjected to this proposal on the grounds that it will decrease the values of properties already under pressure from the greed of developers just trying to cash in and destroy a beautiful pleasant area with horrible rat boxes of dwellings and fill them with people who won't fit in with the rest of our community. Watch the crime rate increase in our suburb if this development goes ahead, we already have far too many homes west dwellings in this area as it is and putting small low cost rat boxes on our doorstep will bring about the end of this great little neighbourhood. You are going to ruin this suburb just as has been done in Ellenbrook, please don't do it.	Objection noted.
111	Reto Ammann	Object	33 Asturian Drive, Henley Brook	A) Our property is coded as R2.5, which will be next to the inappropriate high density development proposed. Please advise how the R2.5 rating will change with the new development. B) Residential coding of properties adjacent to Morgan Fields should have same R density rating so a appropriate transition takes place to denser housing. C) In the Transport Impact Assessment, Asturian Drive in Morgan Fields has been incorrectly modelled. A lot of new traffic must be expected due to access to Henley Brook Avenue for the new residents and school access. Asturian Drive is not designed for that and kids, dogs and people are using the road. Further road parking. The proposed design is a serious safety risk and not suitable. Only acceptable way is the blank off Asturian Drive at Haflinger Street intersection so no through traffic is possible to the new development/school.. D) Environmental impact is not appropriately assessed. Many older trees are in the development and used my wildlife and birds. These trees must be retained, it seems no effort is taken by these environmental vandals! Trees provide shade, have a cooling effect, provide an environment for wildlife and give the people a more natural habitat than a treeless suburbia. Please engage a qualified environmental consultant.	Objection noted.
112	Jennifer Ferguson	Object	1 Garran Loop Henley Brook 6055	It takes away the reason we moved out to Henley Brook, with the large blocks and not living on top of one another. The traffic will once again be a pain with most taking short cuts through the side streets. We have had to utilise the facility's at Ellenbrook for 17 years or more which hasn't been a problem for us that choose to live across the 'road'. The crime rate is another reason why I oppose the development.	Objection noted.
113	Lyndsey J Gallacher	Object	10 Farrier Terrace, Henley Brook		Objection noted.
114	Ellen Mangan	Object	10 Horseshoe Circuit Henley Brook	I live on a block that will back on to your proposed new development. We bought in Morgan Fields because it was far enough away from Ellenbrook to still feel like we were in a semi-rural area. We didn't want to have neighbours right on our doorstep but your proposed plan will do just that. It is absolutely disgraceful that you intend to build that amount of new dwellings when the infrastructure already here cannot cope. The water supply is already struggling, more traffic on the roads will cause more problems not to mention destroying the flora and fauna and the increase in crime that will happen. This will absolutely destroy the swan valley and is just another money making scheme to line your pockets.	Objection noted.
115	Kellee	Object	Brumby ave		Objection noted.
116	Trinity Cleary	Object	Henley Brook		Objection noted.
117	shereen monahan	Object	7 forge lane henley brook	As a resident of Morgan Fields we are disappointed with the way the City of Swan is going about trying to under inform the residents of our area of what should be viewed as a poorly considered and terrible design of a community. The letter you mailed had "see Attached " on it, we expected to see a map or something nothing there. The Public notice signs cannot be seen for dust ,the one we found is all the way up Gnararra road to the west screwed to a tree, why not stick one in the middle of sundown Park. Its blazingly clear you you are supporting this development for Progress Developments why else would have Burgess Design put your branding in the bottom of the graphics? shameful and clearly showing a conflict of interest on your behalf. The proposal is terrible the R codes your permitting Progress Development to inflict on the community around here is simply jaw dropping everyone living in each others lives has already spiked social problems in the other high density Progress developments out here. The fairy tail of the Henley Brook park and ride as a get out of jail free card for Progress to not factor in a shopping complex forces all these people to be constantly be driving in and out for shopping to a already overcrowded Ellenbrook . No controlled traffic intersections at Losino and Gnagarra as well as Messara and Henley Brook ave with the extra 23,0000 or so vehicle movements a day will impact our health and safety, these intersections will become a real hazard. Shocking,3500 homes small houses all backing onto each other due to the relaxation set back codes you are giving the developer .Absolute disgrace . This type of poor design will degrade this community with social issues that we know are a problem and escalating in surrounding areas ,these are a direct result of the mass type of close proximity housing and nothing else. This is not a family oriented design is profit enterprise for Progress Design and a lazy rate grab on services for the City of Swan. The only reason there are two schools in there is you are cramming so many people in there, where are the detailed plans for the common and public areas ,what will be put in for the teens its these kids that are most at risk in this type of housing with very little personal space at home due to the pathetic block sizes being forced to live in these tiny little houses, what is in place for these kids? I say no to this and fear for the next business partnership your shire and Progress Developments inflict on the habitants in the City of Swan . Its a failed design, its failing everywhere else and it will fail now I challenge you to produce the figures on the numbers of complaints and social incidents in theses areas. The only winners are the City Of Swan , Progress Developments and the big negative gear players that will be attracted to fund this project .	Note objection
118	Samantha Sharman	Object	35 Rosewood Heights Ellenbrook	too many small blocks, not enough infrastructure for residents as it is, small blocks devalue existing house prices even further.	Objection noted.
119	Lauren Clennell	Object	19 Cabrillo Road, Brabham 6055	There are already plots of land in the surrounding estates that have not been sold and houses that are unable to be sold. Why would you add another 9,800 people to that? There is already wildlife effected by the construction and roadworks ongoing, why would you add more wildlife and scrub land to be effected? this is wrong in so many levels.	Objection noted.
120	Wayne Fisher	Object	35 Rosewood his Ellenbrook		Objection noted.
121	Richelle	Object	333 Park St, Brabham		Objection noted.
122	C Lenihan	Object	36 Asturian Drive, Henley Brook 6055	I object to this because we don't know what size the blocks are going to be next to our property We are located at 36 Asturian Drive we need more info before we would be happy with this rezoning Regards C Lenihan 0439996764	Objection noted.
123	Kerni	Object	39 Brumby ave Henley brook	Too crowded will bring trouble to our peaceful neighbourhood. Am sick of Shire putting profit before people	Objection noted.

124	Graeme	Object	2 Exmoor Lane Henley brook	Why the heck do councils and developers have to use every inch of land. Leave Henley brook alone as it does require more people and infrastructure as if you take a look at avely and ellenbrook its all there. There are horse adjustment and land around Henley brook that makes Henley brook appealing. Why is there a need to overcrowd a suburb. You the council, developers and government are messing up what is beautiful to be overcrowded and a hell hole. I suppose you don't care cause you dont live there. Let cut down all the trees , hang on lets start fracking in Henley Brook too. How about placing more McDonald's, petrol stations and wait more big shops thete too. . It must be hard but look at the birds and environment before stuffing it all up for the sake of money. Why dont you send all your refugees to Henley brook and we can support them through all the break in and theft. G what a beautiful place Henley brook will be to live in. Current Residence are of no consequence. You can turn it into ferral brook like ellenbrook. Cheers Graeme twcandgc@gmail.com 0405161891	Objection noted.
125	LOUISE COMMERFORD	Object	34 Heisler Bvd, Brabham	Has anybody consulted the Noongar people of the Wadjuk tribe? This area holds a vast amount of history for our state, and lately it seems that money is taking precedence over preserving what the Swan Valley is renown for. Squashing 3500 new houses into tiny plots is not what people envisage when they visit the Swan Valley, and we already have so many of these new areas, that we have to stop somewhere. Choose somewere that will not impact our nature. A bit of grass on a park is not considered nature.	Objection noted.
126	Anthony & Louise Cooper	Object	10 Martingale Ave Henley Brook	My wife and I bought land in Morgan Fields with assurances that no high or medium density homes were to be built in this area. The salesman ensured us the block sizes were to be a minimum of 1000 sq mtrs in this area, ranging up from there as you moved away from Gngalara Rd. We do not want this lifestyle altered with developments of the proposed small lot sizes and increased population density sizes. We did not build here to be near schools!	Objection noted.
127	Rosie Hawkins	Object	15 Hallinger Drive, Henley Brook	Henley Brook is a beautiful, quiet and close-nit community. 3,500 more houses would destroy that. Most families living here either have older children or their children have left home. The primary schools should go closer to Brabham where there are young families who would benefit from them.	Objection noted.
128	Jill Daurat	Object	45 Losino Boulevard, Henley Brook, 6055.		Objection noted.
129	Paul Goodheart	Object	3 Garran Loop Henley brook	Minimum 1000sqm blocks adjoining existing Morgan Fields estate fan down in size as they block head south. No blocks smaller than 300sqm	Objection noted.
130	Valerie Crommelin	Object	4 Garran Loop Henley Brook	The school has been placed near the older established area. The population of this area is of an older age which no longer has school age family members leaving here so why build a school so close to them. Also the area has always been larger blocks. we wish to keep it this way.	Objection noted.
131	Keven Crommelin	Object	4 Garran loop Henley Brook	I believe the school should be further intergrated into the new subdivision as the area allwocated is in the older part of henley brook where school aged children arnt that greater number. Also bigger blocks should flow into the smaller blocks as Morgan Fields does to keep with the theme and feel	Objection noted.
132	Amanda Paul	Object	54 Horseshoe Circuit, Henley Brook WA 6055	The impact and affect on the amenity to existing developed areas has not been considered. There has been a lack of communication with residents in existing subdivisions. The proposed plan is not in keeping with the surrounding areas outside of this development. High increase in traffic and increased pressure on surrounding infrastructure. I object to the excessive number of small lot sizes (R codes) and lack of proposed amenities (non-existent amenities) to service the anticipated 9000 to 10000 approx. population increase in the area. The type of high density urban living proposed is not beneficial to the residents and creates a multitude of social issues and increased pressure on surrounding infrastructure, amenities and residents.	Objection noted.
133	Julie Dandie	Object	51 Horseshoe Crs Henley Brook	I object to the school being up against the existing blocks in Henley Brook on Horseshoe Circuit and no small blocks. This is a quiet area which should not be crowded out.	Objection noted.
134	David Bravos	Object	6 Tokara Avenue, Henley Brook	Henley Brook, as it is, is a pleasant mix of housing and bushland. The proposed development seeks to remove the bushland, turning Henley Brook into yet another high density housing area, instead of preserving it as a nice place to live. The charm of living there is in the low population and easy access to bush, which this would remove, reducing the liveability and reducing the value of existing properties. Whilst shops and schools are proposed, the disastrously late development of the roads out of Ellenbrook show how slowly infrastructure in the area catches up. In the mean time, we'd have a lot more people and not much to help them.  This plan seems similar to the redevelopment of Northern Stoneville in the Shire of Mundaring, and I'd expect a similar backlash and similar damage to council should this plan, based on greed rather than need, go ahead.	Objection noted.
135	Daniel Watson	Object	3 Forge Lane	We moved to henley brook to be able to have bigger blocks with less people and no schools!!	Objection noted.
136	David Clarke	Object	10 Newbury Close Henley Brook	This is unbelievable. It shows the Shire is motivated by monetary pursuits and not for the protection and livability of the area. The environmental impact of this is massive. These 5 acre properties are home to wildlife that will leave and ruin the natural vibe of the area. When Morgan Fields was proposed, you, the shire, made the developers plan larger blocks on the perimeter to minimise the impact going from acreage to a more dense housing plan. We purchased on that premise. Now, you have obviously thrown that idea out the window and are planning to pile 200m2 blocks the entire length of my rear perimeter. How much are you planning to compensate me for this obvious revenue decision? My property value, by your actions alone will plummet down. My home will go from a wonderful refuge away from the dense housing of ellenbrook to a problematic over populated rabbit warren. This new planning information has not been opened for public comment and has obviously been worked on in the background until a few passionate people looked further. Are you guys mad? Is this your plan for the Swan Valley. Dense low economic housing that comes with the known socio economic problems and issues. I find it almost incomprehensible that anyone of sound mind would support a proposal like this. It shows our local government is motivated by money and not what you profess to stand for. I will look into every aspect of this proposal and exercise my rights as a citizen of this country to make sure the legality of this absurd and undemocratic plan has not been tarnished by the usual developer / local government dealings. Get ready for a fight. I will not lay down and take this.	Objection noted.
137	Anthea Marshall	Object	Leedon Drive ellenbrook	Density of housing is far too great	Objection noted.
38	David Clarke	Object	10 Newbury Close Henley Brook	Did the Shire consider checking the background and ethics of the company that you are going to bed with. I wonder what closed door dealings will come to light in future. I will certainly continue to dig. Lets hope Shire employees dealings will be open and transparent and beyond reproach. See snippet of this mans history attached . HE WAS CALLED BEFORE THE CORRUPTION AND CRIME COMMITTEE FOR DEALINGS WITH BRIAN BOURKE !!!!!!!!!!!!!!! Are you guys for real ???? Hmmmmm.. ethics. I hope your hands are clean.	Note objection
139	Amanda	Object	339 Park st	Bigger blocks are needed. As it is the kangaroos are being push out or killed in new Lord st. Stop being driven by money and start looking at retaining some bushland and bigger blocks. There are enough houses empty due to building new all the time	Objection noted.
140	Lindy-Lee Visser	Object	14 Mustang Drive Henley Brook	Don't need more high density houses. Brings in more investors than owners and more crime into our neighbourhoods.	Objection noted.
141	Danielle Clarke	Object	10 Newbury Close, Henley Brook	We live on an existing half acre property in Morgan Fields, Henley Brook, and back on to the existing 5 acre properties where this new development is proposed. This was the feature that drew us to live in the area. I believe the larger block sizes in Morgan Fields were also done as a 'buffer' between our residential community and the existing 5 acre properties, so as not to bombard them with a million little blocks at their doorsteps. But now it seems that we will have a million little 200m2 blocks along our 80m back fence!!!! What annoys me the most is that it appears this has been being promoted by the developer for a few years now, but we, the existing residences who will be affected, have only just received notification. at the 11th hour. I would be much happier if it were the case that the blocks which coincide with the existing 'larger' blocks in Morgan Fields were also 'larger' blocks, so as to give us the same buffer that the 5 acre properties had. For example, all blocks that border Morgan Fields should be 800-1000m2 in size.	Objection noted.
142	Aija Stewart	Object	97 Charlottes Vista		Objection noted.
143	Lisa Doubikin	Object	Horseshoe Circuit Henley Brook	I dont believe a school should be build up against the existing houses in henley brook and would like to ask for blocks there instead that are of the size of 1000sq2	Objection noted.

144	Ivor D'Souza	Object	14 Eriskay Terrace, Henley Brook			Objection noted.
145	Jodee Trewern	Object	33 Horseshoe Circuit, Henley Brook		This will run the beauty and seclusion of the Henley Brook area (which is why I moved here over 17 years ago). Very disappointed in the City of Swan.	Objection noted.
146	Karen O'Brien	Object	6 Newbury Close, Henley Brook		We are definitely NOT happy about this proposal!!! We live in Morgan Fields and this new development will be at the back of our property. With small block sizes and homes this contributes to 'ghetto' type living with people on low incomes, which we already have in Brabham. People who previously lived in the now 'Brabham' area have already lost their larger properties to the Shire's greed!!! There are a lot of larger properties that we, and others, have spent a lot of money on to have space around us, not to have this commune type of project on our doorstep. It is going to lose that open acreage space and horse property attraction to the area and destroy the beautiful Swan Valley Wine Region. Ellenbrook/Henley Brook already have enough anti-social behavioural problems, break-ins etc., without introducing another 9,800 people to the area. I feel the Shire is just again capitalizing on gaining more money from rates and not considering the destruction of what they are doing to the beautiful Swan Valley Region. Come on Shire of Swan preserve what we have. DONT DESTROY IT!!!!	Objection noted.
147	Sheree Passmore	Object	20 Mustang drive Henley Brook		We as a whole family object to this planning in the rural part of Henley Brook. The rural part of the Henley Brook is an Awesome feature of the area. Its unique to this suburb to have the rural and bush so close to Morgan Fields.  To bring in this local structure plan to some properties in Henley brook and to bring in two primary schools so close to each other will not only drop our house prices down but will rise the crime rate. Morgan fields is a great area that is quiet and the rural is a lovely area.  Please do not bring this plan in, you will only ruin the area that is here now.	Objection noted.
148	Rahul Vig	Do not object	23/54 cob road brabham			Support noted
149	Robyn Price	Object	86 Sandown Cir		Online feedback form The following feedback has been submitted: QuestionResponse  Name: RobynPrice Email: r obyn.davies66@gmail.com  Phone number:0419 028 804 Type of feedbackF eedback Feedback details: Proposed Henley Brook local structure plan - various properties in Henley Brook.- I'm against this proposal for a number of reasons. 1/ You don't need to look far to see the effects of an increase of housing/population on a suburb. Ellenbrook has been in the news lately for all the wrong reasons. There's been murders, a rape, a one hit punch and an old man bashed recently simply for being in the wrong place at the wrong time. It's simple mathematics- an increase in housing = an increase in population = an increase in crime. Like Ellenbrook, Aveley, the Vines, Henley brook simply hasn't the infrastructure to support any future increase in population. We haven't enough arteries from these suburbs to allow safe and efficient transport. Pass results speak for themselves- Most people in Perth DONT use trains due to personal risks associated with bad behaviour and the fact your car has a higher rate of being stolen or vandalised at the station parking areas. We settle in your council based on the lifestyle. We like trees and wildlife. If you're going to add more housing then you're going to need a heck more " beware of wildlife" visible display boards along one of a very few main arteries to and from Henley Brook. It's no good trying to increase the City's population when no one wants to live there which is a very real fact already being seen in Ellenbrook. Please re-consider. Cheers Robyn Would you like us to contact you about your feedback?Yes - please  contact me A copy of this feedback is also attached as a pdf.  Please note, the customer has been notified that a response will be received within 3 business days. Robyn Price robyn.davies66@gmail.com	Objection noted.
150	Sue Mortimer	Object	5 Haflinger Drive, Henley Brook		We have a house on a large block in a quiet area. I totally object to an increase in traffic flow, two schools and 90 sqm blocks. We chose to live in this area for a semi rural, quiet neighbourhood.	Objection noted.
151	kerry williams	Object	70 Irwin street henley brook		Before we definitively choose to object or not object can you please advise how many of the 3500 residential dwellings will be owned by the State Housing Authority. Thanks	Objection noted.
152	Mitch Hawkins	Object	15 Haflinger drive, Henleybrook		House are to small back onto area with large blocks, school is too close to large blocks. Large block needed of area get established. No state housing only want private estate	Objection noted.
153	Tracie Douglas	Object	43 Asturian Drive, Henley Brook		We moved into Henley Brook on 01 January 2004. We bought in this area because we wanted separation from neighborhoods and room to move and dont want to be surrounded by heavy density housing. We have complained to council due to the heavy density of traffic down our street which will only be made worse with the current plans and increased housing. The location of the school on the edge of the development does not seem logical and its location needs to be reconsidered. Placing the school in the inner area of the new development would make more sense for younger families utilise it easier, and to be able to regulate traffic flow through Asturian Drive to local traffic only and not the short cut into the new development.	Objection noted.
154	Deborah Webb	Object	39 Asturian Drive Henley Brook		We wish to object to this proposal. When we purchased our blocks we were made to believe that Asturian drive was to be a cul de sac. Plans were viewed at the time with a cul de sac. Now your talking about placing a primary school on Asturian Dve. That is ridiculous. We have only 2 exits in Morgan's field and both exits didn't hold up to the traffic when /Lord st road works were happening how do you think it will be any better with what you have proposed. The infrastructure is not equipped for this. Gngalara road will be the closest main road to these people and what street do you think they will use...yep Asturian Dve. Are you going to give us the money we will loose on our properties if this goes ahead. Leave it be	Objection noted.
155	Joe Firriolo	Object	4/54 Cob Road Brabham 6055		PART 1. All local fauna that reside on this land and have all of their lives, some being pushed to this small part of what is left as their home was destroyed in Lord Street and Whiteman Edge works will have no where to go. Birds that nest in the trees, possums and obviously the kangaroos to name a few. There has already been catastrophic damage to the fauna locally and with little "if at all" management around environmental impact by the City Of Swan and I think it is disgusting. I assist a local volunteer who dedicated her life to helping the wildlife and rescuing the injured as a direct result of your impact to this location. I drive to and from work at the speed limit or often less on the lookout for road kill, and unfortunately a lot of the time discovering animals left to suffer alive with broken legs unable to move, smashed heads with bleeding eyes, or babies left half hanging from their mother who is now dead due to speeding vehicles as their homes are being invaded and they have no where to go and are not relocated. I actually enjoy to drive around the corner from home to see the beauty of nature " whats left of it " pretty much in my own backyard. Why don't we conserve what is left of this natural habitat for the traditional fauna of the land instead of sucking it all up for the wealth of the greedy - its not necessary . This place is picturesque please leave it alone and actually have an environmental office review what you propose!	Objection noted.
156	Joe Firriolo	Object	4/54 Cob Road Brabham 6055		PART 2. (Photos, the reality) All local fauna that reside on this land and have all of their lives, some being pushed to this small part of what is left as their home was destroyed in Lord Street and Whiteman Edge works will have no where to go. Birds that nest in the trees, possums and obviously the kangaroos to name a few. There has already been catastrophic damage to the fauna locally and with little "if at all" management around environmental impact by the City Of Swan and I think it is disgusting. I assist a local volunteer who dedicated her life to helping the wildlife and rescuing the injured as a direct result of your impact to this location. I drive to and from work at the speed limit or often less on the lookout for road kill, and unfortunately a lot of the time discovering animals left to suffer alive with broken legs unable to move, smashed heads with bleeding eyes, or babies left half hanging from their mother who is now dead due to speeding vehicles as their homes are being invaded and they have no where to go and are not relocated. I actually enjoy to drive around the corner from home to see the beauty of nature " whats left of it " pretty much in my own backyard. Why don't we conserve what is left of this natural habitat for the traditional fauna of the land instead of sucking it all up for the wealth of the greedy - its not necessary . This place is picturesque please leave it alone and actually have an environmental office review what you propose!	Objection noted.

157	Janneke Fletcher	Object	46 Welara Circle, Henley Brook	The main reason my husband and I bought a house in Henley Brook, is because the suburb is well established and quiet. It is perfect for us to raise our family. The proposed development would ruin that. First by the construction works to ready the land for the second stage, which would also cause serious upheaval to our way of life. It would also seriously affect our property value, which would make it difficult to apply for an extension on our mortgage to do much needed renovations on our property. In short, the proposed development would ruin the way of life for those of us who have made our homes in Henley Brook, our children's childhood would be ruined. Yesterday I was able to watch my children play with the neighborhood children in the park across from house, enjoying their way of life in their suburb. Please don't ruin that for the sake of making money. Our children have very little chances of enjoying the simple moments in life because of the world we live in. If you want to take the pressure off Ellenbrook Primary School with overcrowding of students, I suggest you finish the primary school in Brabham and open it for all years on the opening, instead of just Kindy. That is what is putting the extra pressure on the surrounding schools. Please don't ruin our way of life.	Objection noted.
158	Hans Hurij	Object	lot 3232 Asturian Drive Henley Brook	On the basis we have had no opportunity to be involved in the sale or aquisition proposals of land that we own Viz lot 3232 Asturian Drive Henley Brook and are now being crowded out of our lifestyle by being excluded. If the developers wish to purchase our property we would be happy to enter into discussions for the sale of our property and move. Further we object to the current road services as they are inadequate and the placement of hi density housing surrounding our property. Additionally the schools placement will exacerbate already high volume traffic not to mention the as yet unknown location of bus stops. The forgoing will greatly diminish the value of our property	Objection noted.
159	Reto Ammann	Object	All properties on Asturian Drive and Haflinger Drive	In the Transport Impact Assessment, Asturian Drive in Morgan Fields has been incorrectly modelled. A lot of new traffic must be expected due to access to Henley Brook Avenue for the new residents and school access. Asturian Drive is not designed for that and kids, dogs and people are using the road. Further road parking. The proposed design is a serious safety risk and not suitable. Only acceptable way is the block off Asturian Drive at 33 Asturian Drive (start of new development) so no through traffic is possible to the new developments/school. Footpath ok. See attached. The neighbourhood feels strongly about this.	Objection noted.
160	Kris Clinton	Object	48 Wandsworth Ave, Brabham	Henley Brook should be left as farms. Suburbs around enjoy the rural feeling.	Objection noted.
161	Andrea Hardeman	Object	Asturian Drive Henley Brook	I do not want a primary school built on Asturian drive. I live on Asturian drive.	Objection noted.
162	william taylor	Object	Lot 2919 Newbury Close Henley Brook	I am in lot 2919 (8 Newbury Close) Henley Brook. Our current R-value is R10. The original reason for the R10 value was to act as a suitable boundary since area beyond this was to be permanently classified as rural. However, since this area has been now proposed as a R40 or R60 residual area, it is completely unreasonable to leave these boundary blocks still at R10 since it is no longer relevant as a boundary to rural. It is a matter of expediency to change the R-value of such blocks ( to R40 or 60 based on this new proposal). I also object until clarification is given regarding the status of the current water easement at the rear of our block. The status of which has not been properly clarified. Your response to these matters is appreciated. Kind Regards William Taylor (email wilataylor@gmail.com)	Objection noted.
163	Giuseppina Mammone	Object	Henley brook	I object against the Henley Brook Local structure Plan because Henley Brook is a rural suburb that reflects on an important part of the Swan Valley region. This area is value through the friendly locals living in both country and suburb land, with the amazing wildlife that inhabits the community. There shouldn't be a reason to overcrowd the suburb with more people as traffic will overfill the roads once again and drain unnecessary resources from this beautiful land. I am disgusted by your approach to this plan by displacing local residents from their home where generations have lived. I can not believe the City of Swan is using an abovemention as a despicable act on forwarding the structure plan. Did the community ask for this? Stripping people's homes and their freedom of human rights. For what? A set of cramp, and uncomfortable houses that will cause uncivil rest. The residents living here already love the area because it is away from the city giving them space. The country side gives the locals a chance to horseback, go on trail walks, and explore the wildlife offering the community their own special and unique place. The rural environment doesn't need to lose its natural appeal and organic aspects for something undesirable and bland. The increase in population is going to have a negative effect on the ecosystem and place a horrible strand on the community. We are going to gain a loss in our biodiversity through the air and water pollution as pressure will be placed on natural resources and increase the wastes. People are going to find no benefit in more schools being built as we already have six primary schools and two colleges in Ellenbrook. Reeducating the children is more important and should be the main focus. We have Whiteman park that is our hope for public open space, recreation needs and flood storage. Another thing we don't need, just stop demolishing the park. Afterall, the place was created to shape our lives and offer space to the community. The park would be the best choice because it is meant to protect the Gngangara water mound. Which I am sure will help the water corporation on saving water for the droughts. I am disappointed with the way Swan city has inform residents on this plan. It is downgrading that your letter says very little and leaves residents confused. The site seems worse as people are required to download documents and read 45 pages to get their answers. I noticed a sign that also says very little and hidden from drivers in a bush. Do you not want people's opinions? This is disgusting, where did the residents right go? We make a good part of the community!!!	Submission noted. Land zoned for urban development. State level strategic planning has a density target of 15 dwellings per gross hectare.
164	Kay Jansen	Object	20 Georgeff St Henley Brook	I wish to object on the following points. Referring to the transport impact assessment, there is continued reference to north south movement along Lord st and the proposed Henley Brook ave. No mention is made of movement of traffic east to West swan rd despite this being a major corridor for traffic from Ellenbrook, Brabham, Dayton etc. This has a major impact on us. we live on Georgeff st which is immediately east of the proposed development. Our road is used as a "Rat Run" for people in the surrounding suburbs. Another 10,000 people living immediately to the east will exacerbate the problem. If this development goes ahead we request that plans are put in place immediately to block the movement of traffic east through the rural local roads. Similarly if/when Henley Brook ave is built we request that movement of traffic is blocked on and off this road via the local roads. The second objection is to one of the questions asked " Are the proposed land uses complementary with the surrounding land uses" ? The answer given is " complementary rural residential use to the east" The definition of complementary is " combining in such a way as to enhance or emphasize the qualities of each other or another" There is absolutely no evidence to support that this development is "complementary" to rural residential use to the east. We live immediately to the east and from bitter experience of surrounding residential development we derive NO benefit. We now have increases traffic, increased antisocial behaviour etc. and this will only get worse. The juxtaposition of suburban lots with acreage is inequitable. We have repeatedly asked to be able to subdivide our block to one hectare which would still retain the rural character and at least compensate us somewhat financially for destruction of our lifestyle. this has been denied us. if this development goes ahead we request that we be able to subdivide our 7 acre property.	Submission noted. Land zoned for urban development. State level strategic planning has a density target of 15 dwellings per gross hectare.
165	Kirsty Cunningham	Object	211 Park St Brabham	The proposed roundabout is positioned in front of our driveway/see the attached picture. Our block is marked with an "x". The roundabout should be located slightly to the west as the driveway of that house will be on the western side of that block.	Note objection
166	Chris heise	Object	75 fairmount boulevard brabham 6055	The reason I decided to build my family home here in the area was due to the fact it was not just overcrowded subdivision after subdivision, I would like to see the area remain partially semi rural otherwise before you know it all of west swan will be overcrowded and lose its beautiful tourism appeal.	Objection noted.

167	Caryn Allan	Object	30 Martingale Avenue Henley Brook	<p>Please find the reasons for my OBJECTION to these plans below.</p> <p>As a local resident of Henley Brook, I STRONGLY object to the proposed structure plans for Henley Brook. I am deeply disappointed and upset that this proposal is being given any consideration. The destruction of Henley Brook will have long lasting ramifications on the environment and appeal of the Swan Valley Region. Henley Brook is a highly sought after suburb for particular reasons:</p> <p>It is the Jewel of the Swan Valley, and it's semi-rural natural surroundings are what make it beautiful. It is the entrance to the premier tourist region of the Swan Valley winery region heading East on Gngangara Road. It is surrounded by tall karri trees, and offers the beauty of living in a peaceful enclave within the valley and Ellenbrook region. I specifically purchased my home here because of the lifestyle it offered - no overpopulated high density living, a quiet retreat from the city, nature walks and horse trails, country style while still being within convenient distance to the city. Henley Brook is the site of Perth's oldest church, and where Captain James Stirling reached his farthest point along the Swan River in 1827. It is a heritage area and location of the early settlement colony in 1829. It is home to wildlife such as the Carnaby's Cockatoo, which fly over in flocks and nest in ancient gum trees. Should the area be developed and destroyed, we will lose this endangered species. Development will have a direct impact on climate change - as we lose our tree canopy across Perth, the government is creating man-made deserts. A sea of brick and tin rooves cooking through hot summers, instead of trees, continue to see us lose rainfall, directly affecting Perth's water supply. As any meteorologist will tell you, trees cool the air down and bring precipitation. When there are less trees - only houses and hot tin rooves, there is just an inland desert with no rainfall. This is of huge concern right now. I once did a tour at Whiteman Park with a group of children from one of the schools I work at. The children were taught that Lew Whiteman used most of the timber in Whiteman Park for the Midland brick Kiln works, which resulted in great damage to the area, and loss of the karri trees. They had tried replanting the trees with no success due to the loss of the water table which has been affected by development of the area. Gradually over the last few years, I have watched as the natural beauty of West Swan, Brabham, and "Dayton" have been devoured for high density postage stamp blocks and unnecessary dense housing estates. The tall timber trees have been bulldozed in favour of overpopulated housing deserts.</p> <p>Rainfall has decreased and our water supply dams are drying up. There has been no consideration given to the loss of these ancient gum trees and local wildlife affected. (Which has certainly been noticeable in the lack of planning for protection of local kangaroos along the new Lord Street). It seems greed won the day yet again without any concern for local flora and fauna. The planning minister Rita Saffioti has no real vision or sentimentality for the region when it comes to heritage, environment and tourism, rather it seems the government wants to jam in as many dense housing estates as possible and forever destroy the natural semi-rural appeal of the region.</p> <p>The local residents of Henley Brook do not want to see this beautiful enclave destroyed by development. I was able to speak to a local real estate agent who is very knowledgeable of the area. She advised me that there is absolutely no need for a new housing estate, and that there is an over supply of houses currently on the market in the area, many at very cheap prices.</p> <p>Development of Henley Brook will lower the value and appeal of the area. It will attract a lower socio-economic population. Cheaply built small housing will attract investors which will bring in low rent opportunities and cause an increase in crime, drug use, and anti-social behaviour.</p> <p>We have been very lucky to avoid the crime and anti-social activity that Ellenbrook has now become renowned for across Perth. Putting in 3,500 new residential properties with an estimated population of 9,800 people will spell absolute disaster for this beautiful Swan Valley suburb. Sandown Park will become an attraction for more drug deals, drug use, anti-social behaviour, and subsequent crime. It has already had some of these problems in the past with government housing in the area allowing tenants to run drug houses and prostitution, attracting criminal</p> <p>attract a lower socio-economic population. Cheaply built small housing will attract investors which will bring in low rent opportunities and cause an increase in crime, drug use, and anti-social behaviour.</p> <p>We have been very lucky to avoid the crime and anti-social activity that Ellenbrook has now become renowned for across Perth. Putting in 3,500 new residential properties with an estimated population of 9,800 people will spell absolute disaster for this beautiful Swan Valley suburb. Sandown Park will become an attraction for more drug deals, drug use, anti-social behaviour, and subsequent crime. It has already had some of these problems in the past with government housing in the area allowing tenants to run drug houses and prostitution, attracting criminal behaviour (and which required residents to protest until tenants were removed). There has also been a problem with youth, refugees and Sudanese gangs in the area causing upsets. We do not want to see these issues magnified by devouring the area for cheap dense housing allowing an increase in these kinds of behaviours. It will create another ghetto. There are other areas more suitable to structure plans - such as pine forest, and low banksia scrub areas over the Ellenbrook side which would be capable of developing sustainable housing estates.</p> <p>I also work at 3 local primary schools. I know we do not need any more Primary schools in this area. This greed-driven and developer-driven agenda for the destruction of nature and the environment in favour of high density, high population housing ghettos has to come to an end. I work in the mental health industry, and it is proven the high/medium density living, and overpopulation have a direct impact on physical and mental health. It also affects the spread of disease and sickness. Please consider the long lasting impact this development would have on:</p> <ul style="list-style-type: none"> <li>Environment</li> <li>Tourism appeal</li> <li>Climate change</li> <li>Crime and anti-social behaviour</li> <li>Heritage of the area</li> <li>Local wildlife</li> <li>Local residents</li> <li>Mental Health</li> <li>Value of semi-rural living</li> <li>The uniqueness of Henley Brook</li> </ul> <p>Please keep Henley Brook as a heritage area - known for its horses, cows, kangaroos and cockatoos, with tall timber and beautiful nature trails. The option of semi-rural living within the city. If only more places could be like this, we would all be better off.</p> <p>The original design of the area including the Morgan Fields estate is beautiful just as it is.</p> <p>of semi-rural living within the city. If only more places could be like this, we would all be better off.</p> <p>The original design of the area including the Morgan Fields estate is beautiful just as it is. It needs to be valued and kept, and enjoyed.</p> <p>The entrance to the Swan Valley region needs to be enhanced with more trees - not less.</p> <p>Not much consideration was given as it was to the Henley Brook Avenue/Gngangara Road intersection with the unsightly addition of fast food joints such as Hungry Jacks, Chicken Treat, Red Rooster and the recently added BP fuel station which do not give much appeal to the approach to the Swan Valley.</p> <p>Maintain the unique appeal and beauty of this area, please do not destroy it. It is a beautiful place to live and I do not want</p> <p>to lose it. Yours sincerely, Caryn Allan Henley Brook</p>	<p>Submission noted. Land zoned for urban development. State level strategic planning has a density target of 15 dwellings per gross hectare.</p>
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168	Caryn Allan	Object	30 Martingale Avenue & Martingale residents	<p>Very little consideration has been given to the local community dwelling in Henley Brook. The majority of residents choose to live in Henley Brook for its semi-rural lifestyle which is free from overpopulation and congestion. The equestrian and animal properties, gum trees, walk trails, and natural surrounds are what bring the value and appeal to Henley Brook. It is a sought after location for its Swan Valley feel and beauty and why many live here.</p> <p>Many of the statements made in the City of Swan and Emerge documents, and surveys of the area do not reflect the true nature of Henley Brook. The statements are highly misleading and do not take local opinion into the matter. Residents would not consider it "highly disturbed" or "completely degraded." The many gum, marri, tuart and other trees bring beauty, shade, and cooling to what is a hot area in Summer. This is what the locals love! If these trees go, the area will become considerably warmer and another inner city suburban desert.</p> <p>The information on the red tailed cockatoos and carnaby cockatoos is also completely misleading.</p> <p>I sit on my verandah and watch flocks of them fly overhead to forage in nearby gum trees. They have been regularly nesting and foraging when I have driven through the rural areas and all the locals love our cockatoos! Clearing the gum and other trees in the area for housing will be tragic.</p> <p>The documents completely underestimate the beauty and nature of the area that is enjoyed and relished by many locals. The photographs supplied on the documents were also completely misleading and showed nothing of the tree canopy and natural beauty that we want to remain.</p> <p>Many are upset about the proposed plans.</p> <p>I have learnt that some residents did not receive the City of Swan letter enabling them to write an objection. Henley Brook residents are very upset due to the lack of consideration for what is a beautiful area to live being geared for destruction and development by greedy and uncaring business owners who do not live in the area and have no thought for the current community.</p> <p>There has been no consideration whatsoever given to community mental health, and the stress this will have on the local community and is already having. The community are very passionate about the area and semi-rural lifestyle it offers. It is a secret patch of paradise! No overall thought has been given to the benefit of having trees and nature regardless of "native or non-native". "Bush forever" sites should include trees for overall environmental protection and the retention of natural landscape regardless of whether the government considers it native or protected flora. The trees provide cooling in summer and generate rainfall. Hot tin rooves will not generate rainfall. Nor will the cash that Little Developments receive generate rainfall.</p> <p>The "heritage" of the area has also been neglected in the fact that it is an early settlement area and maintains the equestrian and semi-rural feel of the Swan Valley. That's the whole idea. That's it's heritage. Residents do not want it to change.</p> <p>The surrounding natural Swan Valley areas of Brabham, Dayton and West Swan have been destroyed. We do not want this to happen to Henley Brook. Please consider the community and the huge impact this is going to have on many and is already having on residents already devastated at this proposed plan.</p>	Objection noted.
169	Catherine Trigance	Object	13 Corbel Way, Brabham, 6055	It needs to be valued and kept, and enjoyed.	Objection noted
170	SUE CONDUIT	Object	37, Asturian Drive, Henley Brook		Objection noted
171	Patrick John McLennan	Object	37 Asturian Drive, Henley Brook	The entrance to the Swan Valley region needs to be enhanced with more trees - not less.	Objection noted
172	Paul Saunders	Object	54 Horseshoe Circuit Henley Brook WA 6055	Not much consideration was given as it was to the Henley Brook Avenue/Gnangara Road intersection with the unsightly addition of fast food joints such as Hungry Jacks, Chicken Treat, Red Rooster and the recently added BP fuel station which do not give much appeal to the approach to the Swan Valley.	Objection noted
173	Jennifer Paul	Object	54 Horseshoe Circuit Henley Brook WA 6055		Objection noted
174	Mark Karlowicz	Object	33 Horseshoe Circuit, Henley Brook	Maintain the unique appeal and beauty of this area, please do not destroy it. It is a beautiful place to live and I do not want to lose it.	Objection noted
175	Aimee	Object	4 battery street Brabham	Far too many blocks at a ridiculous small size. It will decrease the value of the existing house in the surrounding suburbs and will over and over populate the area	Objection noted
176	Nancy Freestone	Object	4 Satine Yurn Aveley		Objection noted
177	Reto Ammann	Object	33 Asturian Drive, Henley Brook	To understand the traffic impact on Morgan Fields in has to be understood how Henley Brook Avenue will connect to Morgan Fields. This review has been neglected by the proponent. In particular concern is through traffic on Asturian Drive, this through traffic has to be eliminated.	Objection noted
178	Kristy Swinboun	Object	199 Park Street Brabham	It's disappointing as this is not why we moved to the area. The area was semi rural at the time and we paid top dollar for the blocks. It's a concern as to where the influx of almost 10,000 people will go for shopping, medical centres etc. What will also happen to the value of the larger blocks that were purchased on Park street, will these depreciate?? It's a major concern and questionable as to whether the housing will be for low socioeconomic families also.	
179	Kloe Green	Do not object	5 Shetland Drive, Henley Brook WA 6055	Happy to agree to this development as long as the shire accommodates the growth accordingly with bigger shopping centres, more entertainment avenues for children, teenagers and adults and also supports the development of the train line.	Support noted
180	Karen O'Brien	Object	Newbury Close	This area (Swan Valley) was never intended for this type of dense housing. We bought in Morgan Fields for the lifestyle and of the land space between properties that it offered without your neighbour listening to your conversations outside, or having a shower otherwise I should have built in Ellenbrook with all its current issues and dense housing. I am over this bloody money hungry Shire and its councillors, it would not be happening if the Mayor lived in Henley Brook, that would be a certainty!! The council wanted this to happen as far back as 2005 when they would not address the issues of the landowners and the incorrect (or purposely changed) re-zoning. Once this Shire out-rates people off their properties you wont have a SWAN VALLEY. Also once the developer starts they will decimate all the existing natural mature trees areas that house an extensive array of bird and wildlife. This development would also in the near future have a huge effect to the selling of my property (2300sq/m2) which will overlook this BROOKLANDS GHETTO.	Objection noted
181	Justine Peters	Object	Shetland Drive Henley Brook	The vast increased volume of people planned will flood all venues in surrounding areas, detracting and severely compromising the Swan Valley as a tourist attraction. The ambience and beauty of Henley Brook will be lost to the lower socioeconomic members of society.....	Objection noted
182	Karen Clark	Object	9 Newbury close Henley Brook	The plan and environmental impact has not taken into consideration any of the wildlife impact, there is a flock of black cockatoos in the area they rely on current vegetation for food.  Also concerned the size of the proposed property sizes are very small, the current subdivision of Morgan fields had a gradual reduction in size to protect the neighbouring properties, this proposal doesn't consider current property owners.  The developers also do not own all properties involved, how are they going to ensure their piece meal approach has minimal impact on the existing property uses.	Objection noted
183	Jeanette Guthrie	Do not object	90 Sandown Circle, Henley Brook	I would still like to have the rural feel to the area. Structured green spaces with plenty of trees and plants for the birds.	Support noted
184	Kel	Object	15 Hessian Street Aveley	Resources are already stretched out here, another 9800 people using our medical centres, shopping centres - which already have traffic issues during peak periods, large amount of extra traffic... This proposed over populated tiny dwelling area will cause our house prices to drop. Your developments are ruining the reason we all choose to move out here. Completely against this development.	Objection noted
185	Matthew Samuel	Object	Aveley		Objection noted

186	Elliott and Leigh Taylor	Object	35 Horseshoe Circuit Henley Brook	<p>This proposal is not necessary in this location.</p> <p>The West Swan area, and in particular the area identified in this proposal, is an important remnant of the open semi-rural nature of the area and must be maintained as such. It provides a calming and contemplative buffer from the already developed and crowded estates to the west and north. There are already sufficient housing estates in the area and the inclusion of this one, in this area is not welcome.</p> <p>Community disgust at this proposal to destroy one of the areas last vestiges of the original 'country close to the city' aspect of this area is rapidly growing and my family are amongst these who are not willing to be unheard. We respond in the negative to this proposal and wish our views to be strongly known!</p>	Objection noted
187	Sara Hayward	Object	Not Supplied	<p>The two local state high schools currently are/will be overcrowded with 7 over crowded public primary schools feeding into them. Two further proposed state primary schools to service a greater population, with no solution for high school is a travesty and a detriment to the area.</p>	Objection noted
188	David & Moira Candy	Object	53 Horseshoe Circuit, Henley Brook	<p>We object because of</p> <ul style="list-style-type: none"> <li>-the negative impact on the environment, landscape &amp; wildlife of the area, which would be detrimental to the Swan Valley &amp; its homeowners' lifestyle.</li> <li>-the immediate negative impact of existing house values on the large blocks which the developer sold as "country homesites" in Morgan Fields, Henley Brook.</li> <li>-the negative impact of having a school built on Asturian Drive at the rear of existing homes in Horseshoe Circuit &amp; alongside existing homes in Asturian Drive. Homeowners would never have bought large "country" blocks there &amp; invested so heavily had they had the knowledge of a school.</li> <li>-the negative impact of increased noise &amp; traffic &amp; parking problems around schools which will affect neighbouring residents. The streets can not cope with extra traffic &amp; parking.</li> <li>-the negative impact of 3500 R60 high density living with no provision for a buffer zone around existing homes.</li> </ul> <p>There would be an enormous strain on WATER for these homes, water which is already in short supply in Perth.</p> <ul style="list-style-type: none"> <li>-is the State Government planning to allow so many R60 high density homes, with a resulting huge population, to justify the rail line?</li> <li>-Please relocate the Asturian Drive school to the new planned development amongst the new homes where a school would be really needed.</li> <li>-Please put a stop to this development under its current plan.</li> <li>-Please protect the beautiful Swan Valley &amp; the lifestyle of its residents.</li> </ul> <p>Thank you. David &amp; Moira Candy</p>	Objection noted
189	Vicky	Object	Sedingley street	<p>The idea of living in the swan valley is having rural aspects. Is no land sacred anymore? There are enough dense building going on esp with Ellenbrook and the vines have proposed development up to Bullsbrook. It may have not be so bad if block sizes were larger ie 1/4 acres min.</p>	Objection noted
190	Kiran Patel	Object	16 waskerly place Aveley	<p>There is no provision for amenities such as banks, shops, fuel or medical services. There are far too many people using Ellenbrook and even Aveley as it is. Consider the impact that having even (assuming only 2 people and 1 car per house) would have on the strained services of parking, petrol, groceries etc There are few enough medical appointments available as it stands, adding 7000 more people who need their services is ridiculous.</p> <p>Are the emergency services in the area capable of handling this influx or will people die because the ambulance got delayed due to the ridiculous traffic?</p>	Objection noted
191	Jodie Lagana	Object	245 Park Street, Brabham	<p>When we purchased our block on Park Street, we were told that the special rural blocks on the opposite side of Park Street would never be developed. This was an important factor in our decision to purchase our block.</p> <p>I am shocked to see that these small lots are planned for the development. This will greatly devalue our properties. At a minimum, the blocks on park street should retain their half acre sizes.</p> <p>The loss of trees and wildlife in this area will be devastating to both the environment and local wildlife. There are many kangaroos living in this area. We watch them move through the back of the rural blocks in the evenings. There are kookaburras, corellas, galahs, wrens and willy wagtails living in the trees within this area.</p>	Objection noted
192	leigh bavin	Object	67 Georgeff St.	<p>The impact on Henley Brook is complete devastation. The rural community has been left on the wayside to deal with the increase of traffic, noise, litter. There is no proposal of a buffer zone between the rural Swan Valley and high density development. As an owner of an equestrian property, my lifestyle will be impacted beyond belief. The existing properties in Henley Brook should not have to take the impact of this ugly and crowded high density. The developers should not be given free rein to make the planning decisions. There needs to be a buffer zone/land/noise control set up to protect the rural Swan Valley. The Swan Valley properties of Henley Brook should NOT be the buffer zone. We also require a 4 meter sound wall between us and the proposed Henley Brook Avenue as was promised by the City of Swan when we were earlier consulted.</p>	Objection noted
193	Graham O'Dell	Object	19 Horseshoe Circuit, Henley Brook	<p>We were told when we bought our land that this was never going to be allowed to happen.</p>	Objection noted
194	Sylvia Edwards	Object	Morgan fields	<p>We are getting too populated with too small blocks. It's not the swan Valley anymore. Apart from that, I thought we need to think about using less water. With all the talk about it, More smaller blocks more water. I think we should go back to half acre blocks at least.</p>	Objection noted
195	Kristy Abbot	Object	1 HAYDOCK Lane, Henley Brook	<p>Objection noted</p>	Objection noted
196	Aimee	Object	47 Denton st	<p>Would add too much traffic to ellenbrook and Aveley area plus the new Tonkin and lord st has just cleared up the congestion this would only cause the problem again</p>	Objection noted
197	Alycia	Object	Millhouse road	<p>Its hard enough booking medical appointments and dogging traffic around ellenbrook/aveley as it is. Increase the congestion and reducing access to the already limited medical and other services is the last thing the community needs!</p>	Objection noted
198	Jennifer Work	Object	not effected	<p>You need to make sure infrastructure is there first before you let any further development go ahead. Impact on wildlife I bet has not been taken into consideration, as it wasn't with the new Lord street build. stop thinking of your lining your pockets and do what is best for the community</p>	Objection noted
199	Michael Lagana	Object	245 Park Street, Brabham	<p>My concern with this development spans across Environmental, Legal and Personal. This area is home to many different species of wildlife which are vital to the Swan Valley region. Upon purchase of our land on Park St we were advised that development on the Northern side of Park St would never be carried out. Personally I have issue with the size of the land releases proposed on Park St. Our blocks on the Southern side are half acre and if dense urban blocks are release on the Northern side of Park St then this will substantially de-value all properties on the Southern side of Park St. I strongly object to this proposed development.</p>	Objection noted
200	Jordan	Object	11 Bellazario Promenade, Aveley	<p>Unless reasonable planning for associated infrastructure and commercial development is included/increased it will have a exceedingly negative impact on the existing infrastructure in ellenbrook which is already under excessive load.</p>	Objection noted
201	Helen Anthony	Object	33 Brumby Avenue, Henley brook 6055	<p>I feel that we have enough residential areas. Maybe the city of swan could look at upgrading the current areas ie sandown pk. In particular upgrade the childrens playground. Also toilet facilities built so that the park could be used more especially with bbqs available. Great park for community use. Come on City of Swan less suburbia more community support.</p>	Objection noted
202	Dorothy	Object	5 bushside drive aveley	<p>Objection noted</p>	Objection noted
203	Gemma Masters	Object	53 Rocklea Crescent Ellenbrook	<p>So what exactly are we supposed to do in Ellenbrook, with increased traffic flow. You took 25 years to catch up, and now we have, you're going to turn it back into a nightmare. There aren't enough parking bays being built at the shops (320 in total), not enough greenspace, and not enough jobs. Also, can the city actually afford the infrastructure for this, as I assume our rates are paying for this, while the developer walks away with the profits???</p> <p>To be honest, this council is systematically destroying the things that make Ellenbrook nice. It's not the shops, the facilities. It's the environment. Once the last of the pine trees are gone, the last of the verticordias, the last of the birds and fauna, we're just another ugly area with too many people in it.</p> <p>STOP making profit off us, while leaving us with shops and nothing else. The money that is going to be spent building roads and light posts could be used to, oh I don't know, BUILD OUR REC CENTRE AND POOL!! But I guess our esteemed mayor and his cohorts are only interested in turning Midland into Subiaco, a laughable pipe dream. You're ugly people who create ugly areas while destroying what nature gave us.</p> <p>Oh by the way, we all know you're planning on developing 'West Ellenbrook', so the land grab isn't finished yet. You keep building your pathetic ghetto, knock yourselves out. This is your legacy, I hope you're proud.</p>	Objection noted

204	Steven Bayliss	Object	61 Brumby Avenue Henley Brook	We moved out here for the country feel. That will be lost totally.	Objection noted
205	Nicole Macri	Object	4 Bourne Tce Ellenbrook		Objection noted
206	Hannah Divitini	Object	12 tokara ave Henley brook	To many houses in such a small area. The value of larger properties will decrease	Objection noted
207	Brendon	Object	85 Charlottes Vista Ellenbrook	Ellenbrook can not handle the estimated 9800 extra people on the already struggling medical, shopping and Police & emergency services now. Also the current roads will not cope with that influx of peak hour traffic getting in and out of the said streets.	Objection noted
208	Audrey Brink	Object	22 Kennick Street, Aveyley		Objection noted
209	Carol mcginlay	Object	19ackworth grange the vines 6069		Objection noted
210	Melissa	Object	All of ellenbrook, aveley and Henley brook	The surrounding infrastructure is not enough to support the kind of influx this development would create	Objection noted
211	Peter darasz	Object	Not Supplied	I have an email stating that the old caversham racetrack area was closed to public because it was a wildlife conservation area. Please comment	Objection noted
212	Dharminder Singh	Object	17 Hewell Road Brabham		Objection noted
213	Craig Penney	Object	58 Tokara Avenue Henley Brook	Due to the lack of infrastructure for the amount of people and traffic. I'm worried this will be another congested area . Will the schools be built first or will every body have to come out of the area twice a day to take their kids to school.Have there been any through about the total lack of public transport.	Objection noted
214	Megan Spencer	Object	9 convallis vista. The vines	This is an absolutely ludicrous idea. Whilst I love seeing our community expand, we simply do not have the infrastructure to support this. The impact on current residents would be HIGH and frankly would make me consider leaving the area. It's taken 20years just to get a highway, now we are facing more than a double increase on the use of roads which already block up completely in peak hour!!!! Who is designing this area????! Not to mention the complete lack of shopping facilities, take away outlets, council facilities. For goodness sakes, we still don't even have a pool!!!!!!	Objection noted
215	Gemma	Object	RoundHill Road Aveyley	It's a lovely close nit area. Ellenbrook already has problems with crime increasing and having more houses , cars and access will cause damage to the environment , our roads , our safety.	Objection noted
216	Elise Renouf	Object	16 Marden Grange, Aveyley		Objection noted
217	M Scott-Nicholls	Object	Ellenbrook	Fix problems before creating more. Too populated as is	Objection noted
218	Ashleigh Way	Object	11 Granesse Drive Ellenbrook	Ellenbrook is busy enough	Objection noted
219	Jenny Harris	Object	2 Pinea Tum ellenbrook		Objection noted
220	Kristy Mone	Object	7 Millstream Grove Ellenbrook	Congestion is already a huge issue in peak hour traffic not to mention most of the schools in the area at at above capacity. We moved into this suburb as we loved the large properties and open spaces surrounding our suburb now they are being sold off to greedy developers it's really sad.	Objection noted
221	Kathryn Bourke	Object	83 Bronzewing Ave Ellenbrook	There is already ques for schools, shops, service stations as it is and it almost impossible to get out of Ellenbrook in a reasonable time to get to work at the current time. To add these extra cars and ppl to our current community will make doctors, shops, petrol stations an absolute nightmare. You have spread Ellenbrook far enough, plz don't add anymore houses to our community!!	Objection noted
222	Jean Sheppard	Object	Forge Lane Morgan Fields Henley Brook	This is all going to impact VERY BADLY on us all, traffic will be so bad and it's already bad enough as it is, we don't want all these buildings going up ruining our area, taking land away, the rate we are going there will be no scenery to look at either, We don't need all these people in new houses and more schools, we have enough, thank very much !!!! We need to get to medical appointments and doctors, dentists etc will be full to capacity overloaded, we can't cope with this plus the shops will be a nightmare to get in and out and be served, queuing is bad now on busy days in Coles Woolworths. I SAY A HUGE BIG NO, GO PUT ON YOUR THINKING CAPS AND USE YOUR BRAINS PLEASE I URGE YOU.	Objection noted
223	Karen lee	Object	9 vellum loop Aveyley 6069	We need more family things to do in the area . Shops and park and not adequate for family days out. Our children need and parents need entertainment like movie theatres, ten pin bowling, ice skating, jungle gym, as they are board and need stimulated not just more shops .	Objection noted
224	Jessica Barnsley	Object	115 Bronzewing Avenue Ellenbrook	This will have nothing but negative impact on Morgan fields and Ellenbrook. We do not need this. It is greed only. I am a home owner in Morgan fields and hugely object	Note objection
225	Gail Clinton	Object	9 Moondarra Way Brabham	The urban development in this area has blown out of control. We dont have enough services to sustain this influx.	Objection noted
226	Elaine Bosenberg	Object	29 Portofino Turn, Ellenbrook	How many more residents, people, traffic do you want to put in an already fully populated area. This is becoming quite ridiculous all for the sake of more revenue for council. Just simply trying to find a parking bay eat The Shops now is ludicrous.	Objection noted
227	Coralee Dall	Object	90 Park Street Henley Brook	The Swan Valley is being ruined by high density housing. There are other animals that live here too. Birds , kangaroos, possums etc. This is a unique fertile area and should not be turned into a concrete jungle.	Objection noted
228	Keith gourley	Object	18 forge lane Henley brook	This area with all its professional horse farms is providing income and jobs. This area is interconnected with the swan valley	Objection noted
229	Karen & David Campbell	Object	40 Asturian Drive, Henley Brook	Absolutely horrified with the proposal to convert 110 properties into 3500+ properties - there is no requirement for high density living in the Swan Valley. Block sizes will be 110m2 to 220m2.  The developers plan does not provide enough information regarding R-codes, re-zoning or proposed roads. With only one new road proposed to enter the area down in Park Street, Henley Brook Avenue and Asturian Drive will become a thoroughfare for an additional 3500 cars to enter and exit the estate - not to mention more traffic while houses are being built.  Why 2 Primary Schools and no high school? - the placement of which is totally wrong - residents in Morgan Fields should not have schools near them - build them next to Park Street, so they can be utilised by the new landowners.  Value of existing properties will decrease substantially with this proposed development, and the peaceful semi-rural existence we have enjoyed will disappear, not to mention the destruction of the wildlife and environment we have here.  No provision in the proposed plans for Shops, Medical Centre and other facilities required for additional 3500 properties. No buffer zones for existing properties.  The Developers held an information meeting for local residents last week - they were asked many questions that they failed to answer - and we have found out since then that they misled us on information they supplied us - which was totally wrong.  This proposal should be changed drastically before approval is given.	Objection noted
230	Julie Brownless	Object	32 Marsala Way, Ellenbrook 6069	As usual the City Of Swan is putting infrastructure last instead of first. If you want these extra dwellings for there rateable value you need to try and get it right this time. The impact this will have on Medical Facilities which are overwhelmed now, road traffic and schools but to name a few is going to be horrendous. So yes I object.	Objection noted
231	Lauren Galati	Object	4 Tallering Drive, Ellenbrook		Objection noted
232	Penny Friend	Object	32 Marsala Way, Ellenbrook, 6069	Ellenbrook/Aveyley are large enough now. Infrastructure would not take more. Many, including me, purchased in the area as it abuts one of the most beautiful areas in WA. Perhaps being a tad selfish but the way that areas are opening up, the natural beauty is being eroded which in turn removes habitat for iconic and not so iconic, wild life. Can you not put a stop to greed and say the flora and fauna have taken a large enough hit of late, that's enough for now? The people of the area do not want more houses that in turn will add to a run on all health clinics, schools, etc. Ore air pollution as more cars use the roads. Speak to anyone and they say, "enough is enough". Just for once in the life of the City of Swan, amaze us all and go with the what the voting public desire. Go on, you just might get compliments and not hatred. You might just like it!!	Objection noted

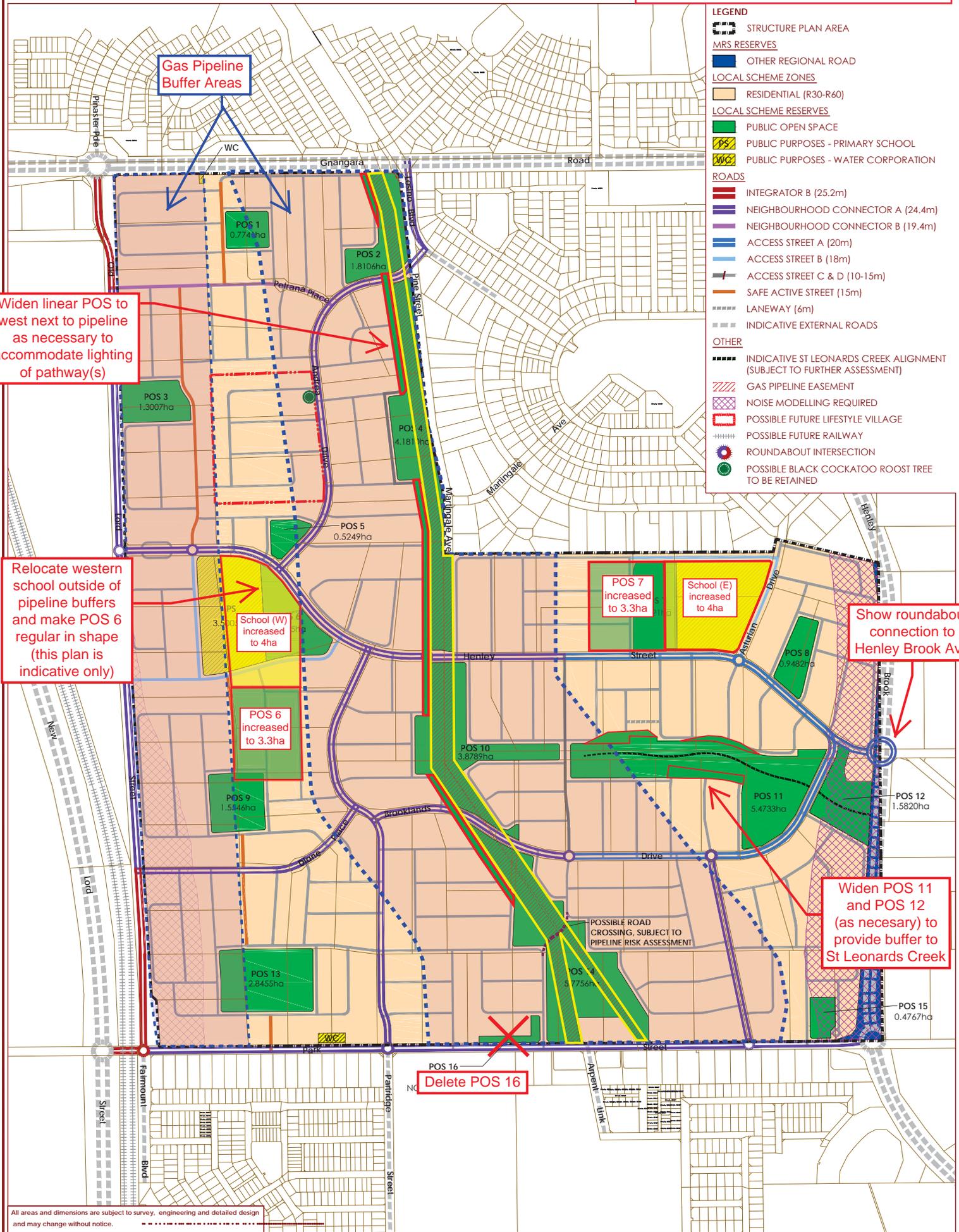
233	Mr & Mrs F Davis	Object	18 Sandown Circle Henley Brook 6055	My husband and I, being residents in Morgan Fields VILLAGE are very concerned about the high density housing planned for around Morgan Fields Village. We have lived here for sixteen years. We both volunteered and served on the Morgan Fields Residence Association in the early years, raising funds and spending many hours making Sandown Park the beautiful park and Village that it is today. One of our main concerns is the impact on the bird life, it will be astronomical, with losing so many large old native trees to development, plus younger native trees, that take many years to grow. Also, where do you propose to acquire the water for all the new parks and Gardens in the new development? If taken from the small lake in Sandown Circle, Morgan Fields Village it would dry up very quickly. Already this lake is used to water all the Parks and some verges around Morgan Fields Village, this would be a very big concern. We have a very small quiet beautiful Village which will be totally lost being surrounded by high density housing. There is no need for such high density housing here in Henley Brook, being in a country setting next to the Swan Valley. We totally appose this development.	Objection noted
234	John Holman	Object	22 Helms Loop, Ellenbrook	What was once a lovely area with a rural feel had turned into just another concrete jungle. There are already so many displaced wild animals, not to mention the increase in traffic on already congested roads.	Objection noted
235	Mason Johnstone	Object	235 Park Street Brabham	The Swan Valley is one of the most beautiful areas in the world positioned so close to a capital city. One of the biggest draw cards affecting our purchase on Park Street was the 5 acre properties opposite and that feeling of getting out of the rat race. The Progress Developments plan will greatly change the look of this part of the Swan Valley basically destroying it in an irreversible way. The residents on the south side of Park Street would like to ask why this area has to have such high density living? This is not Maylands, Subiaco, Leederville, this is the Swan Valley and it should be protected. We can accept that with the new highway and the pipeline going in many years ago the area near Lord Street has pretty much been destroyed and people will need access to the new rail station. So place high density living and a school near Lord St and then do a slow progression back into Henley Brook. In this manner R60 rating and school would all be along Lord St with R30 in the middle areas, half acre properties going down Park Street, along the Morgan Fields border and along Henley Brook Ave. That way there is a natural progression from high density living all the way back to the existing 5 acre properties on Henley Brook Ave. It also means that owners of larger acreage properties within the development area who do not want to move, will have mainly R30 – half acre properties around them rather than R40 - R60 properties. Having a plan like this would be beneficial in protecting the environment (as many trees could be kept), would have much less impact on existing neighbours, would keep a beautiful Swan Valley feel to the area and have less impact on the Swan River and the facilities in Ellenbrook.	Note objection
236	Eileen Johnstone	Object	235 Park Street Brabham	The Swan Valley is one of the most beautiful areas in the world positioned so close to a capital city. One of the biggest draw cards affecting our purchase on Park Street was the 5 acre properties opposite and that feeling of getting out of the rat race. The Progress Developments plan will greatly change the look of this part of the Swan Valley basically destroying it in an irreversible way. The residents on the south side of Park Street would like to ask why this area has to have such high density living? This is not Maylands, Subiaco, Leederville, this is the Swan Valley and it should be protected. We can accept that with the new highway and the pipeline going in many years ago the area near Lord Street has pretty much been destroyed and people will need access to the new rail station. So place high density living and a school near Lord St and then do a slow progression back into Henley Brook. In this manner R60 rating and school would all be along Lord St with R30 in the middle areas, half acre properties going down Park Street, along the Morgan Fields border and along Henley Brook Ave. That way there is a natural progression from high density living all the way back to the existing 5 acre properties on Henley Brook Ave. It also means that owners of larger acreage properties within the development area who do not want to move, will have mainly R30 – half acre properties around them rather than R40 - R60 properties. Having a plan like this would be beneficial in protecting the environment (as many trees could be kept), would have much less impact on existing neighbours, would keep a beautiful Swan Valley feel to the area and have less impact on the Swan River and the facilities in Ellenbrook.	Objection noted
237	Jennifer Rajendran	Object	4 Tolj Loop, Aveley 6069	It will cause congestion to the area.	Objection noted
238	Victoria D'Souza	Object	14 Eriskay Terrace	I'm disappointed with the Henley Brook proposed development. I have lived at my current property for 17 years and I really love the Morgan Fields estate. We have a lovely community and beautiful park. I feel the plan for the amount of condensed size blocks to be put in that area is devastating . There has been plenty of house developments along Lord St and to have another housing development would make the area unappealing and also cause issues with car congestion, noise, cars parking on foot paths in the area.	Objection noted
239	Anita Watkins	Object	265 Park Street, Brabham	It will totally ruin the country feel of this part of the Swan Valley, besides creating massive amounts of traffic. We do not need this amount of housing expansion--Dayton and Brabham are selling so slow it isn't funny! Any development should not be less than an acre--4000 sq metres--at the very least.	Objection noted
240	Kayte Conduit	Do not object	37 Asturian Drive, Henley Brook	I object to the location of the primary school near Asturian Drive.	Support noted
241	Reto Ammann	Object	33 Asturian Drive, Henley Brook	After listening to two information session, we consider the primary school could be accepted as currently shown on Asturian drive subject to: 1) Asturian Drive be blocked off to Henley Brook Avenue and new development has its own access to Henley Brook Avenue. That way Morgan Fields get no through traffic; 2) 3m high Limestone wall erected on border along Morgan Fields properties; and 3) local road between primary school and Morgan Fields, this is a good idea and separates the school from existing properties. Further it will give us access from the back for possible future subdivision of our 4000m2 property.	Objection noted
242	Isaac Moran	Object	247 Park St Brabham	The Henley Brook area classed as a semi rural area comprising of viticulture, hobby farming and large properties. This is the appeal and aesthetic of Henley Brook. This was the case in Dayton and Brabham until recent years. Already there are developments in the Dayton area and in Ellenbrook area with no houses and no occupants to buy blocks. Why destroy perfectly good open land full of trees and wildlife for the sake of small blocks which will sit vacant for years? Not to mention the environmental impact such development will have. The flora and fauna of the area will be decimated for the sake of what? Money I assume. Money in the pockets of the counsellors and money in the pockets of developers. At what point does the City counsel say that the semi rural nature of the Swan Valley should be preserved? When will enough development be enough. I appeal to you to not destroy the aesthetic, nature and feel of Henley Brook.	Objection noted
243	Vikki McRoberts	Do not object	5 Farrier Terrace Henley Brook	It would be good if there could still be availability to have some bigger sized properties to blend the theme of living in the swan valley with the new suburban in fill. Also, an additional 10,000 people in close proximity will put pressure on the existing Doctor and health resources. Additional GP and health resources will be required as current levels are already too lean for the existing population of Ellenbrook, Henley Brook, Aveley, the Vines and Brabham.  If Henley Brook Avenue is down graded so that it is not dual carriageway, access up Henley Street to head east and west from Henley Brook Ave would be highly desirable. The Minister for Education should purchase the sites for the schools sooner than later to give those property owners certainty now instead of making them a prisoner on their property for the next 15 years when they realistically need to plan for retirement or make provisions in their wills. If they are unable to parley with developers, it's unfair to them just to wait an indefinite period, being unable to sell or subdivide. Also, an extra 10,000 people in the area will need more police. Can you make it a requirement that all new houses have solar panels and rainwater tanks installed? This should happen with any new build in the City of Swan.	Support noted
244	MAUREEN SCORER	Object	65 Sandown Circle Henley Brook	This area is low density leading into the Swan Valley. Gnaragara Road - from Pinaster is two lanes and unable to cope with existing traffic and West Swan Road is also only two lanes. If tourism is to flourish in the valley another 5-6000 locals trying to use these roads would exclude visitors - or make the journey unpleasant. The proposed 3,500 houses in this area would over extend all infrastructure. Most residents now are living here because of the quiet lifestyle offered. We are happy there are no shops and little in the way of loutish behaviour. Many properties have also been bought to accommodate horse breeding and training - more traffic will be hazardous to them. Why has the City of Swan not sent letters prior to the 27th August to inform residents of these proposals - property owners have already signed agreements with the developers. Where are the copies of the structure plan, background information and locality plan supposedly enclosed? It would appear you are making it difficult for residents to find the information and have time to respond. I am very unhappy with the plans submitted and strongly object to them.	Objection noted
245	Katherine Stevens	Object	43 Horseshoe Circuit, Henley Brook, WA 6055	As long-term residents of Henley Brook, we strenuously object to the proposed 'Henley Brook Local Structure Plan'. We feel that that not only is the plan contradictory to the Swan Valley Preservation Act, there is absolutely no requirement for such a high-density development in the area nor is it an environmentally sound proposal, as we shall detail in our written objection and supporting photographs (both attached).	Objection noted
<b>Government Agencies</b>					
246	Department of Education	Support the LSP subject to modifications	NA	Appropriate number and location of public schools should be addressed at strategic level. Future public schools will have a catchment areas in access of the dwelling yield of 1500 dwellings. Proposed 2 primary schools would not be sufficient also as a result of the Brabham area. An additional primary school should be located near park street in the southern area of the LSP. The proposed school west of the pipeline easement should be moved slightly to	Comments noted. Discussed in WAPC report

				the north. Schools should be rectangular in shape together with playing fields as well. An additional primary school would create a demand for an additional secondary school as well. Increasing the school sites to 4ha to make up for the overflow demand is not supported. DE indicates that the need for an additional primary school derives from projected population of 3567 dwellings for LSP 1 in Albion DSP, surplus of 500 lots in the draft LSP, potential TOD west of Lord Street and at the Morgan fields estate.	
247	Department of Water and Environmental Regulation	Support the LSP subject to modifications	NA	An amended LWMS is required that addresses the proposed foreshore protection area and various technical drainage matters.	Submission upheld. Modifications required.
248	Main Roads WA	Object	NA	Impact upon the operation and function of the State Road network is uncertain. Trip generates are disputed. TIA should reflect proposed densities. Issue with traffic modelling formats, and railway crossing between New Lord St roundabout and Fairmount roundabout as well as bus priority traffic signals at Marshall Road and New Lord Street.	Submission upheld. Modifications required.
249	Public Transport Authority	Support the LSP subject to modifications	NA	Modifications are required in relation to routes, 336,337, 956.	Submission upheld. Modifications required.
250	Department of Transport	Support	NA	No comments provided.	Support noted
251	Department of Health	Support	NA	General advice provided in relation to health matters.	Support noted
252	Water Corporation	Support	NA	General advice provided.	Support noted
253	Department of fire and Emergency Services	Object	NA	Raised issues with vegetation classification regarding plots 14,15 and 16 (insufficient information provided). BAL ratings can not be validated.	Submission upheld. Modifications required.
254	ATCO Gas	Objects	NA	Provide advices in terms of risk mitigation. School to be located outside ATCO's buffer area (trigger area). Requires AS2885 Safety Management Study.	Submission upheld. Modifications required.
255	APA GAS (Owner of Parmelia Gas pipeline)	Support subject to conditions	NA	Indicates that APA is required to operate high pressure gas transmission pipelines (HPGTP) in a manner that minimizes adverse environmental impacts and protects the public from health and safety risks. HPGTPs are required to be operated in accordance with Australian standard 2885 (Pipelines – Gas and Liquid Petroleum) (AS2885). In managing HPGTPs, land use changes must be considered within the area defined by AS2885 as the Measurement Length (ML) which is approximately 300metres. AS2885 requires that a Safety Management Study (SMS) be done when land uses are changing. Such a study has been done for the draft LSP area. Easement areas must be managed, no roads and road crossings. APA is satisfied with the linear park area and supports the proposal subject to conditions such as the requirement for a Safety Management Study, Landscape Plan, No roads in easement area, No buildings or improvements. Commented on the HENLEY BROOK GAS EASEMENT SUMMARY GUIDELINES to be included in the draft LSP to guide development.	Submission upheld. Modifications required.
256	Dampier Bunbury Pipeline	Support	NA	DBNGP corridor designated as POS and the draft LSP is supported. Residential lots can be located abutting the corridor but no sensitive uses (hospitals, aged care, schools etc) within 200m. Requires a AS2885 Safety Management Study to produce a Pipeline Risk Management Plan.	Submission upheld. Modifications required.
257	Department of Communities	Support	NA	No comments	Support noted
258	Primary Industries and Regional Development	Support	NA	No comments	Support noted
259	Department of Biodiversity Conservation and Attractions	Do not object	NA	Provided advice in relation to the following- Nutrient retention capabilities, nitrogen and phosphorous levels, water sensitive urban design (WSUD) important not to let nutrients into Leonard's creek, location of subsoil drains, creation of foreshore reserves with vegetation protection and buffering, stormwater management areas to be outside the foreshore area and in abutting POS, foreshore area should be revegetated.	Submission noted. To be addressed in updated LWMS

## Attachment 5 - Schedule of Submissions (Part 2)

No	Submitter	Position	Property Address	Comments	DPLH Comments
1	Judith Anderson and on behalf of Neville Anderson	Do not object	Brooklands Drive	We agree with the original structure plan but disagree to the amendments of the structure plan taking more land for the school on the western side where the POS6 has taken more area from properties on Brooklands Drive. This has now affected several more owners and their properties. Surely the school would be better situated south of Diana Place as there already is a POS 13 over an area of more than 2 ha and closer to Brabham and Henley Brook and well away from any buffer area. At the meeting of the 22nd the owners of Austrian Drive had no objection to the school but wanted to know when and who would pay them out. This also goes for the people in Brooklands Drive and Henley Street. (We are all getting older and find it increasing harder to maintain our property especially when we cant do anything with the whole of our land.) The school would service residents of Morgan Fields, Henley Brook and maybe some Avelley residences. As far as the Morgan Fields residences stating they bought 18 years ago not expecting Henley Brook to be sub-divided they have to realise changes in population growth demands changes. Of the 225 signatures against the sub-division and school it only affects a handful of people not. 225. And several of those properties have changed hands in recent years	Support noted
2	Elizabeth Brien	Do not object	335 Henley Street Henley Brook		Support noted
3	Donald and Christine Cleary	Do not object	160 starflower road Henley brook 6055	This the second updated structural plan A lot of work and cost have gone into it looks good to me. Morgan Field was the stand of the traffic that stuffed our rural life style ,so they can't complain now ,it's call urban expansion.	Support noted
4	Witheld Section 51B	Do not object	296 Henley St	We agree to participate in the proposed Henley Brook Local Structure Plan and subsequent Development Contribution Plan for the residential development of the land.	Support noted
5	T Mathews	Do not object	28 Asturian Dr		Support noted
6	SUSAN Cervantes	Do not object	658 Lord St (94 StarflowerRoad)		Support noted
7	Lindsay Bundesen	Do not object	10 Starflower Road, Henley Brook WA 6055	This is on behalf of all four owners of 10 Starflower Road (formerly Place), Henley Brook.	Support noted
8	Catherine Muraszko	Object	11 Asturian Drive, Henley Brook	I object to both Structure Plan and any participation in the proposed Development Contribution Plan	Objection noted
9	Stephen Muraszko	Object	11 Asturian Drive, Henley Brook	I am not willing to participate in the Local Structure Plan or the subsequent Development contribution plan.	Objection noted
10	William Muir & Susan Ursula Muir	Do not object	254 Park Street, Henley Brook, WA 6084	Properties are zoned urban therefore development should proceed as soon as possible. We have owned our property for 33 years and our lifestyle has been eroded due to development of Ellenbrook, Morgan Fields and Brabham. We are no longer able to use the land in the manner we purchased it for due to increased traffic volume. We have studied the proposed structure plan at length along with reports from COS planning and have no objections.	Support noted
11	J Bonivento	Do not object	126 Starflower Road Henley Brook	I support the proposed Henley Brook structure plan and believe it to be well balanced and able to meet the required criteria from the relevant agencies/authorities. The proposed plan integrates perfectly with the neighbouring residential estate of Morgan Fields (Henley Brook) and southern residential suburb of Brabham. The soon to be residents of the proposed development will benefit greatly from the well placed schools, public open space, existing Henley Brook bus station and the planned Morley-Ellenbrook rail line. I look forward to the structure plan roll out.	Support noted
12	Tanya Bonivento	Do not object	126 Starflower Road Henley Brook WA 6055		Support noted
13	Darren Anderson	Do not object	376 Henley Street	Happy to see Structure plan go through. With future train line and new bus depot , plan will be of benefit to suburbs of Morgan Fields and Brabham.	Support noted
14	Natalie Anderson	Do not object	376 Henley Street	Happy for development to go ahead.	Support noted
15	Sharon Cantrell	Do not object	290 Henley St Henley Brook	As a resident of Henley Brook this has been going on for years. Morgan Fields has had years to comment on this and argue the point. They could have come to the meeting with the council when they approved the zoning change etc. It is 2 people that making all the noise and rallying everyone up as they are not happy where the school is ( being close to their property ) It is no different to the vines they have small lots amongst big lots. We are going to have a train station at the end of our street ( supposedly where the bus station is ) you would need higher density population to warrant this. Again it is only Morgan Fields that is kicking up a stink and they couldve done this quite some time ago. Majority of houses in Henley Brook are either under contract or have sold already. People want to move on and get on with their lives rather than be stuck in limbo and not able to do a thing. Lets keep this moving the structure plan has already been delayed by a year it's getting ridiculous now! I have been stuck in limbo for over 4 years now whilst trying to get the zoning changed then with the stuff around with structure plan.	Support noted
16	Ken Bear	Do not object	137 Brooklands Drive, Henley Brook	I support the creation of a structure plan and the subsequent subdivision of the Henley Brook area. I do have concerns about the size and locations of the western school and pos and how the landowners affected would be compensated.	Support noted
17	Alex & Margaret Meikiejohn	Do not object	11, Petrana Place, Henley Brook, W.A 6055	We are a couple in our late seventies and this development has been in the pipeline for a long time. It's time that the issues gets resolved and the people like ourselves can move on with the rest of our lives. It used to be a very good place for horses etc but this has long time passed by speeding cars and people throwing rubbish out of their car windows as they pass. It is mostly elderly people that live on these blocks and have been here since the beginning and also wish to move on. So please expedite the issues in a prompt manner.	Support noted
18	GIOCONDA SANTUCCI	Do not object	342 PARK STREET HENLEY BROOK		Support noted
19	John Chleboun	Do not object	350 Henley St, Henley Brook, 6055	I do not see any need for further deferral of the structure plan which has been unendingly slow in its development. Also any objection by Morgan fields people to the school developments is unnecessarily spurious and mischievous.	Support noted
20	S & L Anilulov	Do not object	328 Henley Street, Henley Brook	We would like this structure plan approved ASAP. Thankyou.	Support noted
21	Arnold Verenne	Do not object	131 Brooklands Drive Henley Brook		Support noted
22	Paul Menaglio	Do not object	308 Park St Henley Brook	Not sure that the wording of the statement that needs to be commented on has any merit. As far as I can tell there is no Development Contribution Plan proposed in detail so cant comment either way. From my understanding it would be necessary anyway so why even comment on it. Seems like political grandstanding potentially by councilors that have an agenda and possibly little understanding of the process.	Support noted
23	Keith HARRISON	Do not object	248 Park Street, Henley Brook	Fair process be given to those holders of land that have incurred unfair public open space upon their land due to the process and preferential treatment for the elderly persons to obtain early compensation either by government, council contribution. Early access to funds will assist them in establishing new beginnings in their twilight years.	Support noted
24	Tracey Mettam	Do not object	41 Andrea Drive, Henley Brook	Developers are interested in our area. This is not the lifestyle we purchased in 1989. Suburbia has impinged on our rural life style.	Support noted
25	Sue Manning	Object	122 Brooklands Drive, Henley Brook	No, we do not agree to the LAP as it is. And this the wrong question. It should not be do you agree to participate in the plan or not, it should be do you want to stay in your house or not. The LAP cannot be finalised until somebody works out who is going to stay in their house or not. As the plan is now there is a road going through our house - and we will be staying. The plan needs to be changed to take into account the houses/families who will stay in the area.	Objection noted
26	Juergen Schmidt	Object	122 Brooklands Drive Henley Brook	I object to the SWAN-SP/2019/4 Henley Brook Local Structure Plan as you have confirmed to us twice in 2014 and then again 2015 that there will be no development happening in this area for at least another 15 years. I was told there is NO applicato to rezone and develop this area and if there would be one it would take at least 15 years before it would go through the approval process. Based on that we have bought a block of land here and build our house with your approval and now you are plan a street right through our garage. In my opinion this shows how incapable you guys at the City of Swan are. I guess things can get fast tracked when the developer pays you enough money.  I object to the SWAN-SP/2019/4 Henley Brook Local Structure Plan as no consideration was made for people who already live in Henley Brook and dont want to move. The structure plan does not consider us. NO streets should be planned through houses and sheds which will stay. This just creates dead end roads which are not of use to anyone. Just look at the absurd planning at Rostratus Link, Dayton WA 6055 which was obviously approved by people who have no idea what they are doing. N schools or public open space should be placed on peoples properties who don't want to sell. But obviously generating profit comes before what people want.  I object to the SWAN-SP/2019/4 Henley Brook Local Structure Plan after visiting the last two council meetings which clearly showed that most of older councillors are oblivious and ignorant to the need to protect the environment when developing new la Developers should be forced to keep groups of trees. Developers should have to develop their streets and house blocks around trees. This would create a much more valuable area for the people who are going to live here.  I object to the SWAN-SP/2019/4 Henley Brook Local Structure Plan as it seems that development is still done the same old way as they were done 5 and 15 years ago. It seems that neither the City of Swan nor the developer have learnt anything new. The shire and the developer are just after revenue and profits but no one takes into consideration what is right for the future of the people and the environment. Fauna and flora needs to be protected and you don't consider neither in your structure plan. There are thousands of trees here and you want to save 1(one) tree. Developments need to be done in a more environmentally friendly and sustainable way. It is the councillor's job to listen and to act on the peoples comments and to keep themselves informed and educated of how to future proof this area and develop it a modern way.  I object to the SWAN-SP/2019/4 Henley Brook Local Structure Plan because of schools are planned along main roads. Schools should never be built on main roads, they should always be on a side road so there will be no kids running across main road and parents can safely pick-up their kids without causing traffic chaos and dangerous situations for other road users.  I object to the SWAN-SP/2019/4 Henley Brook Local Structure Plan as there are no rules in place that Houses must have decent green space around them to avoid heat sink areas. Suggested block sizes are way too small to have a decent garden for kids and pets to play outdoors. There will be no space to grow a shady tree or to grow cool grass or have a pool in the backyard. You guys seem to put profit over creating value for people.	Objection noted
27	Donna Lupton on behalf of V & C Vinciullo	Do not object	16 Diane Place Henley Brook	In response to the letter received following the council meeting on 22nd January 2019 regarding the Proposed Henley Brook Local Structure Plan we do not object and are in favour of developing the area in accordance with the land use zoning however reserve the right to amend our support upon review of the amended local structure plan that is yet to be provided for review and public comment.  One concern is the fair and equitable distribution of public open space. The City of Swan should review the ownership of properties owned by the developer. Although 10% POS has been allocated over the whole local structure plan area it should noted that of the 13 properties owned by Little Group (as outlined in attachment 6) there is minimal land reserved for POS and this is well below the 10% (estimated at approx 1%). POS 15 is located within land wholly owned by Little Group and a negligible amount from two properties owned by the Little Group is allocated for the northern edge of POS13. The onus for providing adequate POS should not be borne by the fragmented owners within in rest of the local structure plan area.  As seen in Dayton, properties allocated to POS are still undeveloped therefore parks/POS is unavailable to those that have purchased lots. Titled lots that have been sold are defective as amenities are not available to them.  It has been mentioned by some to relocate POS and schools to land of those in support and wishing to participate in the LSP. We are in support of development however not in support of our property being fully allocated to a school or POS as this will dramatically affect the value of our property. At present a small portion of our property has POS allocation which we are not objecting to.  We would like the opportunity to review the modified plan prior to Council or WAPC adoption of any such local structure plan that would affect our rights and value of our land as landowners within the Henley Brook Planning area.  In regards to a DCP we do not agree to a DCP without reviewing the items and costs proposed. We do not agree that the cost of Henley Brook Ave should be included and to be borne by those in Henley Brook. The driver for the construction of this road extends beyond those located within the LSP. Where is the funding coming from to construct the upgrade of the existing Henley Brook Ave in Henley Brook in the absence of a DCP in Ellenbrook? It is assumed that State funding will be applied for and 1 remainder included in the City of Swan budget and then allocated in the rates paid by those within the City of Swan. This major infrastructure should be funded no differently. Owners 16 Diane Place Henley Brook	Support noted
28	WJ & PL Robinson	Do not object	Lot 149 Petrana Place Henley Brook	I write on behalf of my parents WJ & PL Robinson who own Lot 149 Petrana Place Henley Brook, though they reside in Maida Vale. I reported my discussion with Asha Logan yesterday and they support the concept of the development of a Structure Plan. I'm sorry I could not their names in the preceding section marked "required".	Support noted
29	B & P Olson	Object	38 Andrea Dr	Will not participate in LSP. High density housing is dangerous, ie. fire. No airflow and 6 degrees hotter than larger blocks. I will sell when it suits me.	Objection noted
30	Brian Jones	Do not object	230 Henley St Henley Brook 6055	As I resides in the affected area to be developed since the late 80's I have seen the changes that have already come and affected our lives over that time. At that time Ellenbrook was just a pine plantation and Morgan Field's was a sand pit & this part of Henley Brook was still located in the Swan Valley, we lived on a No Through Rd, by choice, built our house planted in excess of over 200 trees, our family grew up here, our children went to the local Upper Swan Primary school, played sport in the area, had some great neighbours/ friends & generally had a quite semi rural upbringing on our 5 acres. how ever it wasn't long before Ellenbrook was develop, which did bring some good points, then Morgan fields was opened up and I must say as our property is within 130m from Morgan Field our quite life was never the same again. eg 1) Our road is now a vary busy through road, as it is now the back road to the fast Food out lets on Gngangara Road & Ellenbrook shops. 2) Fast Food rubbish now get scattered on the verge along our property and others on a daily bases. 3) Just about ever week there will be rubber burn out tyre marks at all intersection in our semi rural location. 4) Cars seem to leave Morgan Field where the speed limit is 50KM/H and once they get to the semi rural area they just plant their foot and take off and at times burning rubber as they go. 5) Early morning, (from 4am) peak hour traffic cutting through the back streets to take short cuts to West Swan Rd and other major Roads, including trucks & the same happens in the afternoon peak hour 6) Now not safe for children riding bikes, mother pushing prams or horse riding down the road due to the increase in traffic and no foot paths in a 70 Km area. 7) Due to the uncertain of the development many property are now getting run down, some have already been sold to developers, some have even been demolished and unoccupied, so this area is now in a state of no mans land.  So basically when we brought here in 1987 in a quite newly developed semi rural area, on a No Through Road that was our choice, then Ellenbrook started in 1992 and Morgan's Field in the early 2000's our life style and way of life has now changed, so I do now support the proposed new development in our area.	Support noted
31	Daniel Kelly	Do not object	261, Henley Street, Henley Brook	I do not object to the development. The surrounding properties already gone	Support noted
32	Giancarlo Cappi	Object	178 Starflower road Henly brook 6055	After viewing the council online meetings regarding the local structure of Henley Brook, we strongly reject the proposal to remove residents from their property without their agreement to do so. We have lived on our property for over 29 years and at this stage of our lives we do not want to be forced to move and start over. As there are people who are willing to move, would it not make more sense to place POS on these properties. It is unfair to make families uproot their lives just so developers reek the financial benefit. When residents have been part of the Swan City Council for years, we feel it is your duty to look out for the best interest of your residents and not that of the developers coming in to make a profit	Objection noted
33	Cono Onofaro	Do not object	12 Petrana Place	With all the media attention with suicides and other criminal activities stemming from bullying this is a fine example of bullying at the highest level. I was approached back in the beginning of this development proposal and was asked back then if I was interested where I answered absolutely not, I was happy here and wished to stay. I now find that this was a scout for Mirvac who was gathering information to use in their structure plan - this in my view (which is hard to prove otherwise) is the reason why I have public open space placed on my land - not only my land but over my entire building envelope	Support noted
34	Brian Roberts	Do not object	151 Brooklands Drive Henley Brook ( Lot 111)	I didn't object to the urbanization or the original Henley Brook Local Structure Plan, with the two school (West & East) I Understand the West School needed to be re-positioned out of the Alco Gas Buffer zone on the current, Shire recommended "Henley Brook Local Structure Plan". Now with the proposed size increase of the school & POS6, the new POS6 location appears to consumes our homes, and large portion of the developable land, making it an unviable for any developer to purchase, due to co impact to the developers, to develop, the POS6 area and offset the cost against developed lots in the future. I believe the Schools should be changed back to original size, and have the West school moved Eastward towards Henley Street and POS 6 placed west of school location. Another option would be to move the West School to Park	Support noted

35	John & Jo-anne Waslin	Do not object	78 Starflower Road Henley Brook 6055	Street, where the Gas Buffer zone routes, has a larger "SAFE" area between the gas buffer zones. It is my intention to participate in the Local Structure Plan and subsequent Contribution Plan. As a landowner in the affected area the rezoning and structure plan has had adequate consultation throughout the process and we feel well informed of the resultant changes. We feel very strongly that the issues raised by Morgan Fields residents shows no consideration at all that the semi rural nature of the Brooklands locality is no longer viable for many of its residents This in a large part is due to the Morgan Fields residential development of 2000. The increased traffic from Morgan Fields residents using our local roads as thoroughfares with little regard to speed and safety, particularly of equestrian users has severely impacted on the intended use of the area. I certainly have been unable to use local roads and access bridle trails for horse riding for a number of years. The encroaching Ellenbrook & Park St. developments have further increased these issues from a traffic volume, pollution and social issues perspective. We as semi rural landowners now have a four lane highway and a bus station carpark and future railway line on our border which used to be Whiteman Park open bushland so the ability to maintain our semirural lifestyle has been severely compromised Residents outside of the affected area have not bought a landscape or view it is the rural landowners property and as the needs of the community and area have moved on we have also chosen to.	Support noted
36	Suzanne Dickerson	Do not object	32 Andrea Drive Henley Brook		Support noted
37	Rebecca Tsours	Support	315 Henley street Henley brook	My husband and I purchased our property in 1995 and with the development of Morgan Fields years ago, it destroyed our property. We had green grass from front to back with water in the easement all year round. The development destroyed the water table which caused the property to become a sand pit and all the gum trees died which was a \$10,000 cost to us to have them removed as they were being uprooted with the strong winds. The easement has had no water in it for years which contained yabbies and all sorts of wildlife. Such a shame what destruction can be caused from neighbouring land development. Once land development starts, the Council or Shire or whoever has the voice, should be more vigilante in helping land owners to protect the land that is still there. Instead they ignore what destruction it is causing to land around the development areas. So, why on earth would we want to continue living in the property that is no longer???	Support noted
38	S & W Muir	Support	88 Shady Hills View	Raise concerns about the value of Lot 58 now that it is designated for POS. Request City to progress draft LSP.	Support noted
39	Element group on behalf of G Wilson	Support	8 Brooklands Drive Henley Brook	Their client is willing to participate in the draft LSP but not sure what participate means.	Support noted Based on remodelling of drainage requirements for St Leonards Creek in terms of Lot 100, the entire lot will not be required for drainage and POS, making some land available for residential development as a result of drainage remodelling. Modifications required.
40	Amity Hudson & David Johnstone	Support	31 Andrea Drive, Henley brook	Wish to sell property at earliest convenience.	Support noted
41	Rowe group (on behalf of G & S Menzies)	Object	Lot 77, Henley Street	Concerned about excessive POS on their land. Stormwater retention to be done upstream of their land. Requires further flood modelling to be done as required by the City and DWER. Their land only affected by smaller area for floodway and drainage. POS should be distributed amongst landowners.	In terms of Lot 77, the land is constrained by drainage of St Leonards Creek at the end of a large catchment and a large portion is to be designated for POS as recommended in the LWMS. Slight reduction in POS can be accommodated as a result of drainage remodelling. Modification required.
42	Moharich & More (on behalf of L & R Dorizzi)	Object	71 Andrea Drive (Lot 153), Henley Brook	Do not object to development or the principle, but object to the form. Due to POS designation only 3,197m2 are left unencumbered by POS. Access streets also take up a lot of land. Large area of their site not developable. Suggests that a DCP purchase the land before the LSP is finalized.	This lot is constrained being impacted by the gas pipelines including being the low point of its catchment. This means drainage basins need to be located outside of the easement area and this is the reason for its POS designation on part of this lot. Remodelling of drainage indicated that POS can be reduced making around 50% of the lot available for residential development. Modifications required.
43	R Petit	Do not object	80 Starflower Road HENLEY BROOK WA	Wants to see details on the proposed DCP.	Support noted
<b>Submissions from landowners outside the draft LSP area</b>					
44	Ross Monahan	Object	7 Forge Lane, Henley Brook	This type of high density plan is as bad as it gets it will produce a renters ghetto nothing more nothing less. Burgess Design group have produced low grade low coast tax reduction syndicates scheme to build dog boxes not to be considered or suited for any healthy growing family. No local retail and sales with misleading claims in the submission backed up by development companies with directors already found to have made bribes to councillors of others shires in the past shows lack of oversight. The environmental plan is woeful the road planning can be best described as minimal. Its a poor design that will only benefit the eastern state investors and the shire in a windfall of rates. If this is the blue print for the state is a sad sad future for kids living in these tiny dog boxes. I say no, its bad enough living in a shire where the place is run down and neglected.	Objection noted



All areas and dimensions are subject to survey, engineering and detailed design and may change without notice.



## Draft Henley Brook Local Structure Plan

No.	Part	Modification	Reason
<b>Local Government</b>			
1	Part 1, Maps 1& 2	Increase the area of the two proposed 3.5 hectare public primary school sites to 4 hectares each.	To provide for increased development as a result of the 500 additional residential lots in the area.
2	Part 1, Maps 1& 2	<del>Relocate the western public primary school site to an alternative site that is outside of the ATCO, Dampier to Bunbury Natural Gas Pipeline, and Parmelia Gas Pipeline buffers (unless otherwise agreed), and which allows shared POS 6 to be a regular shape</del>  <b>Modification supported in part</b> Relocate the western public primary school site to an alternative site that is outside of the ATCO pipeline buffers (unless otherwise agreed), and allows shared POS to be a regular shape.	Relocation of the western primary school is required due to ATCO buffer and to allow flexibility for POS design.
3	Part 1, Maps 1& 2	Increase POS 6 and POS 7 in area from 1.81 and 1.89 hectares respectively, to a minimum area of 3.3 hectares each and a regular shape	To comply with local government policy requirements to be usable and functional like the William Henry Oval in Caversham which accommodates a senior sized oval and supporting facilities.
4	Part 1, Maps 1& 2	Delete POS 16 and replace with 'Residential' zoned land	Considered not functional and useable. It is noted this was not included as creditable open space in the POS Schedule and thus will not impact the POS contribution.
5	Part 1, Maps 1& 2	<del>Provide an additional linear corridor of public open space along the full extent of the eastern edge of the structure plan area (abutting the future Henley Brook Avenue) to a width of 15 metres in order to provide a tree buffer zone</del> <b>Modification not supported.</b>	No policy basis to require such corridor and this is inconsistent with the approach adopted in surrounding areas.
6	Part 1, Maps 1& 2	<del>Provide an additional linear corridor of public open space along the full extent of the southern edge of the structure plan area (abutting Park Street) to a width of 8 metres in order to provide a tree buffer zone and to ensure that no individual lots shall have direct access/egress to Park Street</del> <b>Modification not supported.</b>	No policy basis to require such corridor. This would result in the development of POS that serves no drainage or recreation function, with poor accessibility and usability. Also inconsistent with the

Attachment 7 – Schedule of Recommended Modifications

			approach adopted in surrounding areas.
7	Part 1, Maps 1& 2	<p><del>Impose a Residential Density Coding of “R5 – R10” to both the eastern and southern peripheries of the Local Structure Plan (behind the recommended POS corridors) and along its boundary with Morgan Fields to provide for a larger lot (1000 – 2000m<sup>2</sup>) interface with the Swan Valley Planning Act area, Morgan Fields and the larger lots on the southern side of Park Street</del></p> <p><b>Modification not supported.</b></p>	No policy basis. Does not contribute to sustainable urban design, efficient use of infrastructure and does not align with existing responses to such constraints in the surrounding area.
8	Part 1, Maps 1& 2	<p><del>Impose a Residential Density Coding range of “R30” to “R80” across land within the structure plan area to the west of the gas pipelines and a maximum Residential Density Coding of “R25” for land within the structure plan area to the east of the gas pipelines</del></p> <p><b>Modification not supported.</b></p>	This modification appears arbitrary and has no consideration of planning principles that favour locating density in areas with greater access to services and amenities. The existing density criteria are preferred as they provide for site responsive outcomes.
9	Part 1, Maps 1& 2	<p><del>Modify the overall POS network to reflect the modified Local Water Management Strategy (LWMS), Gas Pipeline Summary Guidelines (Appendix 8) and a desire to ensure that existing residences within the Local Structure Plan area are not lost to public open space provision as follows:</del></p> <p><del>(a) modifying the configuration of all proposed Public Open Space areas where required to ensure that none encompasses the residence or major infrastructure on any existing lot, with the exception of POS/School sites combined;</del> <b>Modification not supported</b></p> <p><del>(b) modify POS 11 and POS 12 to identify a 30m buffer either side of the Creek (measured from the high water mark) plus a minimum 10-15m buffer to riparian vegetation to be retained. The buffer area is to be reserved as POS for ‘Conservation and Recreation’;</del> <b>Modification supported in part</b></p> <p>modify POS 11 and POS 12 to respond to comments from DWER and DBCA regarding flood levels and managing the values of St Leonards Creek.</p> <p><del>(c) widen the linear pipeline POS 2, POS 4, POS 10 and POS 14 to the west as necessary to allow room for lighting to be installed outside of the pipeline easements to create a safe and functional shared and pedestrian path network;</del> <b>Modification supported in part</b></p>	<p>This modification is not taking a long term and holistic view and is not practical to implement - includes (a).</p> <p>(b) -. A Foreshore Management Plan is being prepared for the LSP and will set out an appropriate foreshore protection area on the advice of DWER &amp; DBCA. The exact alignment of the creek within that area will then be refined at subdivision stage through the review required under the provisions in Part One of the LSP.</p> <p>(c) – needs change to reflect the Gas Pipeline Summary Guidelines that will form part of the LSP.</p> <p>(d) - Not required for the implementation of the LSP or DCP. Planning reason not provided.</p>

Attachment 7 – Schedule of Recommended Modifications

		<p>Accommodate lighting to create a safe and functional shared and pedestrian path network in POS 2, POS 4, POS 10 and POS 14</p> <p><del>(d) extend the Structure Plan Area boundary to include the Henley Brook Avenue Other Regional Road reserve where abutting the Structure Plan area;</del>  <b>Modification not supported</b></p> <p><del>(e) modify the road network and hierarchy in accordance with the modified TIA, including showing Park Street road widening and no vehicle access to development adjacent to roads forecast to carry over 5,000 vpd.</del>  <b>Modification supported in part</b></p> <p>modify the road network and hierarchy in accordance with the modified TIA, including showing necessary road widenings and no vehicle access to development adjacent to roads forecast to carry over 5,000 vpd.</p>	<p>(e) – needs rewording as widening of Park Street is to be based on technical data to be set out in the modified TIA.</p>
10	Part 1, Maps 1& 2	<p><del>Make provision for the depiction of a site to provide for a local centrally located commercial centre of up to 1000m2(net leasable area)</del></p>	<p>Complexities with implementation given lack of infrastructure in the short term.</p> <p>The draft LSP report sets out uncertainties associated with planning for land to the west may significantly impact what is viable or desirable within the LSP area.</p>
12	Part 1	<p>Amend section 3.3 to have the heading: 'Foreshore Management/<del>Revegetation Plan</del>', and to read: "The alignment and profile of St Leonards Creek <del>and its associated foreshore protection area</del> will be reviewed as part of a Foreshore Management/<del>Revegetation Plan</del>' prepared in accordance with the approved Local Water Management Strategy."  <b>Modification supported in part seeking to remove the word 'Revegetation' because DWER's official terminology is a 'Foreshore Management Plan'</b></p>	<p>A Foreshore Management Plan is being prepared for the LSP that will set out an appropriate foreshore protection area on the advice of DWER &amp; DBCA. The exact alignment of the creek within that area is then refined at subdivision stage through the review required under the provisions in Part One of the LSP.</p>
13	Part 1	<p><del>Amend section 3.4 to specify that a detailed noise assessment is to be prepared, and customised noise mitigation measures implemented, in accordance with State Planning Policy 5.4 and submitted with any application for subdivision and/or development where the noise target is likely to be exceeded.</del></p>	<p>The Noise Assessment undertaken for the LSP in accordance with SPP5.4 specifies an area where the noise target is likely to be</p>

Attachment 7 – Schedule of Recommended Modifications

		<b>Modification not supported</b>	exceeded. This is shown on the draft LSP Map and the existing wording of the provision identifies this trigger for further assessment.
14	Part 1	Include a new section 3.9 – Bushfire Management to require a BAL Contour Plan to be prepared in accordance with State Planning Policy 3.7 and submitted with any application for subdivision and/or development of land designated as a Bushfire Prone area.	To guide requirements for subdivision stage.
15	Part 1	Include the 'Foreshore Management/ <del>Revegetation Plan</del> ' for St Leonards Creek in section 5 as required as a condition of subdivision approval for the relevant land/stage adjacent to the foreshore and in consultation with the City of Swan. <b>Modification required – see modification 12</b>	To be consistent with modification 12.
16	Local Water Management Strategy	Reflect the ultimate groundwater allocation required for the establishment and ongoing irrigation of all proposed POS as modified.	Requirement for LWMS.
17	Local Water Management Strategy	<del>Demonstrate the capacity of the landowners/developers to gain access to groundwater resources sufficient to irrigate all POS as needed for establishment and ongoing maintenance.</del> <b>Modification not supported</b>	The LWMS already details groundwater allocation within the LSP area. DWER has not identified this as an issue.  For reference, this is summarised in Section 4.3.1, Pt2 of the LSP report – in short: ~88,000kL of water is needed for irrigation, and there's an existing allocation of ~181,000kL in Henley Brook.
18	Local Water Management Strategy	Address the required modifications communicated by DWER to Emerge Consulting dated 9 April and 28 August 2019 regarding details of the treatment of the St Leonards Creek foreshore and post - development flood modelling to demonstrate that the foreshore protection area appropriately incorporates flood storage for the Structure Plan area.	To deal with DWER's submission.
19	Local Water Management Strategy	Provide greater detail and scope of flood modelling to demonstrate the size and location of flood storage areas and the functionality and useability of POS.	To deal with DWER's submission.
20	Local Water Management Strategy	Detail the type and locations for at-source infiltration and treatment of stormwater consistent with DWER urban water best practice.	To deal with DWER's submission.
21	Transport Impact Assessment	Use recognised trip generation rates in accordance with the WAPC's Transport Impact Assessment Guidelines or as otherwise agreed by the City	Administrative correction as agreed by local government.

Attachment 7 – Schedule of Recommended Modifications

22	Transport Impact Assessment	<p>Based on a single mesoscopic model to establish likely trip distribution and traffic flows on internal and external roads and at key intersections, undertaken in accordance with the WAPC's Transport Impact Assessment Guidelines <del>and using MRWA supported traffic modelling software</del>, and containing sufficient information on the following points:</p> <ol style="list-style-type: none"> <li>1. Based model development methodology</li> <li>2. Calibration and validation methodology and results</li> <li>3. Third party review of the base model and calibration &amp; validation report</li> <li>4. Zone refinement and land use assumption. City's planning team should be consulted</li> <li>5. <del>Trip generation should be based on the RMS guidelines and 2013/04a Updated Traffic Surveys</del></li> <li>6. AM and PM peak should be modelled for every scenario i.e. base case and future models</li> <li>7. With and without development case should be modelled for all future scenarios</li> <li>8. Impacts on internal transport network in the interim and ultimate scenario</li> <li>9. Impacts on external transport network in the interim and ultimate scenario</li> <li>10. Required upgrades in the interim and ultimate scenarios</li> <li>11. Apportionment of proposed development's traffic on roads and intersections</li> <li>12. V/C plots</li> <li>13. SIDRA / <del>LinSig</del> modelling of key intersections (internal and external);</li> </ol> <p><b>Modification supported in part</b></p>	WAPC's Transport Impact Assessment Guidelines more appropriate.
23	Transport Impact Assessment	Amend cross-sections for Access Streets to have the minimum specifications of 6 metre (2x 3 metre lanes) carriageway, 2.3 metre embayed parking, 2.5 metre dual use path and 1.5 metre pedestrian path.	As per updated TIA.
24	Transport Impact Assessment	<p>Include provision for appropriate <del>no</del> vehicle access arrangements to development on zoned land adjacent to roads forecast to carry over 5,000 vpd.</p> <p><b>Modification supported in part</b></p>	Wording should be changed to be consistent with LN, which provides for alternate vehicle access according to thresholds (e.g. reverse bays between 5,000-7,000vpd, and no direct access above 7,000vpd)
25	Gas Pipeline Summary Guidelines (to be added as Appendix 8 to the Henley Brook Local	Identify design specifications and requirements for all vegetation, landscaping, species details, surface treatments, furniture, structures, infrastructure, and any other improvements within the pipeline POS.	Administrative

Attachment 7 – Schedule of Recommended Modifications

	Structure Plan)		
26	Gas Pipeline Summary Guidelines	Demonstrate the entire length of the pipeline POS will be irrigated with respect to the placement of mainlines within, across and near to the easement.	Administrative
27	Gas Pipeline Summary Guidelines	Demonstrate the entire length of the pipeline POS will be sufficiently lit, with respect to the placement of lighting and paths within, across and near to the easement.  Points 25 – 27 to the satisfaction of the City in consultation with the relevant pipeline operators and the Department of Planning, Lands and Heritage.	Administrative
28	Bushfire Management Plan	Classify vegetation in Plot 14, Plot 15 and Plot 16 as worst-case scenario on the basis that vegetation outside the Structure Plan area will be unmanaged, and POS and re-vegetation of St Leonards Creek internally will be guided by future landscaping and irrigation and foreshore management plans to meet agreed conservation objectives.	Response to DFES submission
29	POS Schedule	Amend the POS Schedule (Appendix 5) appended to the Henley Brook Local Structure Plan as necessary to be consistent with the modifications listed in points 1-28	Administrative
30	Executive Summary and Part 2	Amend the Executive Summary and Part Two – Explanatory Section of the Henley Brook Local Structure Plan as necessary to be consistent with the modifications listed in points 1-28	Administrative
31	Part 2, figure 6 - Proposed Development Contribution Items	State under Notes in the Legend that “Contributions may be sought for the full cost of Henley Brook Avenue where located within the Structure Plan area, including acquisition of land and construction.”	Administrative
32	Part 2, figure 6	Identify the construction of <del>Henley Street (east)</del> and a roundabout intersection with Henley Brook Avenue including acquisition of land for widening if necessary.  <b>Modification supported in part</b>	Administrative. Only Integrator and Neighbourhood Connector roads should be identified for contributions per SPP3.6
33	Part 2, figure 6	Identify the construction of any additional Neighbourhood Connector and Integrator roads. <del>Brooklands Drive (east) including the acquisition of land for widening and intersection with Henley Street if necessary.</del> <b>Modification supported in part</b>	SPP3.6 does not require contributions for access streets, only neighbourhood connectors and higher on the road hierarchy. The change to wording provides for an outcome that responds to the TIA, rather than prescribing a specific outcome.
34	Part 2, figure 6	Identify the construction of any additional Neighbourhood Connector and Integrator roads. <del>Asturian Drive including the acquisition of land for widening if necessary</del>	See above (33)

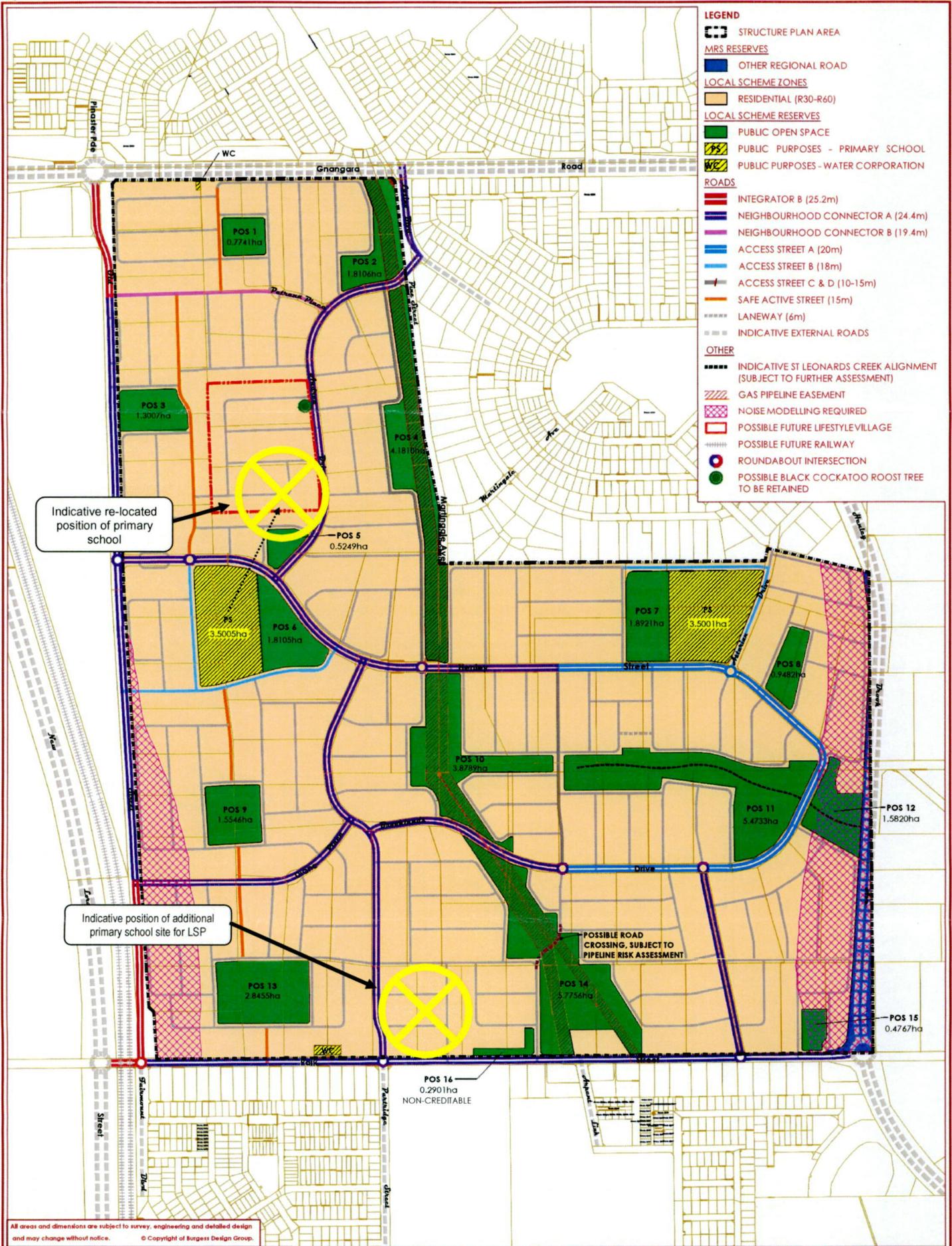
Attachment 7 – Schedule of Recommended Modifications

		Modification supported in part	
35	Part 2, figure 6	Delete POS 16	Not considered functional and useable POS. It is noted this was not included as creditable open space in the POS Schedule and thus will not impact the POS contribution.
<b>Department of Planning, Lands and Heritage</b>			
36	Part 2, section 1.2.3	Provide a Schedule of landownership	Administrative
37	Part 2 Section 4.4	Indicate planned bus stops on the LSP map on the advice of PTA.	To avoid objections from residents in the future and assist applicants and decision-makers in applying appropriate densities at subdivision/development stage.
38	Part 2, sections 3.3.1 '3.7 and 5'	Delete reference to a 'sewer pump station' in POS 15	Administrative. To avoid conflict between draft LSP and Infrastructure Servicing Report as per Mirvac submission.
39	Part 2, Section 4.4.4 in Table 8	Indicate the reserve widths of neighbourhood and local access streets	For purposes of clarity at subdivision stage.
40	Draft LSP map	Amend POS 14 to protect trees as requested by Mirvac	As a result of Mirvac submission.
41	Draft LSP map	Provision of access street road connection from Park Street via POS 14	As a result of Mirvac submission.
42	Draft LSP Map and text	<p>Depict as an additional use in addition to the urban zoning three (3) areas for Local Centre development, one on Lot 153 Andrea Drive and 2 on Park Street Lots 58 and 53. A provision is to be inserted in Part 1, Section 3.1 restricting each to a maximum of 500m<sup>2</sup> nla and providing for the following to be considered as 'D' uses:</p> <ul style="list-style-type: none"> <li>• Convenience Store;</li> <li>• Fast Food Outlet;</li> <li>• Shop;</li> <li>• Office; and</li> <li>• Restaurant.</li> </ul> <p>Update the text in Part 2 section 4.7 that outlines the following reasons for the modification:</p> <ul style="list-style-type: none"> <li>• the WAPC's Liveable Neighbourhoods policy (<i>Element 7 – Activity centres and Employment</i>) states that "Small local neighbourhood centres of various sizes with (as minimum) some retail and a public transport stop should be provided in a 400m-500m walk from most residents" (or similar wording)</li> </ul>	<p>To align with WAPC's Liveable Neighbourhoods policy and to provide opportunities for Local Centre Development that is consistent with the prevailing residential character.</p> <p>To take advantage of existing infrastructure, future bus route and POS.</p>

Attachment 7 – Schedule of Recommended Modifications

		<ul style="list-style-type: none"> <li>to provide Local Centres in the draft LSP to serve a growing urban area in the short term that take advantage of existing road infrastructure, environmental qualities such as linear POS with dual use path, and to provide development opportunities to landowners who are required to give up large areas of land for POS.</li> </ul>	
43	Part 1 section 3.2	<p>Introduce a clause that (or similar wording):</p> <ul style="list-style-type: none"> <li>outlines that the number of residential lots in the structure plan area is not to exceed 3,500 (density cap);</li> <li>each future individual subdivision application is to demonstrate compliance with the density cap by submission of a Density Schedule Summary that indicates progression of subdivision activity in the LSP area.</li> </ul>	To ensure that future subdivision applications do not exceed the residential densities as planned for in the LSP.
44	Part 1 section 3.1	<p>Introduce a provision in Part 1 providing for the consideration of the following as 'D' uses on all land identified as Residential on the LSP Map:</p> <ul style="list-style-type: none"> <li>Display Home Centre (means two or more dwellings and incidental car parking to be open for public inspection as examples of dwelling design); and</li> </ul> <p>Residential Sales Office (means a building, structure, and associated car parking used incidental to the sale of land and dwellings and is temporary in nature).</p>	<p>Administrative</p> <p>To provide scope for the consideration of development applications for display villages and sales offices, consistent with the framework used in Brabham/Albion Local Structure Plan 1A, 1B, 1C &amp; 3A.</p>
45	Part 1 Section 3.1	<p>Introduce a provision in Part 1 providing for the consideration of the following as a 'P' use over Lots 156, 157 and 158 Andrea Drive:</p> <p>Park Home Park (to be used for aged accommodation and/or Lifestyle Village accommodating persons over the age of 45 years)</p>	<p>Administrative. Indicated on map but not text. No submissions were received on this aspect.</p> <p>To provide scope for the consideration of development applications for a Park Home Park (Lifestyle Village), as indicated on the draft LSP Map, to satisfy a recognised need for aged accommodation in the region.</p> <p>Consistent with advice provided by DPLH.</p>

**ATTACHMENT 1 - PREFERRED LOCATIONS FOR FUTURE PUBLIC PRIMARY SCHOOL SITES**

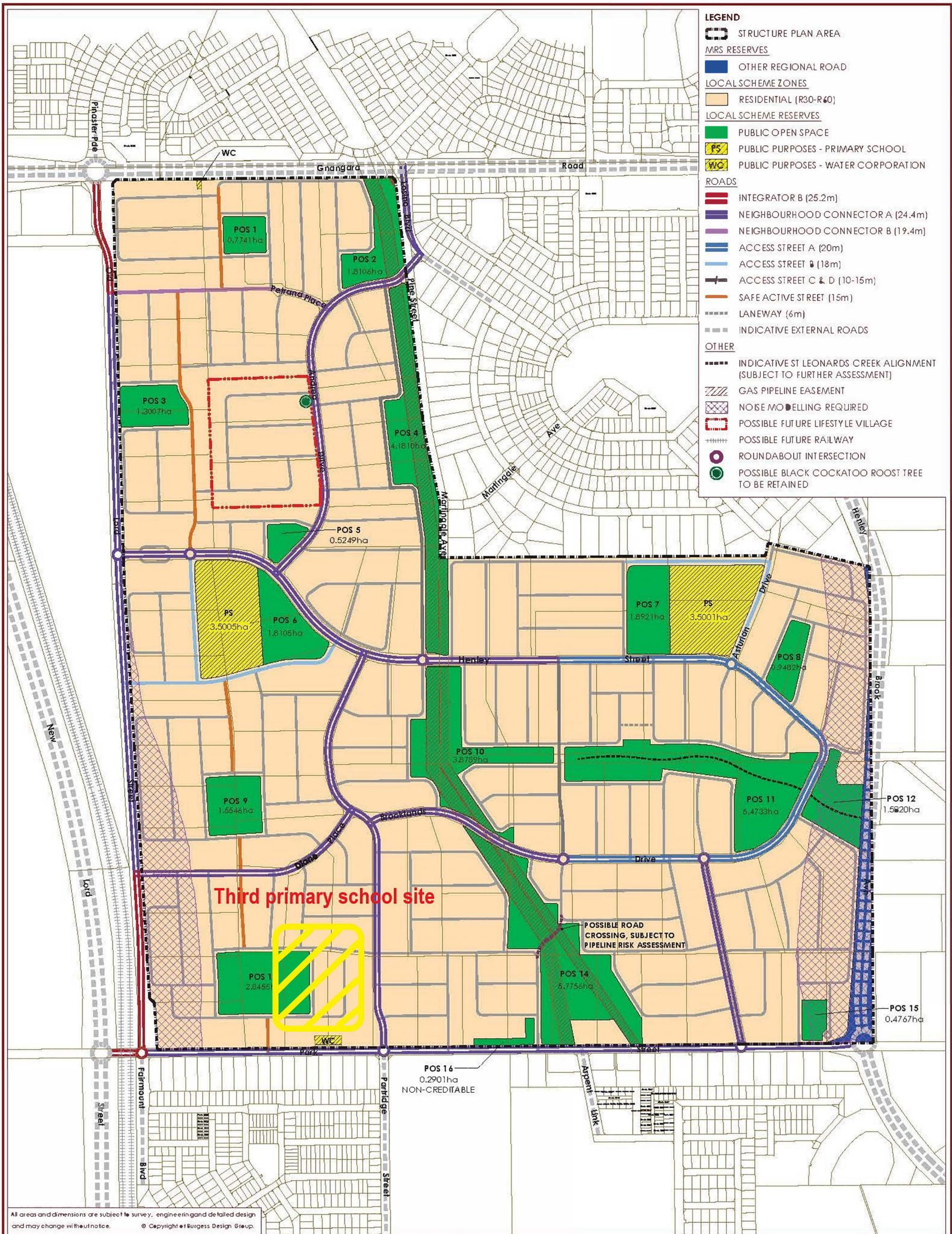


All areas and dimensions are subject to survey, engineering and detailed design and may change without notice.



0 25 50 100 200 300m  
SCALE 1:7,500 (A3)

**PLAN 1: STRUCTURE PLAN MAP**  
**HENLEY BROOK STRUCTURE PLAN**  
**HENLEY BROOK**



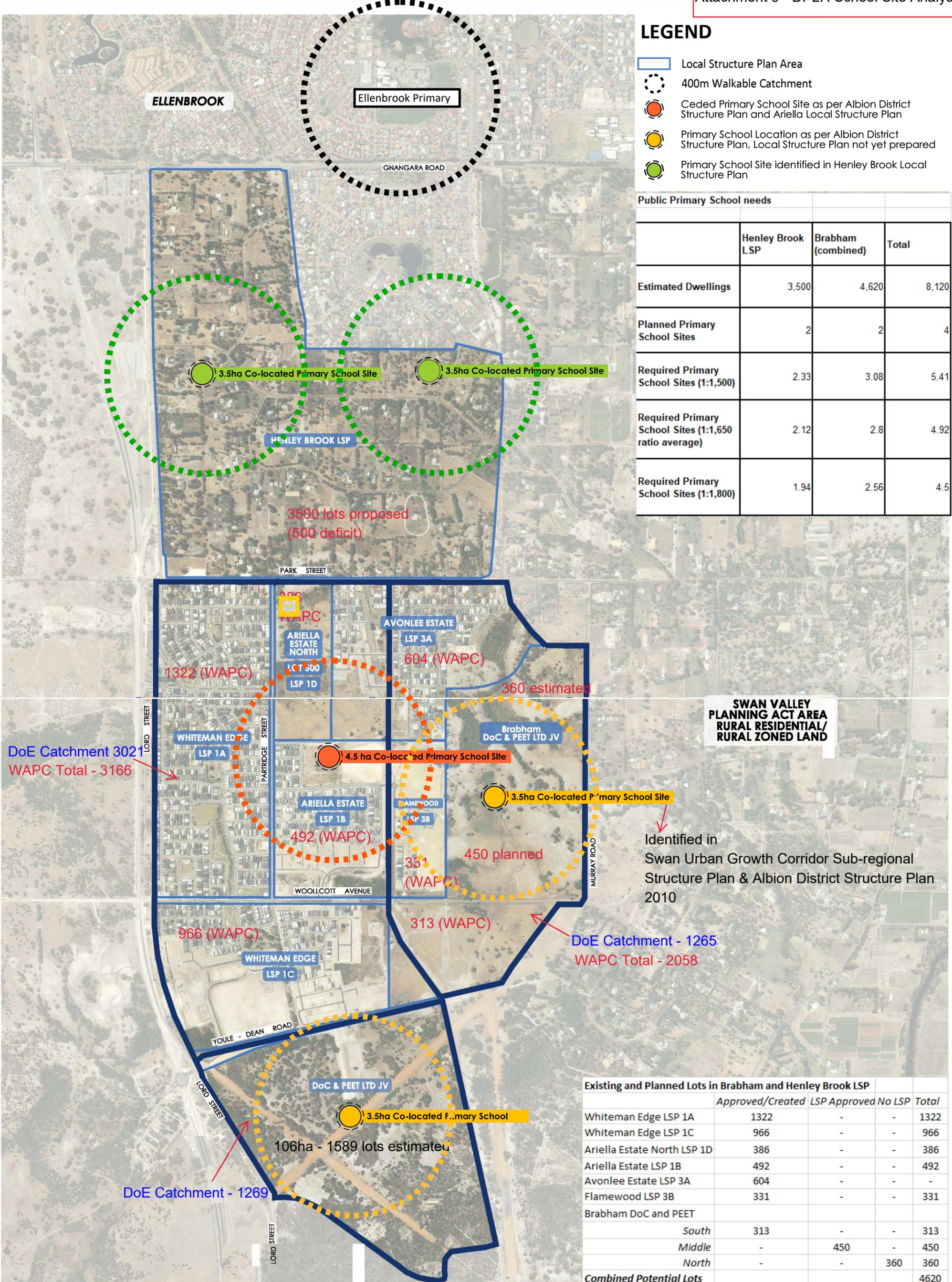
All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.



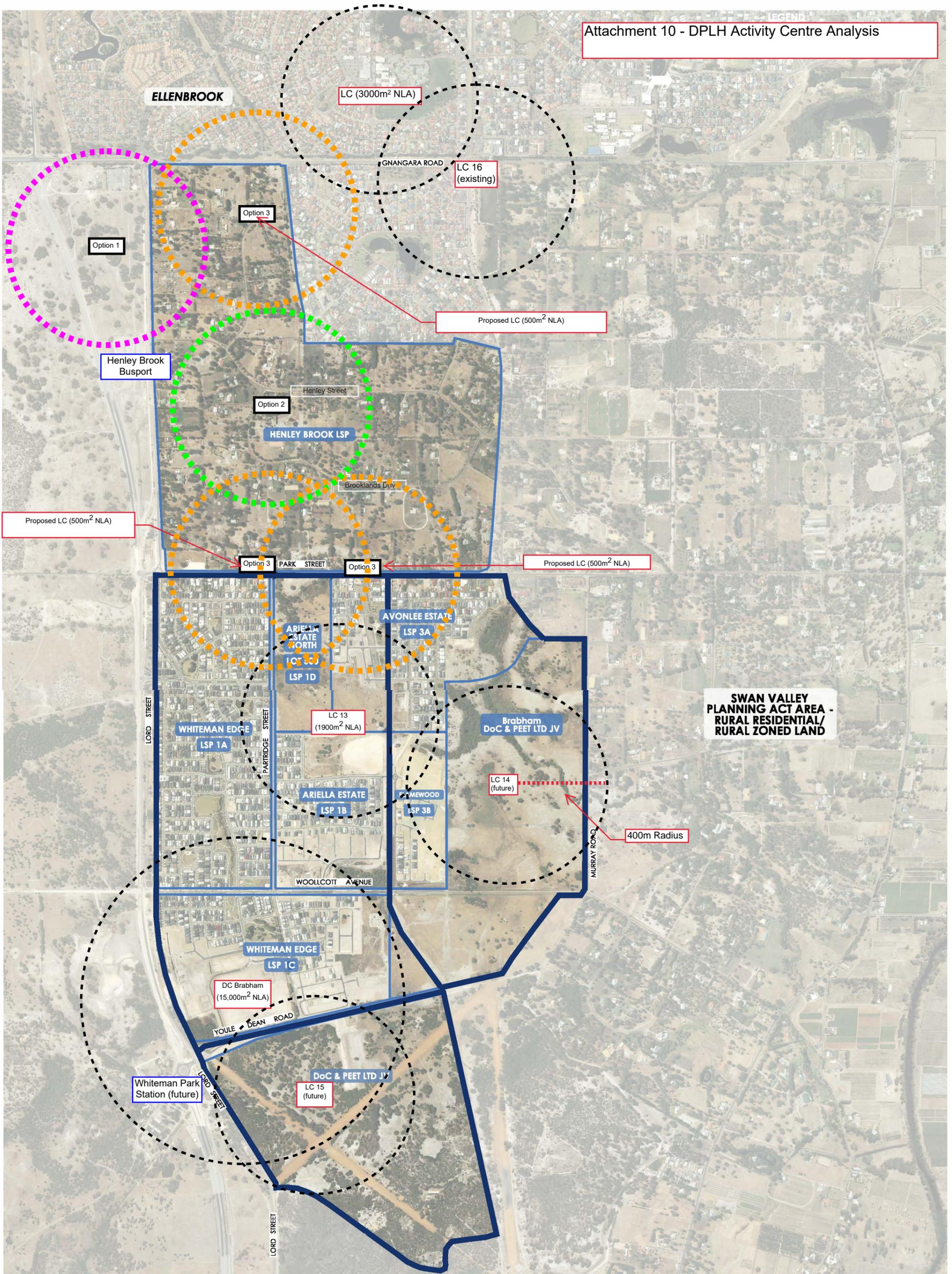
**LEGEND**

- Local Structure Plan Area
- 400m Walkable Catchment
- Ceded Primary School Site as per Albion District Structure Plan and Ariella Local Structure Plan
- Primary School Location as per Albion District Structure Plan, Local Structure Plan not yet prepared
- Primary School Site identified in Henley Brook Local Structure Plan

Public Primary School needs			
	Henley Brook LSP	Brabham (combined)	Total
Estimated Dwellings	3,500	4,620	8,120
Planned Primary School Sites	2	2	4
Required Primary School Sites (1:1,500)	2.33	3.08	5.41
Required Primary School Sites (1:1,650 ratio average)	2.12	2.8	4.92
Required Primary School Sites (1:1,800)	1.94	2.56	4.5



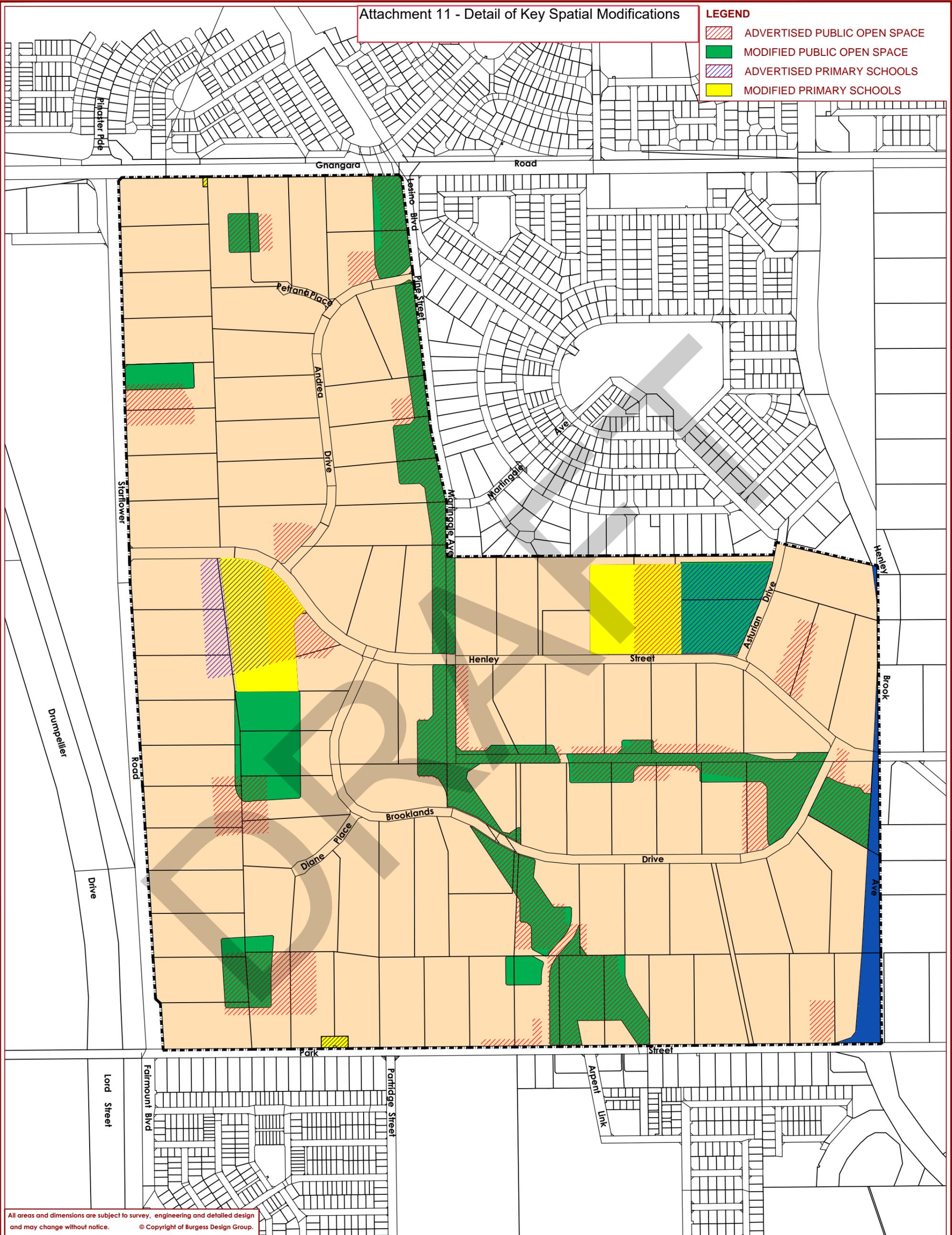
Existing and Planned Lots in Brabham and Henley Brook LSP				
	Approved/Created	LSP Approved	No LSP	Total
Whiteman Edge LSP 1A	1322	-	-	1322
Whiteman Edge LSP 1C	966	-	-	966
Ariella Estate North LSP 1D	386	-	-	386
Ariella Estate LSP 1B	492	-	-	492
Avonlee Estate LSP 3A	604	-	-	-
Flamewood LSP 3B	331	-	-	331
Brabham DoC and PEET				
South	313	-	-	313
Middle	-	450	-	450
North	-	-	360	360
<b>Combined Potential Lots</b>				<b>4620</b>



Attachment 11 - Detail of Key Spatial Modifications

LEGEND

-  ADVERTISED PUBLIC OPEN SPACE
-  MODIFIED PUBLIC OPEN SPACE
-  ADVERTISED PRIMARY SCHOOLS
-  MODIFIED PRIMARY SCHOOLS



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NORTH

0 25 50 100 200 300m  
SCALE 1:7,500 (A3)

**MODIFICATIONS COMPARISON MAP**  
**HENLEY BROOK LOCAL STRUCTURE PLAN**  
**HENLEY BROOK**

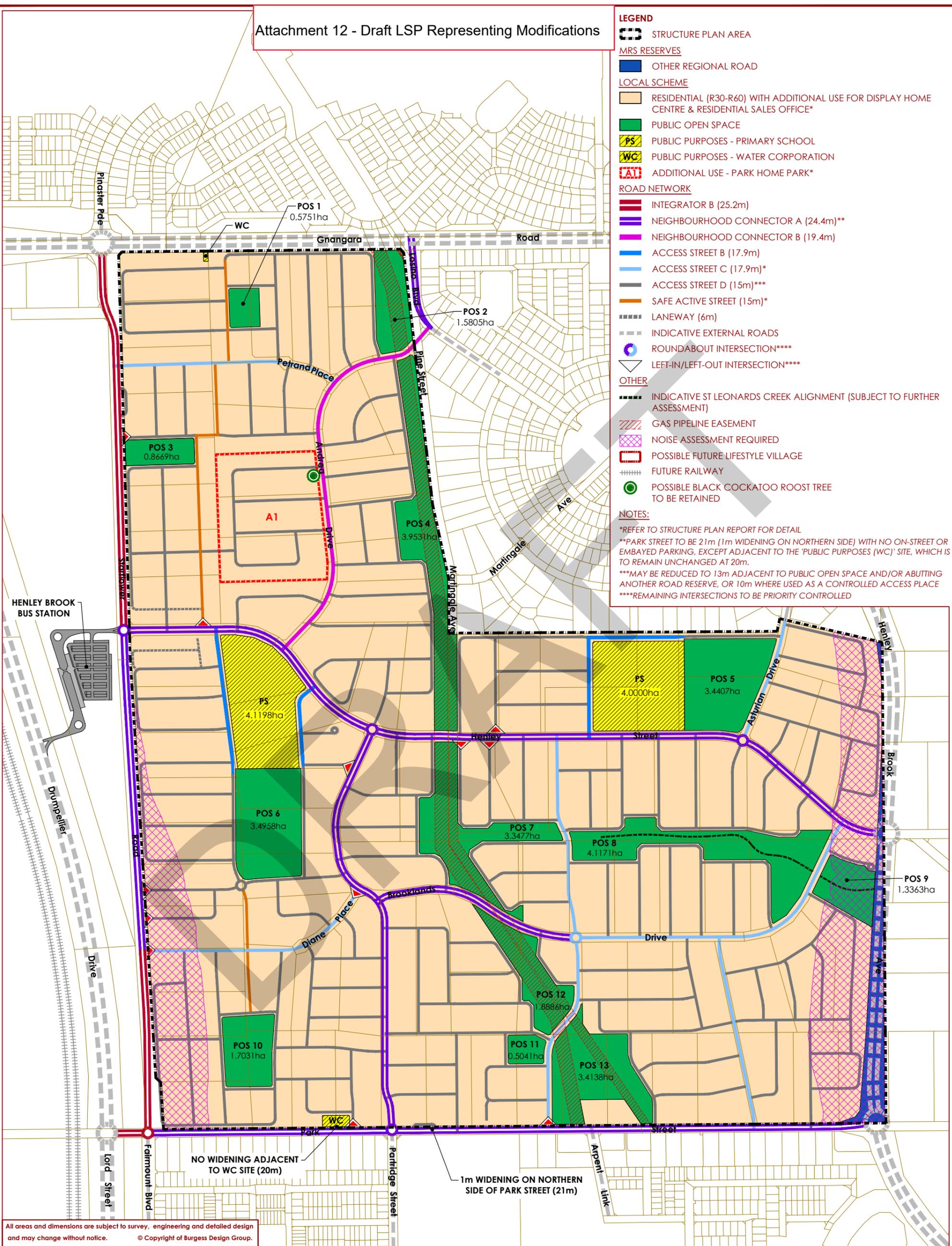
# Attachment 12 - Draft LSP Representing Modifications

## LEGEND

- STRUCTURE PLAN AREA
- MRS RESERVES**
- OTHER REGIONAL ROAD
- LOCAL SCHEME**
- RESIDENTIAL (R30-R60) WITH ADDITIONAL USE FOR DISPLAY HOME CENTRE & RESIDENTIAL SALES OFFICE\*
- PUBLIC OPEN SPACE
- PUBLIC PURPOSES - PRIMARY SCHOOL
- PUBLIC PURPOSES - WATER CORPORATION
- ADDITIONAL USE - PARK HOME PARK\*
- ROAD NETWORK**
- INTEGRATOR B (25.2m)
- NEIGHBOURHOOD CONNECTOR A (24.4m)\*\*
- NEIGHBOURHOOD CONNECTOR B (19.4m)
- ACCESS STREET B (17.9m)
- ACCESS STREET C (17.9m)\*
- ACCESS STREET D (15m)\*\*\*
- SAFE ACTIVE STREET (15m)\*
- LANEWAY (6m)
- INDICATIVE EXTERNAL ROADS
- ROUNDABOUT INTERSECTION\*\*\*\*
- LEFT-IN/LEFT-OUT INTERSECTION\*\*\*\*
- OTHER**
- INDICATIVE ST LEONARDS CREEK ALIGNMENT (SUBJECT TO FURTHER ASSESSMENT)
- GAS PIPELINE EASEMENT
- NOISE ASSESSMENT REQUIRED
- POSSIBLE FUTURE LIFESTYLE VILLAGE
- FUTURE RAILWAY
- POSSIBLE BLACK COCKATOO ROOST TREE TO BE RETAINED

## NOTES:

- \*REFER TO STRUCTURE PLAN REPORT FOR DETAIL
- \*\*PARK STREET TO BE 21m (1m WIDENING ON NORTHERN SIDE) WITH NO ON-STREET OR EMBAYED PARKING, EXCEPT ADJACENT TO THE 'PUBLIC PURPOSES (WC)' SITE, WHICH IS TO REMAIN UNCHANGED AT 20m.
- \*\*\*MAY BE REDUCED TO 13m ADJACENT TO PUBLIC OPEN SPACE AND/OR ABUTTING ANOTHER ROAD RESERVE, OR 10m WHERE USED AS A CONTROLLED ACCESS PLACE
- \*\*\*\*REMAINING INTERSECTIONS TO BE PRIORITY CONTROLLED



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NO WIDENING ADJACENT TO WC SITE (20m)

1m WIDENING ON NORTHERN SIDE OF PARK STREET (21m)



## PLAN 1: STRUCTURE PLAN MAP HENLEY BROOK STRUCTURE PLAN HENLEY BROOK



<b>REPORT TO</b>	Statutory Planning Committee		
<b>Meeting date</b>	18 August 2020	<b>File number</b>	RLS/0815
<b>Subject</b>	Ocean Reef Marina Improvement Scheme - Final Approval		

**KEY MATTERS IDENTIFIED BY THE DEPARTMENT OF PLANNING, LANDS AND HERITAGE**

*The key matters outlined below are those identified by the Department of Planning, Lands and Heritage and do not fetter the consideration of the proposal by the Western Australian Planning Commission, its Committees or the decision-maker.*

In consideration of this proposal, the Department of Planning, Lands and Heritage has identified the following key matters for consideration by the Statutory Planning Committee:

Whether the modifications to the draft Improvement Scheme are supported where the main areas of changes are summarized as follows:

- updates throughout the entire document to improve wording for clarity, and address minor errors;
- update scheme clauses to allow for electronic publication and digital access to notices and draft policies with reference to the WAPC’s manner and form procedures;
- update the wording of clause 16(5) to provide the opportunity for concurrent preparation of a Scheme and/or Scheme Amendment and Design Guidelines (new or amended DGs) to allow for a streamlined process;
- adjust the Primary Controls table and the Residential Precinct Building and Roof Height Plan for the Hospitality sub-precinct to provide for 2 storey development;
- adjust the Mixed Use / Waterfront / Recreation Precinct Building and Roof Height Plan to alter dimensions of the 9-storey height limit within the Main Street sub-precinct. This would extend the depth of the 9-storey element from 30m depth to 60m (east-west dimension from the street) to allow better for design outcomes for built form;
- modify the floorspace clauses to more clearly relate the floorspace allocations, in clauses 30(1), 35 and 40 of the draft Improvement Scheme; and
- insert new clauses to respond to state of emergency measures where the WAPC may exempt or vary site or development requirements, subject to these being set out in an Improvement Plan Policy.

Whether the variations to the *Planning and Development (Local Planning Schemes) Regulations 2015* in terms of definitions that apply to the draft Improvement Scheme are acceptable.

Whether the draft Ocean Reef Marina Improvement Scheme Report satisfies the requirement for a local planning strategy in accordance with Part 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015* for publication on the WAPC’s website once the Improvement Scheme is finalized.



<b>REPORT TO</b>	Statutory Planning Committee		
<b>Meeting date</b>	18 August 2020	<b>File number</b>	TPS/2293
<b>Subject</b>	Key Matters Coversheet - City of Cockburn - TPS No. 3, Amendment No. 130.docx		
<b>KEY MATTERS IDENTIFIED BY THE DEPARTMENT OF PLANNING, LANDS AND HERITAGE</b>			
<p><i>The key matters outlined below are those identified by the Department of Planning, Lands and Heritage and do not fetter the consideration of the proposal by the Western Australian Planning Commission, its Committees or the decision-maker.</i></p>			
<ul style="list-style-type: none"> <li>• Whether the proposed zone and land use permissibility is consistent with the existing development over the amendment land.</li> </ul>			



<b>REPORT TO</b>	Statutory Planning Committee		
<b>Meeting date</b>	18 August 2020	<b>File number</b>	TPS/2495
<b>Subject</b>	Key Matters Coversheet - Town of Cottesloe - LPS No. 3, Amendment No. 11		
<b>KEY MATTERS IDENTIFIED BY THE DEPARTMENT OF PLANNING, LANDS AND HERITAGE</b>			
<p><i>The key matters outlined below are those identified by the Department of Planning, Lands and Heritage and do not fetter the consideration of the proposal by the Western Australian Planning Commission, its Committees or the decision-maker.</i></p>			
<ul style="list-style-type: none"> <li>• Whether the additional use conditions are appropriate, and should include land use permissibility.</li> </ul>			



<b>REPORT TO</b>	Statutory Planning Committee		
<b>Meeting date</b>	18 August 2020	<b>File number</b>	TPS/2287
<b>Subject</b>	Key Matters Coversheet - City of Fremantle - Local Planning Scheme No. 4 - Report of Review.docx		
<b>KEY MATTERS IDENTIFIED BY THE DEPARTMENT OF PLANNING, LANDS AND HERITAGE</b>			
<p><i>The key matters outlined below are those identified by the Department of Planning, Lands and Heritage and do not fetter the consideration of the proposal by the Western Australian Planning Commission, its Committees or the decision-maker.</i></p>			
<p>The City of Fremantle has reviewed its Local Planning Scheme No. 4 (LPS 4) and prepared a Report of Review in accordance with Part 6 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> for the Western Australian Planning Commission's (WAPC) consideration.</p> <p>In consideration of the Report's recommendation, the Department of Planning, Lands and Heritage has identified the following key matters for consideration by the Statutory Planning Committee:</p> <ul style="list-style-type: none"> <li>• whether the City's 2001 Local Planning Strategy satisfies the regulatory requirement for an endorsed local planning strategy for LPS 4; and</li> <li>• whether LPS 4 is satisfactory in its existing form, subject to the scheme amendments proposed by the City to address identified issues.</li> </ul>			