

Draft Industrial Development Strategy – Summary of Submissions Table and Responses

Submission No.	Assess No.	Submission	Officer Comments
1.	A169777	<ol style="list-style-type: none"> 1. I wish to register my objection to the above proposed zoning change. 2. The proposal is fundamentally flawed – why would you abut residential (proposed) alongside light industrial which are usually conflicting / incompatible? It is manifestly unfair to those who own (proposed) residential properties – currently special rural 3. The proposal is not necessary– there are numerous choices for industrial land use already outlined / available within the City of Kalamunda these have not been fully utilised. In addition there are vast tracts of land in the adjoin area (over Tonkin Highway) which have not even begun to be developed. I note that this is not in the City of Kalamunda boundaries but with such a large area available the demand for this proposal will be greatly diminished. 4. The proposal is unpopular– even with such short notice there is almost universal objection to those directly (and indirectly) affected. We live in a democracy surely this must be taken into account. It has not been demonstrated that there is an overwhelming need for the greater good 5. There are currently unresolved environmental concerns re ANY further development in this area. 	<ol style="list-style-type: none"> 1. Noted. 2. In response to public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. 3. Refer 2. above 4. Refer 2. above
2.	A193992 A193988 A28604 A226729 A232926 A226733	<ol style="list-style-type: none"> 1. Over the past 18 years I have seen significant changes in my corner of Wattle Grove. 2. Most significantly was the change of zoning from Special Rural to Rural Composite in 2005 and not Light Industrial. Rural Composite was supposedly designed to allow the landowners to run rural type businesses on their properties. What it did was stifle investment in the area, decrease property values, restrict business development and expansion. 3. Even though the council have loosened the development restrictions in the Rural Composite Zone in recent years. What has truly killed investment in the area and restricted business expansion and development is the banking sectors treatment of the Rural Composite Zoning. This zoning type is basically not recognised by the banks and if you are offered a financing option, they will only lend you 50% of equity holding on an already decreased asset. This situation created a major issue for my business and my family in 2016 when we wanted to rebuild and redevelop our property after the December 22 2015 fires. 4. On first receiving the Draft Industrial Planning Structure for Wattle Grove South I was excited. Upon further investigation, I realised our side of Welshpool Road East had been left out of the Plan. This, in my opinion, can only be an oversight as the majority of properties on this side of Welshpool Road East are either already running industrial type business, wanting to develop one or looking for investors to develop one. The land on the corner of Welshpool Road East and Tonkin Hwy along with the properties with large road frontages on Welshpool Road are ideal for industrial zoning. I have spoken to several of the landowners on our side of Welshpool Road East and they also want to know why their properties have not been identified in the Draft Industrial Planning Structure to be rezoned to General or Light Industrial. 5. My question to the council and the Councillors is how we go about rectifying this oversight and finally give this long-forgotten stretch of land some future and purpose. 	<ol style="list-style-type: none"> 1. Noted 2. Noted. 3. Noted. 4. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. This will include consideration for the area north of Welshpool Road East. The Strategy also identifies this precinct as a future investigation area which allows landowners to initiate a planning proposal separate to Wattle Grove South. This will, however, mean that landowners will incur the cost of preparing the necessary planning documents, with the City providing guidance and regulatory oversight. 5. Refer to 4. above
3.	A168121	<ol style="list-style-type: none"> 1. In the Executive Summary of the draft <i>Industrial Development Strategy</i> [“the Strategy”] it infers that the area named as Wattle Grove South in the, now discredited, Feasibility Study is consistent with and listed as a future industrial investigation site in the <i>WAPC Economic and Employment Land Strategy</i> [“EEL Strategy”] published in 2012. This is misleading and untrue. Wattle Grove South is not listed as either a short, medium or long-term industrial investigation area in the EEL Strategy. In the Draft Industrial Strategy it repeats the claims on page 23 that Wattle Grove South has been ‘identified for industrial and urban investigation’, inferring again, when read in conjunction with the Executive Summary, that this draft document is consistent with State planning documents. 2. Moreover on page 15 of the Strategy document it infers that investigating Wattle Grove South as a future industrial site is consistent with Local Planning Scheme No 3 when, in fact the Scheme describes light industry as a Prohibited Use in both Special Rural and Residential zoned areas within the City. 	<ol style="list-style-type: none"> 1. The Executive Summary states “<i>Key development precincts identified within the Strategy are GENERALLY consistent with the sites identified in the Western Australian Planning Commission’s (WAPC) Economic and Employment Land Strategy, and are broadly identified as follows:</i>” This statement using the word generally infers that most areas are consistent with EELS, but not necessarily all. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The

		<p>3. It is alarming that the author of the circulating draft Strategy document has chosen to infer –quite erroneously –that the strategy is consistent with both the EEL Strategy and the Local Planning Scheme No 3- both outdated documents- and yet, has chosen to totally ignore referencing the City of Kalamunda’s own submission to the then draft NE Sub-Regional Framework document in 2016. The City’s submission urged the WA Planning Commission [“the WAPC”] to zone all rural and rural residential land in the Wattle Grove area as urban expansion.</p> <p>4. All Councilors need to clearly understand that as recently as May 2016, the City’s unequivocal position with respect to the zoning of Wattle Grove South was that it should be zoned as future urban expansion, not industrial. The WAPC accepted the City’s submission in good faith and, in March 2018, incorporated the City’s views into the NE Sub Regional Plan.</p> <p>5. Whilst we realise that the Draft Industrial Strategy is subject to community consultation until 31 August 2018, it ought to be a matter of considerable concern to Councilors to learn that the section of the draft Strategy which is concerned with Wattle Grove South, is clearly inaccurate and misleading. As a local government authority with wide reaching responsibilities, it reflects very poorly on Council to leave this flawed document in circulation without amendment.</p> <p>6. Therefore, in order to be consistent with the motion that was passed at the Council Meeting held on the 24 August 2018 in relation to Agenda Item 10.1.1 where, you will recall that the alternative motion accepted was to proceed with community consultation about possible land uses in Wattle Grove South but to remove a preferred land use option, or words to that effect... we believe that it is incumbent on Council to immediately inform all residents that the section of the draft Strategy which refers to Wattle Grove South as a possible future Industrial area, is withdrawn.</p> <p>7. In the Weekend West newspaper on July 28/29 the Minister for Local Government is quoted as saying “Residents and ratepayers deserve to have confidence in their elected members to provide good governance and services to their communities” after WA faces an unprecedented number of inquiries into local authorities going “off the rails”.</p> <p>8. The manner in which the City of Kalamunda has handled the issue of the future land use in Wattle Grove South, is a clear example of a local government authority going “off the rails”. It is arguable that this situation is at least partly attributable to the poor quality of related documentation prepared under your auspices.</p> <p>9. Apart from the City’s complete lack of consultation with residents in respect of the now discredited Feasibility Study which recommended that Wattle Grove South- with all its abundant environmental and visual appeal- be turned into an industrial precinct, we now have the situation where the City is circulating for comment, a significantly flawed and misleading draft document entitled the Industrial Development Strategy.</p> <p>10. The angst and worry that has been generated in the community by the City’s ill-considered and tangential diversion from the urban expansion zoning planned for Wattle Grove South in the NE Sub Regional Framework, needs to be addressed by Council as a matter of urgency.</p> <p>11. We would suggest that Council ought to convene an Extraordinary Meeting to reaffirm the primacy of the NE Sub Regional Framework (which Framework, as stated above, adopted the City of Kalamunda’s own submission with respect to the future rezoning of rural Wattle Grove) and to clearly affirm that Council resources will no longer be utilised to pursue an industrial zoning for Wattle Grove South under the guise of the poorly drafted Industrial Development Strategy and its consequential, contrived Survey.</p>	<p>future planning of Wattle Grove South will be resolved in this process.</p> <p>2. Page 15 of the draft Strategy describes the purpose of the Local Planning Scheme No. 3 (LPS3) broadly. It does not state that Wattle Grove South as an industrial area is consistent with the LPS3. Page 15 states the following: “Local Planning Scheme No. 3 (LPS3) sets out the planning framework and requirements for land use planning within the City. More specifically the zoning table of LSP3 sets the permissibility of land uses in industrial zones. The Site Requirements Table sets out the site requirements in industrial zones. LPS3 also sets out the objectives and development requirements in industrial zones. LPS3 is planned to be superseded by the City’s Local Planning Scheme No. 4 which is will be progressed as part of the preparation of a future Local Planning Strategy. ”</p> <p>3. The Strategy does not state that Wattle Grove South as an industrial area is consistent with LPS3 or EELS. The City did support Wattle Grove South being identified as Urban Expansion in the North-East Sub-Regional Framework and by investigating light industry for the area it is not inconsistent with the City’s position in 2016. It should be noted that Light Industry under LPS3 can be identified in an area that is zoned ‘Urban’ under the MRS. An example of this is the Forrestfield/High Wycombe Industrial Area Stage 1 that is zoned Industrial Development under the City’s LPS3 in an area zoned Urban under the MRS.</p> <p>4. Light Industry under the LPS3 can be identified in an area that is zoned Urban under the MRS. An example of this is the Forrestfield/High Wycombe Industrial Area Stage 1 that is zoned Industrial Development under LPS3 in an area zoned Urban under the MRS.</p> <p>5. The document does not provide any inaccurate or misleading information as stated. It is, however, acknowledged that during the finalisation of the Strategy information will be amended to ensure clarity.</p> <p>6. The Strategy has removed Wattle Grove South as an investigation area and referenced its identification in the WAPC North-East Sub-Regional Planning Frameworks.</p> <p>7. Noted.</p> <p>8. Noted.</p> <p>9. The City took all submissions and feedback into account when finalising the Strategy.</p> <p>10. Light Industry under LPS3 can be identified in an area that is zoned Urban under the MRS. An example of this is the Forrestfield/High Wycombe Industrial Area Stage 1 that is zoned industrial development under the LPS3 in an area zoned urban under the MRS. The Strategy has removed Wattle Grove South as an investigation area within the Strategy.</p> <p>11. Light Industry under LPS3 can be identified in an area that is zoned Urban under the MRS. An example of this is the Forrestfield/High Wycombe Industrial Area Stage 1 that is zoned industrial development under the LPS3 in an area zoned urban under the MRS. The Strategy has removed Wattle Grove South as an investigation area within the Strategy.</p>
--	--	---	--

4.	A149769	<ol style="list-style-type: none"> 1. Strongly object to the proposed Industrial Development of Wattle Grove South 2. It is not appropriate or of any value to this area. In our case we believe it will devalue our land and force us to leave prematurely. 3. Our land would be rezoned to residential however our neighbour would be rezoned industrial. This inevitably means that a significant road would be put through our property and a significant portion of our land absorbed for this purpose. 4. We will be significantly financially disadvantaged; our privacy and lifestyle will be critically impacted. Then we will be forced to wait it out for several years until residential development goes ahead. 5. We do understand and accept that residential development will occur. What we strongly oppose is Industrial development which will not only affect us on a massive scale but also our neighbours and residents of this area. 6. Residential rezoning should be the only consideration for this area, giving all the residents a level playing field. 	<ol style="list-style-type: none"> 1. Noted. 2. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. 3. Refer to 2. above 4. Refer to 2. above 5. Refer to 2. above 6. Refer to 2. above
5.	A50168	<ol style="list-style-type: none"> 1. I have been a resident of Gavour Road Wattle Grove since 1976, when I drive off Welsh pool Rd onto Crystal Brook Rd, which I do quite regularly I think to myself how lucky I am to live here and drive up Crystal Brook Rd to my home. 2. This is a rural and semi-rural area as you know, but I have often thought that the area could see future development in the way of smaller blocks for housing sometime in the future. I guess I felt that this is progress and I would not be able to prevent some change. 3. Maybe this area has room for sewerage urban areas and some semi-rural blocks like what already exist in the area. However, to think of changing some of this area to light industrial will destroy the quiet and beauty of the area. To make the decision to re-zone to industrial in this area would be like wearing dirty old working boots with a Tuxedo suit. Future urban area around here is restricted by further expansion to the east by the hills. This area is what one could say is prime land. It would seem ridiculous to put factories in that type of area. 4. I attend the meeting at the Council offices on Tuesday 24th July. I listened to the passionate feelings of people who have moved into this area over the past 40 years that I have lived here and fully agree with them about the destruction of the habitat and environment of our area. I was surprised by some residents in the area who were happy for the industrial change but can imagine that some would relish the thought of the extra money the land could be worth. One could say that financial gain must be second to the sensible future use of this area. 5. There has apparently been an increasing blurring of the lines between what is regarded as traditional industrial uses and commercial uses. The lack of a consistent regulatory approach across local government boundaries has enabled this encroachment of less traditional, and in some cases, inappropriate land use activities in industrial zoned areas. A recent survey of key industry stakeholders have shown that with the increase of transport and logistics oriented industry activities, lot sizes of 4000 sq. metres and more will continue to be in greatest demand. These should be areas where there is minimal impact on neighbouring uses and do not require major buffers of separation zones. 6. As we are surrounded by light industrial areas in Kenwick, Forrestfield and Maddington and now at the area in Wattle Grove near the Hale Road Bridge, I cannot see why there is a need to change our small area. There is an over-abundance of factory units available in the areas mentioned. The idea that locals would find jobs in the area if new businesses were set up is a positive thought but very debatable. 7. I feel we have a duty to manage this area properly to ourselves and future generations. Destroying this beautiful area for financial gain should be rejected. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. 4. Noted. 5. Noted. 6. Refer to 3. above 7. Refer to 3. above
6.	A7711	<ol style="list-style-type: none"> 1. My wife and I and family wish to record our complete discussed at this beautiful area of Wattle Grove south becoming zoned Industrial in anyway. 	<ol style="list-style-type: none"> 1. The Strategy has removed Wattle Grove South as an investigation area within the Strategy. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a

		<p>2. It is reprehensible that such a environmentally unique area be destroyed by such zoning. We reject the plan created to support such a zoning and we are appalled at the complete lack of any consultation by the City of Kalamunda. There has been not one aspect of this sordid affair that has been open and accountable....hidden and devious being what has transpired.</p>	<p>report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved in this process.</p> <p>2. Refer to 1. above</p>
7.	A214011	<p>1. As a Wattle Grove resident, I would like to formally oppose any rezoning of South Wattle Grove to industrial/commercial or upgrading of roads etc to facilitate proposed land use options in Wattle Grove.</p> <p>2. I believe that the proposal to rezone land in South Wattle Grove is incongruous with the City's draft environmental land use planning strategy- dated Sept 2018. And that furthermore both State and federal requirements directly oppose the planned industrialisation of Wattle Grove relating to vegetation, protected flora and fauna sites and ecological linkages.</p> <p>3. Furthermore, this proposal was ill conceived, a waste of rate payers money and is inconsistent with "Our home in the Forrest".</p>	<p>1. Noted.</p> <p>2. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>3. Noted.</p>
8.	A94902	<p>1. On behalf of the Wattle Grove Residents Association, I wish to express our disappointment that the City of Kalamunda is contemplating the development of an industrial precinct in Wattle Grove on the hills side of Tonkin Highway.</p> <p>2. This proposed direction of the City of Kalamunda has the potential to permanently alter the lives and financial plans of affected residents for the future.</p> <p>3. We are aware that in March 2018 after many years of research, the Department of Planning, Lands and Heritage published the NE sub Regional Planning Framework ["the Framework"] which identifies this area of Wattle Grove for urban expansion and investigation, sometime after 2022. This identification reflected the submission of the City of Kalamunda when the Framework was in draft form. Under the State Planning Framework, local government land use schemes are required to reflect these centrally developed planning frameworks across the metropolitan area. There is no mention in the Framework of rezoning any part of the affected area as industrial.</p> <p>4. It is difficult for the Association to understand the motivation of the City of Kalamunda in seeking this land use option for semi-rural Wattle Grove as industrialization would inevitably result in the total degradation of a beautiful environmental area within the City of Kalamunda.</p> <p>5. There is no documented demand for industrial land in this region due to the closeness of the still under- utilised Maddington/Kenwick Industrial area.</p> <p>6. The Association is aware that the City of Kalamunda is calling for comment on the draft Industrial Development Strategy which includes identifying the so named Wattle Grove South area as being suitable for industrial investigation. Please regard this correspondence as a formal submission to the City that the Association is opposed to the development of any industrial precinct in Wattle Grove on the hills side of Tonkin Highway. The Association trusts that the City of Kalamunda would direct its energies and resources to advancing the land use zoning for this area as identified in the Framework as it is required to do.</p>	<p>1. Noted.</p> <p>2. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>3. Light Industry under LPS3 can be identified in an area that is zoned Urban under the MRS. An example of this is the Forrestfield/High Wycombe Industrial Area Stage 1 that is zoned Industrial Development under the LPS3 in an area zoned Urban under the MRS. The draft proposal, in so far as it is able to be considered under an Urban zone in the MRS, is consistent with the Urban Expansion identification in the North-East Sub-Regional Planning Framework.</p> <p>4. Refer to 2. above</p> <p>5. The City also needs to plan for future demand of land uses, not only existing demand.</p> <p>6. Noted.</p>
9.	A168117	<p>1. At the Council Meeting dated 24 July 2018, regarding the feasibility study for the rezoning of Wattle Grove South, Mr Dick Lovegrove cited the positive effect on residents within the MKS EA Precinct 3a which resulted from the rezoning of their land from rural to industrial. As such affected residents in Precinct 3a, we would like the opportunity to share our experience to balance the discussion. If one considers financial gain as the sole requirement for positivity, one could agree with Mr Lovegrove. We, the residents, did benefit handsomely but it came at quite a cost.</p> <p>2. In 2005 the City of Gosnells announced their plan to rezone the MKSEA area. Precinct 3a was not rezoned until 2016. The residents, despite supporting the City of Gosnells extensively in creating consensus in the very fragmented ownership, paying for advertising campaigns to attract a developer to drive the rezoning (as suggested by the City of Gosnells) and offering the provision of</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Refer to 2. above</p> <p>7. Noted.</p> <p>8. Noted.</p> <p>9. Noted.</p> <p>10. Noted.</p>

		<p>experts in certain required fields, were forced to wait 12 years for the machinations of the City's bureaucracy.</p> <p>3. During that 12 years the resident's lives (please note; Mr Lovegrove was not a resident but a landowner) were "held in limbo", as was the common complaint to the City of Gosnells. Anxiety levels were high. Some of residents acknowledge their health suffered as a result. Family relationships suffered. Neighbour relationships suffered. Some neighbours say they dreaded meeting other neighbours if they went for a walk as the entire neighbourhood had suffered and all was "doom and gloom". 12 years of having one's castle slowly taken away! Properties were not maintained, and degradation became apparent. A decision from the City of Gosnells to rezone the area meant that overnight the residents were forced to submit to the process.</p> <p>4. We were told that we could sell if we were not happy to stay but NO ONE wants to buy in an area that has uncertainty (such as an MRS amendment, or talk of it) over it. Except for opportunistic developers that pay far under land value for the homes built with visions of hope.</p> <p>5. We fought hard alongside Mr Lovegrove for that 12 years to ensure ourselves and our neighbours got a fair market price. We reached desperation many times over that period and were very grateful that we were able to sell to a reputable development company for a fair price. The successful result of that sale is evident, from a Council perspective, if one compares Precinct 3a to Precinct 1. The fragmented landownership and ideals in Precinct 1 has led to it being still largely undeveloped and parts of it an eyesore and an embarrassment to the City of Gosnells. It certainly does not meet their objective of a professional looking industrial area but rather mimics the Maddington industrial area, something City of Gosnells stated they wished to avoid.</p> <p>6. After finally selling our property, where our children were born and because we had little choice, we carefully looked for another place we could make a home. We did not want to repeat the rezoning experience. We asked and received verbal and written confirmation from the City of Kalamunda Planning Department and were informed that there were no plans, then or in the near future, for the area now known as Wattle Grove South. You can imagine our disbelief and dismay when we discovered that only 3 months after receiving such communication (and basing that very communication on the decision to buy a house in Wattle Grove South) the Kalamunda Shire commissioned a study for the rezoning of the area. We have never heard of a council moving so quickly - especially without the landowners' knowledge or consent! As stated previously the rezoning process may have benefitted our purses but it cost heavily in many other ways, please consider this carefully - with your own families in mind.</p> <p>7. An Opinion. The so-called success of Precinct 3a of the MKSEA is not guaranteed in Wattle Grove South. In fact, we believe the rezoning to industrial will have a very similar outcome to Precinct 1 in the MKSEA and be an eyesore and embarrassment to the City of Kalamunda. Our reason for this belief is the extra burden Wattle Grove South has; in that the great majority of landowners (202 out of the 247 in the area marked as possible industrial) have lot sizes that are too small for them to realise a price from an industrial developer that will allow them to relocate. Having worked relatively closely with a developer and specialist real estate agents for industrial land, this makes the area very unattractive for them to invest in. That would leave the City of Kalamunda unable to realise their goal of a bigger ratepayer base and with 202 rightfully, angry residents of Wattle Grove South - having had their freedom usurped and being made poorer for the Council's decision.</p> <p>8. Comment was made that industrial land prices would rise, therefore land owners should not be perturbed by today's prices. There is no guarantee that land prices will rise, for example, in 2007 undeveloped industrial land in Forrestfield was being sold for up to \$250/m². Today, it is being sold at \$85/m².</p> <p>9. On speaking with Perth Property Valuers we were told that demand for industrial land is relatively non-existent and that with so much available and "ready in the pipeline", demand for industrial land will be a long way off, approximately 20 years. This means that if Council were waiting for a developer to drive the rezoning of the land they will be waiting until 2038+. I urge you to talk to these people and others in the industry before committing to a decision.</p>	<p>11. Noted.</p> <p>12. Noted.</p>
--	--	--	-------------------------------------

		<p>10. If Council are determined to rezone the area and create just another suburb in the sea of suburbs, despite the fact many of the residents have paid a premium to live in their rural idyll and build their dream properties, perhaps you may consider an option that would allow the residents to relocate and benefit everyone, not just 13 residents and Council.</p> <p>11. We were advised by property valuers and specialty real estate agents that developers would be "lining up around the block" if the land were rezoned Mixed Use High Density Urban. This option would be more in line with the intent of the North East Regional Plan. Developers would be more prepared to pay prices that would enable landowners to relocate. The Council would also see far greater benefits in more ratepayers and greater rates (with the mix being residential, commercial and light industrial).</p> <p>12. With the Council undertaking the Urban Investigation process it is surely part of their obligation to the landowners to consider land use options which are consistent with the NE Sub-Regional Framework and not just the industrial option, that is detrimental to the majority. It may take a little longer but the legacy left will be far better, for everyone.</p>	
10.	A28230	1. Please register our names as "Strongly Opposing" the Rezoning of Wattle Grove South to any form on Industrialisation.	1. Noted.
11.	A50154	<p>1. We wish to register our great concern at the City of Kalamunda's proposed industrialisation in the area of Wattle Grove south of Crystal Brook Road.</p> <p>2. As residents of the Shire of Kalamunda for almost 40 years it continues to astound us that once again the council plans to carve up semi-rural land, usually in favour of urban living, and now, industrialisation. Surely the members of the council recognise the environmental value of the beautiful green belt in the foothills that precedes the rise to Kalamunda and Lesmurdie. We feel powerless to influence the council, as these decisions have continued to be made regardless of the residents' concerns over many years. We have watched the steady carve up of land either side of Hale Road Wattle Grove and the urbanisation of large tracts of land in Forrestfield that was once a beautiful semi-rural area.</p> <p>3. We are aware that some land owners are in favour of this development, but by far the majority of landowners are not. Once land is carved up into small urban lots or industrialised, there is little or no chance of it ever returning to a semi-rural green belt area.</p> <p>4. Imagine if the early settlers of Perth had not had the foresight to set aside the land we know as Kings Park, and if subsequent government bodies had not recognised its environmental value. We implore you to look to the future and save what little rural land is left in the foothills of the Kalamunda area.</p>	<p>1. Noted.</p> <p>2. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>3. Noted.</p> <p>4. Noted.</p>
12.	A28096	1. I would like to know the grounds for the justification of the suggested rezoning of the subject area.	1. The Wattle Grove South Feasibility Study identified a portion of the area as Light Industry/Commercial. The key reasons behind this identification was the proposed new Perth Airport Runway which would result in a significant increase of aircraft noise over this area and the access to key freight routes. The area is also identified as Urban Expansion under the States Planning Framework. Light Industry under the local planning scheme can be identified in an area that is zoned 'Urban' under the MRS. An example of this is the Forrestfield/High Wycombe Industrial Area Stage 1 that is zoned Industrial Development under the LPS3 in an area zoned Urban under the MRS. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The

			future planning of Wattle Grove South will be resolved through this process.
13.	A28618 A7379 A7351 A126787 A126773 A164925 A210338 A210324 128284 A28622 A164939	<ol style="list-style-type: none"> 1. Thank you for this opportunity to comment. The undersigned represent properties identified as being situated within the City of Kalamunda Draft Industrial Development Strategy/Wattle Grove South. All the properties are zoned Rural Composite use and are linked by adjoining Boundaries and share the topographical portion of Tonkin Highway, Welsh pool Road East and Brentwood Road. We feel this unique portion could well be described as a future Industrial Commercial Hub/Precinct, with strong potential to radiate extended community interest in Wattle Grove South, such as the possibility to encompass Crystal Brook Road/Victoria Roads, assisting in promoting of the City of Kalamunda Strategy Objectives to enhance and extend upon existing Industrial and Commercial Precincts. 2. Property owners in the unique Rural Composite Zone of Wattle Grove wish to present to Council for consideration, attached correspondence dated 30 August 2018, which is in support of and directly relates to previous correspondence of 23 August 2018, re Wattle Grove Feasibility Study. 3. All resident/ ratepayers are in agreement with this request to Council. 4. In correspondence to your office dated 23 August 2018, all ten property owners of the unique Rural Composite Zone in Wattle Grove, agreed in principle to the Wattle Grove feasibility study proposal to be rezoned to Industrial use. 5. Rural Composite Zone use allows for the owner/s to reside on the property or to have a caretaker reside on the property. 6. Having agreed to the proposal being rezoned from Rural Composite use to Industrial use, the owners require reassurance that the category of Industrial use be of a Composite nature, in order to facilitate the owner/s being able to reside on the property or to have a caretaker reside on the property, as is currently the case, under Rural Composite Zone. 	<ol style="list-style-type: none"> 1. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. 1. Noted. 2. Noted. 3. Refer to 1. above 4. Noted. 5. Refer to 1. above
14.	A207173	<ol style="list-style-type: none"> 1. I am writing to you again and ask that you see fit and remove the proposed Draft Industrial Development Strategy of Wattle Grove South. I have attended your workshops and council meetings, written to you, submitted your online survey etc as many others have and after much community outcry against this, we are now subjected to yet another workshop. Really! What more can we say apart from the fact that industrialisation is neither wanted or needed in Wattle Grove South. 2. I have personally spoken to many of the residents throughout Wattle Grove, Lesmurdie, Gooseberry Hill, Kalamunda, Forrestfield, High Wycombe etc and our neighbouring Orange Grove residents and it is the general consensus that industrialisation is not wanted and they all say it will ruin such a beautiful area and are horrified when I mention that it is still on the agenda. They can't believe it, nor can we. Quite frankly at the moment all the feedback I am getting is very negative towards the City of Kalamunda and I'm sure this is not what you want. 3. If you were to remove this proposal you would not only regain the community trust and support, but you will also find that there would be a completely different response from all, and one where we 'the Wattle Grove residents' and Council can sit down together amicably and discuss different options for the area, as we do have ideas that will include the needs, wants and expectations from all including the City of Kalamunda for future growth. We could move on from this and move forward for all to benefit, as no one will benefit if this if to proceed to industrialisation. It will instead go down in the history books for all involved that these are the ones who ruined the 'gateway to the hills', the lungs of Perth. Think about that for a moment, I wouldn't want my name on that list as my legacy for my future family generations to know that I was a part of this. 4. Think for another moment and put yourselves in our shoes and have this threat of your home, lifestyle and financial loss being held over you. How would you feel? It's not hard to understand our stress, anxiety, anger, sleepless nights, depression, I could go on. This is what we live with day in day out. 	<ol style="list-style-type: none"> 1. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. 2. Noted. 3. Refer to 1. above 4. Noted. 5. Noted. 6. Refer to 1. above

		<p>5. There are better ways for the City of Kalamunda to utilise this area and in keeping with the tourism and environmental theme that is in the vision of City of Kalamunda. Make the most of this scenic drive up to our ever-lovely hills that so many come to visit, so don't ruin it with industry. To quote you "Our built assets meet our needs and are sensitively designed harmonising with the local built character, our heritage and the natural environment." This includes Wattle Grove.</p> <p>6. I ask that you remove any industrial proposals in Wattle Grove South and instead reconnect with the Wattle Grove community, talk to us and listen to us, we have ideas too, and lets build a better community together.</p>	
15.	A207173	<p>1. No to industrial development not to an area that has beautiful tree top canopy and home to diverse wildlife and fauna. Also people have invested in lifestyle and homes which would be destroyed.</p>	<p>1. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p>
16.	A207155	<p>1. I would like to go on the record as opposing any Industrial rezoning in Wattle Grove for the following reasons.</p> <p>2. The amount of time for the industrial area to be realized and come to market is too long. it is obvious all councils with land have been drawn to industrial re zoning because of the minimum amount of infrastructure required and maximum amount of rates.</p> <p>3. The value of industrial land and buildings in the Perth Metro area has been declining over the past ten year. There is now a major glut. this is undeniable. This Glut will mean developers will be slow to mobilize and the value of land will be low. The real losers will be the current land holders who will be paying large rates bills regardless of how long the process takes or how low the returns are. This land could sit unsold and undeveloped for 10 – 15 years.</p> <p>4. The big winner will be the city of Kalamunda and all other rate payers. a very small percentage of rate payers will be carrying a large financial burden. I'm sure you will agree this is unfair and unacceptable.</p> <p>5. Also there are a large amount of very expensive homes and infrastructure which currently exist. These have significant dollar values to individual land owners and eventually will be lost with no compensation because every industrial development starts its life as a large, flat, totally cleared piece of land. At least if the rezoning was residential current homes could be incorporated in the design.</p> <p>6. Another point is the natural beauty and the quality of life for the people who live in this area. I'm not sure how much importance the City of Kalamunda places on such things?</p> <p>7. In short I reject any rezoning. The unfortunate thing is, this money grab could have been avoided if self-interested councils in Western Australia where prepared to merge and create organizations with economy of scale as outlined several years ago. Maybe it's not too late? If my summation of the situation is incorrect in any way I would be very interested to hear from you.</p>	<p>1. Noted.</p> <p>2. The City considers the context of the area and the opportunities and constraints when planning for the future land uses.</p> <p>3. The City does not have an opinion on future market conditions as this is impacted by influences beyond the City's control.</p> <p>4. Noted.</p> <p>5. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>6. Refer to 5. above</p> <p>7. Noted.</p>
17.	A28131	<p>1. I would like to go on record as opposing and Industrial rezoning in the Wattle Grove area.</p> <p>2. I can see from the council point of view that the lure of industrial rezoning would give maximum rates for minimum amount of infrastructure spend however from a resident point of view I cannot see the benefit or indeed need for an industrial zone in Wattle Grove. There are a number of industrial areas around this region all of which have multiple vacant tenancies which tells me that the supply for this type of zoning in the area far exceeds the demand so why would the Kalamunda council entertain the idea of destroying the Wattle Grove South area to implement an industrial zoning if not just to increase the rates base.</p>	<p>1. Noted.</p> <p>2. The City considers the context of the area and the opportunities and constraints when planning for the future land uses. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a</p>

		<ol style="list-style-type: none"> 3. The value of industrial based land and infrastructure in the metro area has been on a steady decline and continues to do so hence more support to the argument that supply far exceeds demand. This being the case any developer would not be in any hurry to undertake major developments in this area for 10-15 years. 4. This means that me as a resident would be sitting on land that would have a reduced market value to anyone looking for a lifestyle property as who would purchase the property given that it only holds value for industrial development, which as mentioned previously holds no medium to long term value as no developer would be in a hurry to purchase or redevelop. 5. Added to this the increase in rates if it rezoned would mean that my yearly costs of holding the property would have increases substantially with no real benefit. So from my point of view it is a lose-lose scenario. The only winner in this is the Kalamunda council who we as residence elect to represent us the rate payers. I do not see how any of the scenarios I have described above are of any benefit to me the rate payer and resident. So is the council representing the best needs of its constituents, I would have to say no. 6. We moved to Wattle Grove because of the beauty and charm that the area holds, and feel that the council has placed very little importance on the charm of the area, the amount of natural flora and fauna that is specific to Wattle Grove, and what the ecological impact of the rezoning of this area would have. 7. In summary I reject the rezoning of this area and am very disappointed in the Kalamunda council for not having the best interest of the rate payers as their primary concern in this matter. 	<p>Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <ol style="list-style-type: none"> 3. The City does not have an opinion on land values. Valuations will need to be informed through independent land valuations. 4. Market conditions are subject to change and influences beyond the City's control. 5. Noted. 6. Noted. 7. Noted.
18.	No Assess No. (Orange Grove Resident – City of Gosnells)	<ol style="list-style-type: none"> 1. Please note that having attended the workshop on Wattle Grove South, hearing of what is proposed and considering the travesty of what City of Kalamunda is considering with their proposal to increase density and partially industrialise Wattle Grove South, my wife and I are absolutely opposed to this proposal. 2. Whilst I understand the substantial increase in rates would be a windfall for City of Kalamunda there appears no other benefit. 3. I cannot believe the City would show such a lack of respect and concern for its residents not to remove this proposal from the table after the obvious strong opposition shown at both the July Council meeting and the workshop I attended. 4. Having grown up in Kalamunda and having family and many friends within the district I will watch with interest this issue until it is rightfully buried. 5. In October next year council will again go to the polls. I have recently retired and met so many like-minded residents who are both angry and concerned by this proposal. 6. Let me assure you councillors, we will be watching with interest. Let us hope that when Council meets this October to consider the community backlash they react appropriately and remove any proposed industrial from Wattle Grove South so that your residents actually know you are there for them. 	<ol style="list-style-type: none"> 1. Noted. 2. The City considers the context of the area and the opportunities and constraints when planning for the future land use. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. 3. Refer to 2. above 4. Noted. 5. Noted. 6. Noted.
19.	No Assess No. (Orange Grove Resident – City of Gosnells)	<ol style="list-style-type: none"> 1. We contend there is no demand or foreseeable demand for industrial land in this or the immediately surrounding areas in the near to medium term. Various real estate sources estimate that at existing vacant property within a radius of this area combined with vacancy rates the existing excess of commercial and industrial land will take up to 20 years to be fully utilized. 2. We strongly object to CoK proposal for industrialization. 3. We propose the City commit to a timeframe of at least 15 years for the feasibility study area to remain rural before reconsidering an alternative use for the study area. 4. We propose that at that future planning reconsideration of zoning no use other than rural residential or urban residential be considered. 5. The Water Corporation advises that the Yule Brook main drainage catchment uses assumptions for this area for drainage modelling is based on the area remaining rural zone uses for the foreseeable future. They further advise Yule Brook cannot accommodate further run-off from alternative zone uses. 6. As the authors make no reference to UXO's in the area we remind CoK planning staff that what is now the Keswick Convention Centre Kelvin Road in the past was an army barracks and the 	<ol style="list-style-type: none"> 1. The City must consider the future demand of land uses and changing economic conditions when planning for the future. 2. Noted. 3. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. 4. Refer to 3. above 5. Noted. Any future detailed planning would need Water Corporations input.

	<p>surrounding area of Wattle Grove and Orange Grove was a firing practice range. This historical use of the area is not referred to in the report yet our property along with others, has a Memorandum on the Land Title that the site is an Unexploded Ordnance (UXO's) site.</p> <p>7. We call on the City of Kalamunda to follow the foresight and lead of the adjacent boundary sharing local government authority of the City of Gosnells. City of Gosnells Local Planning Policy 24 contains a number of changes from their previous TPS (6), most notably the rezoning of the majority of Orange Grove and Martin from 'Rural' to 'Rural Residential'. A number of new use and development classes strengthen planning controls and place limitations on the development of rural residential land for non-rural uses. Unlike the current 'Rural' zonings of General Rural and Special Rural, the new, improved, 'Rural Residential' zoning in the new Scheme will protect the rural amenity of these areas for existing residents, by limiting uses such as places of worship, rural industry and intensive agriculture. These changes in CoG TPS are in direct response to residents' requests to limit inappropriate development in their suburbs and preserve their valued rural lifestyles."</p> <p>8. Planning Considerations. In broad terms all state planning documents seek to: Protect, conserve and enhance the rural amenity and ultimately the rural lifestyle. WAPC Rural Planning Guidelines 2014; State Planning Policy 2.5 seeks to:</p> <ul style="list-style-type: none"> • Protect rural land from incompatible uses; • Promote sustainable settlement close to urban areas; • Protect and improve environmental and landscape assets; • Minimize land use conflicts; • Afford a significant level of protection from subdivision and incompatible land uses and applies to all rural zones. <p>The City of Kalamunda Hills Rural Study seeks to:</p> <ul style="list-style-type: none"> • protect the rural character of the area through landscape protection. <p>The following are quotes from City's Kalamunda Advancing and other CoK frameworks and planning documents.</p> <ul style="list-style-type: none"> • CoK's endorsed vision in <i>'Connected communities, valuing nature and creating our future together'</i> • <i>'ensuring sustainable development and preservation of environmental values are recognized'</i> • <i>'develop industrial areaswithout compromising the amenity of the adjacent land uses or the natural environment'</i>. <p>9. The NE Sub-Regional Planning Framework, Key Planning Framework Principle 3.1 aims to reduce bush fire impact and risk to people by avoiding populating areas adjacent to dense bush areas, the area under consideration abuts thousands of hectares of national park, areas of bush which are high risk to people for both high density urban residential use and for industrial use.</p> <p>10. As with the many previous bushfires in this immediate area it is relatively easy to evacuate and rural sparsely populated area, it is not easy to evacuate and densely populated urban residential or industrial area, in particular the fire hazard of a light industrial area, stock, fuels, packaging materials and the like pose a far greater risk in case of bushfire. The City feasibility study proposed preferred option, of residential north of Crystal Brook Road and industrial use south, disregards and omits the Consultants suggestion that the land south of Crystal Brook Road remain rural. Land ownership in the study area is fragmented and this element requires specific consideration as part of the feasibility process (report page 8).</p> <p>11. The feasibility study (page 13) postulates the boundaries of Option 3 are considered to be Orderly and Proper Planning. As the Department of Planning, Lands and Heritage have indicated that they may not support Wattle Grove South proposals and the proposal does not conform with the Metropolitan Regional Scheme it cannot logically be seen to be in the interests of Orderly and Proper Planning.</p> <p>12. The concept of Option 3 as a preferred option is not in the interests of Orderly and Proper Planning. Proposed use as per the study area proposal would result in a small pocket of urban residential</p>	<p>6. Noted.</p> <p>7. Noted.</p> <p>8. Noted.</p> <p>9. Any future planning of the area will need to take bushfire risk into consideration.</p> <p>10. Any future planning of the area will need to take bushfire risk into consideration.</p> <p>11. The area would need to be appropriately rezoned under the Metropolitan Region Scheme for any change in land use.</p> <p>12. Refer to 3. above</p> <p>13. Any future planning of the area would need to be consistent with State Planning Policy 4.1 – Industrial Interface.</p> <p>14. Noted.</p> <p>15. Noted.</p> <p>16. Any future planning will need to address interface issues.</p> <p>17. Refer to 3. above</p> <p>18. Noted.</p> <p>19. Noted.</p> <p>20. Noted.</p> <p>21. Tonkin Highway is the border between Wattle Grove South and MKSEA.</p> <p>22. Noted.</p> <p>23. Noted.</p> <p>24. Noted.</p> <p>25. Noted.</p> <p>26. Noted.</p> <p>27. Refer to 3. above</p> <p>28. Noted.</p> <p>29. Market conditions are subject to change and influences beyond the City's control.</p> <p>30. Noted.</p> <p>31. Noted.</p> <p>32. Noted.</p> <p>33. Noted.</p> <p>34. Noted.</p> <p>35. Noted.</p> <p>36. Noted.</p> <p>37. Noted.</p> <p>38. Noted.</p> <p>39. The Framework was in draft format prior to its adoption in March 2018 and identified Wattle Grove South as a Urban Expansion area at this point in time.</p> <p>40. For the purpose of the Wattle Grove South Feasibility Study and the Industrial Development Strategy, Wattle Grove South is generally east of Tonkin Highway and South of Welshpool Road East.</p> <p>41. The Study assessed all options based on but not limited to context, opportunities and constraints.</p> <p>42. Noted.</p> <p>43. Light Industry under the Local Planning Scheme No.3 can be identified under an Urban zone in the Metropolitan Region Scheme.</p>
--	--	--

	<p>separated on each side by major roads and a small pocket of light industrial, neither of which is a significantly sized area, leading to further fragmented land use. From any perspective or evaluation this is not Orderly and Proper Planning.</p> <p>13. The study proposes a strategy that ensures there are logical transition zones between residential and industrial uses. State Planning Policy 4.1 aims to prevent conflict between land uses and requires statutory buffers with compatible land uses separated from other land uses.</p> <p>14. Orderly and Proper Planning has already occurred; Tonkin Highway, Welshpool Road East and Kelvin Road are already distinct and practical boundaries and buffers to other land uses.</p> <p>15. The proposal appears to ignore CoK shared boundaries with the City of Gosnells and erroneously refers to CoG urban development for the area; clearly the feasibility study authors' desktop survey had either little research or chose to ignore government data freely available with little research. The study authors own maps and diagrams included in the feasibility study clearly an accurately define abutting CoG areas as (yellow striped) rural residential.</p> <p>16. The entire concept of the CoK feasibility study impacts heavily and negatively on adjoining rural zone landholders in the City of Gosnells.</p> <p>17. In particular the so-called realignment but actually completely moved Crystal Brook Road would have negative major impact on City of Gosnells' rural zone residents who would have a major road carrying 22,000 largely commercial vehicles a day immediately adjacent to their properties in Valcan Road. The report fleetingly skims over the resumption of land to move Crystal Brook road – euphemistically referred to as 'realignment'. Resumption of land is essentially compulsory purchase of land from a person who does not want to be displaced from their property.</p> <p>18. Orange Grove residents now have a group proactive in maintaining and protecting rural lifestyle who will respond to CoK decisions that impact the lifestyle of Orange Grove residents.</p> <p>19. As with each of the other regional plans, the NE SR Planning Framework notes that further rural land approval will become an exception; 16,000 hectares is available for rural residential lifestyle living and it is unlikely that more will be allocated.</p> <p>20. The Framework advises it will be the exception to allow more and rural lifestyle living. Rural lifestyle living is a desirable lifestyle; existing rural zones in the metropolitan area will become a more valuable environmental asset and promoted as a hills region the City of Kalamunda area will become more valued as urban area densities increase.</p> <p>21. The report (page 12) says the subject land ABUTS the City of Gosnells MKSEA site. IT DOES NOT, TONKIN HIGHWAY SEPARATES THE TWO AREAS.</p> <p>22. The feasibility study refers to the Brentwood Road swamp and quarry as being in the study area. The Brentwood Road swamp and quarry are not in the study area. They are in Brentwood Road Kenwick in the MKSEA on the other side of Tonkin Highway.</p> <p>23. The feasibility study Section: Land Use Opportunities and Constraints; Diagram Figure 13; page 127, shows three poultry farms, the report cites this activity as justification for industrial use south of Crystal Brook Road. Chicken farms 2 & 3 WERE both on the other side of Tonkin Highway with the buffer of the highway between them and the proposed Wattle Grove South land area. None of the chicken farms have existed for many years.</p> <ul style="list-style-type: none"> • Chicken farm No.1: Now Kennedy's Tree Services • Chicken farm No.2: Now part of the industrial site of Makita • Chicken farm No.3: Now Foxwood Farm Equestrian Centre <p>24. The diagram also shows 3 kennel properties. All three kennels have the major roads of Tonkin Highway or Welshpool Road East between them and proposed Wattle Grove South, yet are used in justification of industrial use.</p> <ul style="list-style-type: none"> • Kennel No. 1: Observation of the maps and diagrams in the report confirm this kennel property, (adjacent to Lewis Road), is close to the proposed residential zone north of Crystal Brook Road, and with the proposed residential zone between it, and the proposed industrial zone, south of Crystal Brook Road. • Kennel No. 2: Is immediately adjacent to the buffer for Tonkin Highway and is separated from the proposed land area by Welshpool Road East. 	<p>44. For the purpose of the Wattle Grove South Feasibility Study and the Industrial Development Strategy, Wattle Grove South is generally east of Tonkin Highway and South of Welshpool Road East.</p> <p>45. Any future planning will need to address interface issues.</p> <p>46. Noted.</p> <p>47. Noted.</p> <p>48. Noted.</p> <p>49. Noted.</p> <p>50. Noted.</p> <p>51. This potential rail line is only a concept at this phase. Wattle Grove was identified as a potential station under the strategic Metronet Plan of the Labor Government. The Feasibility Study scope of works required the possibility of the area to be serviced by this future line to be considered at a strategic level. A potential alignment and station location was cited in the report but no detailed analysis has been undertaken on the particulars of this alignment as it was not required to be addressed as part of the Feasibility Study.</p> <p>52. This potential line is only a concept at this phase. Wattle Grove was identified as a potential station under the strategic Metronet Plan. The feasibility study scope of works required the possibility of the area to be serviced by this potential line to be considered at a strategic level. A potential alignment and station location was cited in the report but no detailed analysis has been undertaken on the particulars of this alignment as it was not required to be addressed as part of the Feasibility Study.</p> <p>53. Noted.</p> <p>54. Noted.</p> <p>55. Noted.</p> <p>56. Noted.</p> <p>57. Noted.</p> <p>58. Noted.</p> <p>59. Noted.</p> <p>60. Noted.</p> <p>61. Noted.</p> <p>62. Noted.</p> <p>63. Noted.</p> <p>64. Noted.</p> <p>65. Noted.</p> <p>66. Noted.</p> <p>67. Noted.</p> <p>68. Noted.</p> <p>69. Noted.</p> <p>70. Noted.</p> <p>71. Noted.</p> <p>72. Noted.</p> <p>73. Noted.</p> <p>74. Noted.</p> <p>75. Noted.</p> <p>76. The Perth Airport New Runway Projects predicts anywhere between 50-100 flight movements above 65 decibels by 2045 over parts of Wattle Grove South.</p> <p>77. Noted.</p>
--	--	---

	<ul style="list-style-type: none"> • Kennel No. 3: Is on other side of Tonkin Highway with the buffer of the highway; I have spoken with the owner and this kennels is in the City of Gosnells. <p>25. Tonkin Highway provides a definite and practical buffer between land uses. We object strongly to the proposal to move Crystal Brook Road and to rezone for an industrial precinct in the study area.</p> <p>26. The study area is a unique environment and habitat for flora and fauna, environment constraints and environmental action group activity has the potential to create major delays in any development. Rural Residential zoning incurs no cost to the City at all, no facilities are provided or wanted by residents in the study area as a rural area.</p> <p>27. Our preferred option is that the study area is a rural residential lifestyle acreage area and that the City of Kalamunda commits to a timeframe of at least 15 years in which the study area is not reconsidered for rezoning. This allows continuity for current and future residents. Whilst property values are not a consideration for councils or council planners it is a fact that property values rapidly devalue in an areas under consideration for planning changes. It is commonplace that in any intervening period between announcement of planned zone changes and those changes occurring an area will fall into disrepair as properties are not maintained. The MKSEA is a prime example of this. Council planners and councilors would do well to visit Victoria Road on each side of Tonkin Highway and compare. Figures quoted as options taken on their land from developers by those in support of the rezoning and who live on old low-cost homes are prices that are close to land cost and would not cover the build cost of many of the homes in this area.</p> <p>28. The Maddington Kenwick Strategic Employment Area was proposed in 1990 – 28 years ago. The MKSEA is located west of the proposed site, it is largely within the City of Gosnells but has some land, referred to in the report, within City of Kalamunda boundaries and with environmental constraints. There have been delays in MKSEA due to environmental impacts and unexpected public criticism environmental destruction.</p> <p>29. All these years on and the CoG still has environmental protection protestors present and vocal at their OCM's. The MKSEA area is divided into four Precincts, 1, 2 3a & 3b. It is now under development however development has been very slow and currently only one section has infrastructure. Precinct 1 has infrastructure in just part of, not the full area, clearly indicating a lack of commercial demand.</p> <p>30. The feasibility study has numerous errors, some of which are listed at the end of this submission. Strategic planning is exactly that, planning for the future. Studies are a projection based on assumptions, nothing more. Projections do not always come to fruition. There is such a large time span between a projection and completion that even with projects which win awards yet ultimately many years down the track prove unsuccessful no-one goes back to the planners and takes back the awards!</p> <p>31. The Draft Perth & Peel Growth Plan of 3.5 million by 2050 has now been suspended. Population growth is not meeting projections. Many years ago I worked on a project for the development of the northern corridor of Wanneroo and southern corridor of Byford. At the time the projected population for the Byford area by 2015 was for in excess of 40,000 people.</p> <p>32. The whole Serpentine – Jarrahdale LGA population is currently around 26,000. The 2016 census Byford population was 14,908 indicating that population projections and associated needs for employment, education etc. are not a fixed projection but something that is continually revised and can move towards a downward trend.</p> <p>33. Future population, employment, housing needs and industrial needs are projections; they are not fact and currently past projections have not become actual resulting in a surplus of available land and property in many local industrial areas. With the contraction in mining and change from start-up to in progress activity the INLS 2005 – 2008 demand projections for industrial land have now proven to have been over-estimated.</p> <p>34. I spent a substantial part of my career with the Australian Bureau of Statistics. Statistics can be manipulated to a desired result, equally framing of questions can elicit a desired outcome from respondent. The report uses data in what it explains is a demonstration of the need for industrial areas in the CoK to enable residents to work close to home. In regard to sustainable local</p>	<p>78. Noted.</p> <p>79. Noted.</p>
--	--	-------------------------------------

		<p>employment areas workers choose their employment based on the job, they do not choose a job in relation to proximity to home. If retail and care work (eg: local medical services, aged care services and the like) are excluded from demographics statistically very few people live in close proximity to their workplace.</p> <p>35. North East Sub-Regional Planning Framework references to Wattle Grove refer the reader to also see Orange Grove - South Metropolitan – Peel Sub-Region. The two areas share several boundaries.</p> <p>36. The Framework notes the greatest population and employment growth area will be in the City of Swan with Midland as the key centre; see Sub-Regional Plan page 30.</p> <p>37. The CoK boundary sharing CoG is highly commended for their foresight in continuing and extending their 'Foothills Rural Strategy' which was endorsed in April 2018. COG proposes its general and special rural zones be retained to 2050 and conform to the State Government directive to rezone all metropolitan general and special rural zones to Rural Residential.</p> <p>38. Perth metropolitan council areas which currently have rural pockets are in a unique position, a position which should not be squandered. As with each of the other regional plans, the NE SR Planning Framework notes that further rural land approval will become an exception; 16,000 hectares is available for rural residential lifestyle living and it is unlikely that more will ever be allocated. Please take a moment to absorb this and see how valuable this environment will be in the future.</p> <p>39. It is interesting that the study authors note that they and the City held meetings on 8 January and on 31 January 2018 and made their decision on the preferred study area and study area use. The final North East Sub-Regional Planning Framework was not released until two months later on 23 March 2018; subsequent to the City having revised boundaries and proposed uses and their preferred option decided on.</p> <p>40. The so-called Wattle Grove South study area, so named for the purposes of the study, refers only to the area east of Tonkin Highway and ignores that geographically Wattle Grove South includes west of Tonkin Highway.</p> <p>41. There are three option study areas. It is usual business practice to use critical assessment tools for effective assessment of a project or study. Three options are noted in the feasibility study however it appears assessment valid criteria were not used and certainly not listed, it appears there were no criteria used. The assumptions by the authors appear to be conjecture. The study states the original boundary was illogical without investigating the reasons for the boundary position, assessment of the boundary or reasoning for the report authors conclusion.</p> <p>42. On May 1, 2015 the Draft North-East Sub Regional Planning Framework was released by the Western Australian Planning Commission. In March 2018 the NE sub Regional Planning Framework was published identifying all of semi-rural Wattle Grove on the Hills side of Tonkin Highway as urban expansion/investigation from about 2022. This position reflected the City of Kalamunda submission to the draft NE sub-Regional Framework submitted in 2016. In these documents there was no content to alarm residents.</p> <p>43. Without any direct consultation with affected residents, in either the City of Kalamunda or the City of Gosnells areas an Agenda Item appeared on the Ordinary Council Meeting of the 24 July 2018 with council executives recommending that Council adopt the (paraphrased) recommendation to reduce the size of the proposed urban area of Wattle Grove identified in the NE sub Regional Planning Framework by approximately 136 ha and instead, turn this area an industrial precinct. As you are aware, under the State Planning Framework, local government land use schemes are required to reflect these centrally developed planning frameworks across the metropolitan area. The Framework does not include rezoning the identified study area as industrial.</p> <p>44. There is no such area as Wattle Grove South, it is a term selected by the report authors. Geographically Wattle Grove 'South' is all of Wattle Grove south of Wattle Grove and therefore geographically includes land west of Tonkin Highway and south of Wattle Grove. Parts of the feasibility report appear to cut and paste from an earlier report. The feasibility study refers to selected boundaries and uses those boundary lines and says for the purposes of the report it has named the area within the selected area Wattle Grove SOUTH. However, throughout the report</p>	
--	--	---	--

		<p>text the study then reverts intermittently to using Wattle Grove rather than Wattle Grove South when referring to the study area, the same occurs with Welshpool Road East, the study intermittently refers to the road as Welshpool Road (the name change between Welshpool Road and Welshpool Road East occurs several kilometres west of the study area).</p> <p>45. Directly affected properties area within the City of Kalamunda share boundaries with City of Gosnells properties in:</p> <ul style="list-style-type: none"> • Victoria Road, • Easterbrook Place, • Emmanuel Court, • Valcan Road and • Kelvin Road. <p>These roads all share property boundaries with City of Gosnells roads / ratepayers. Valcan Road is a no-through road, it has properties in both council areas; access into the road is within CoK, the bottom of the no-through road is within CoG. Access to the road is only through City of Kalamunda boundaries. Geographically the City of Gosnells properties in Valcan Road can only be accessed by travelling 2.5 – 7.5 kilometres through City of Kalamunda boundaries and back into City of Gosnells to reach those properties. These CoG residents are impacted by City of Kalamunda decisions to the same extent as City of Kalamunda residents are affected. If the feasibility study proposal is accepted by the City CoG ratepayers will have a major road alongside their property boundaries, a road proposed to carry 22,000 vehicles a day.</p> <p>46. The main body of the feasibility study refers to streets which the reader would assume to be within the affected boundary area, however whilst some / parts of these roads are within the study area, the roads existed long ago; prior to existence of Tonkin Highway. Tonkin Highway has since divided the roads leaving part on either side of Tonkin Highway. Of particular relevance is Brentwood Road.</p> <p>47. A number of the study maps and diagrams include these areas; eg: Transport Impact Assessment (amended 20.4.18 according to planners comments) drawing Number KC00381.000_S01 - S07. The report refers to positioning of the rail in relation to highways and then refers to a railway station in Brentwood Road.</p> <p>48. An under construction, soon to be completed rail complex is located at Forrestfield North; referred to in the report it is approximately 6.5km from the investigation area, although the Traffic Impact Assessment part of the study notes Forrestfield Station (not Forrestfield North) as approximately 5.5 km from the proposed development. I was already aware of the proposed Rail Intermodal – freight and Passenger Circle-Line plan in the MKSEA approximately 2.5 kilometres from the study area and west of Tonkin Highway.</p> <p>49. On first reading of the feasibility study a rail station within the study boundary area in Brentwood Road Wattle Grove South appeared such a bizarre a proposal in the feasibility study that it warranted further investigation, which I conducted with a number of government bodies.</p> <p>50. In the MKSEA area land west of the feasibility study area adjacent to Roe Highway, and South within the MKSEA within CoG boundaries, is a proposed (estimated as 8 – 10 years), 'Passenger and Freight Railway Circle Line Intermodal' with a passenger interchange station for the proposed Perth metropolitan Circle Line which with interconnecting lines will enable passengers to travel in a number of directions (eg: Thornlie, Fremantle, Midland lines around the perimeter of Perth without travelling into Perth. The proposed line will follow a relatively straight path from the currently under construction Forrestfield North rail complex, to the proposed (Kenwick) freight passenger intermodal.</p> <p>51. The Transport Impact Assessment page 5 refers to the proposed railway alignment with Forrestfield North; quote: the proposed alignment would follow the alignment of Tonkin Highway and continue along Brentwood Road to Roe Highway'. It can only be assumed that in relation to rail facilities the study authors have under-researched their proposal or used outdated data.</p> <p>52. Brentwood Road in the study area is at the intersection of the western end of Crystal Brook Road at Welshpool Road. The specific location of the proposed rail interchange is particularly relevant as</p>	
--	--	--	--

		<p>the feasibility study refers specifically to Brentwood Road as a proposed possible railway station site, without reference to the fact that the Brentwood Road proposed rail intermodal is not Brentwood Road within the boundary of the study area. Whilst the report makes no reference to this, Brentwood road is intersected by Tonkin Highway, Wattle Grove continues west of the feasibility study area and south of Welshpool Road East and that is the location of the proposed Circle Line Rail Intermodal. It is indeed adjacent to Brentwood Road – Brentwood Road Kenwick in the City of Gosnells within the MKSEA boundary. Not Brentwood Road Wattle Grove in the study area.</p> <p>53. The Transport Impact Assessment provides data tables of various roads within the study area. Section 2.4, Page 8 is headed Local Road Network Information: How many existing roads are there within the study area? Answering the question with; 15 existing roads. Then follows with: Name of Roads within the Study Area / Road Classification and Description: Page 11 names Boundary Road (north of Tonkin Highway). Boundary Road is not in the study area and not north of Tonkin Highway. Boundary Road, (refer to maps and diagrams in the study) is west of Tonkin Highway and east of Roe Highway and runs parallel with Brentwood Road in Kenwick in MKSEA and adjacent to the wetlands protected area.</p> <p>54. The Transport Impact Assessment Page 9 includes the street we live in Valcan Road. The data provided is incorrect, it notes Valcan Road as two-way one lane (no centre line), road reservation width 20 metres, road pavement width 7 metres. A traffic management report on Valcan Road was undertaken by CoG in June 2018. The road is a no-through road and is reported to be a winding rural road, (also noted as such in state government documents) only 4.8 metres wide in much of the road. The road verge is heavily treed with less than optimal visibility. Verges at no point in the road other than the intersection with Crystal Brook Road are anywhere in excess of 3 – 5 metres on either side. The Transport Impact Assessment Page 13 lists traffic volumes, note that traffic on Kelvin Road east of Tonkin Highway decreased between 2014 and 2017.</p> <p>55. Retaining Rural Use in the Feasibility Study Area. The people of Wattle Grove South choose to live in this rural environment, there can be perceived to be a 'lost opportunity cost' of the lifestyle choice in an area where a premium is paid for property. It is a lifestyle choice that many residents forego other lifestyle choices to enable them to meet the premium paid for property in this rural environment and enjoy the rural environment.</p> <p>56. Measuring the value of leafy green areas on the population at large is an underappreciated and increasingly common issue facing future city planning. There is a clear expected return on 'hard' infrastructure where assets are more easily measured and benchmarked by a council. The metrics used to evaluate and demonstrate leafy green space is a 'soft' metric and difficult to measure.</p> <p>57. Perth has a unique position amongst the bigger Australian cities as high and medium density living currently remains at relatively low rates by comparison to Sydney and Melbourne. This offers planners the opportunity of meeting future density development needs whilst providing a sought-after lifestyle space landscape and retaining unique landscapes and environments.</p> <p>58. Around Australia metropolitan councils with rapidly expanding urbanization are fast becoming aware of the need for people to experience space, nature and the natural environment. Many social sciences and demographic studies recognize the more the population increases and the more urbanization density increases the more people need breathing space.</p> <p>59. Councils; particularly in the eastern states are struggling to maintain or expand existing green and leafy areas; an example of one such council is Stonnington in Victoria, an area only marginally (2km) closer to the Melbourne CBD than Wattle Grove is to the Perth CBD. In Stonnington the council has resorted to extreme measures, acquiring groups of houses to gain green space, this strategy is difficult as accumulating sufficient adjacent properties is a long-term rather than short-term strategy and clearly not a cost-effective strategy for a council.</p> <p>60. Compare this to the opportunity CoK has with retaining the feasibility study area as a semi-rural / lifestyle area. The City does not have space constraints in the study area and has the opportunity to promote green sustainability, enhanced natural living environments and to look to a future that</p>	
--	--	--	--

		<p>takes advantage of the study area's unique geographical position and an environment with abundant wildlife in its natural environment, natural habitat and protected flora and fauna.</p> <p>61. The CoK is in a unique position, with green leafy areas and in Wattle Grove South, the area under discussion for light industrial use the ultimate in uniqueness of a natural, not man-made flora and fauna haven. As urbanization grows people need 'de-facto backyards'. Green infrastructure in larger cities around Australia is threatened on a number of fronts.</p> <p>62. Population growth and urban expansion. As cities expand pressure increases on councils to develop existing green infrastructure for commercial and residential purposes. This involves working with property developers which creates pressures from developers wanting to maximize profits whilst councils are accountable to their ratepayers and must account for, and respond to, pressures experienced with environmental and social need to provide more 'breathing space' for people experiencing higher density living. Many municipalities in large capital cities are built out.</p> <p>63. Contamination. The report at Table 4. Contaminated Sites Within the Vicinity of the Site (DWER 2017b) notes Lot 9005 on Plan. 40777, Maddington; (old council tip site) Landfill gases have been identified along the eastern boundary and the southwest corner of the Site. Hydrocarbon-impacted groundwater was identified across the majority of the Site. Asbestos impacted fill was identified beneath the landfill capping layer across a majority of the Site.</p> <p>64. My family was active in closure of the CoG Kelvin Road tip site referred to in the study. My husband was Chairman of the CoG Tip Closure Committee for the Contaminated Site to be capped and future uses planned. Only around 25% of the site was used. Approximately 40 acres (old trotting track) was virgin scrub with identified and protected rare species of flora, it was not used for waste disposal purposes and has never been excavated. Phytoremediation was used in the early stages of closure to prevent leachates entering the ground in Wattle Grove and Orange Grove. It runs underground underneath Tonkin Highway. Underground plume from the old tip site has been measured since closure. Following time for decomposition waste gas extraction took place, the gas volume dropped through extraction, gas is still given off but is burnt off as it is too low in volume to drive the turbines for power generation. Recovery and remediation took place over a number of years. The site was designated to become 'Kelvin Road Parklands', for many years now the area has been used by locals for recreational purposes. The site is unsuitable for sports grounds and the like and will be for some years to come.</p> <p>65. Flora and Fauna. The feasibility study Flora and Fauna Tables show only 'potential' for the habitat and 'likely' to exist for fauna that is clearly evident in the area. Protected species Southern Brown Bandicoots are referred to in the report in the study as possible, they are also prolific in this area, on our property and the local properties. The Planning Feasibility Study examined 3 study areas, Option 3; the study area adopted for the feasibility is logical however throughout the report and in the flora and fauna tables in the report shows only 'potential' for the habitat and in the tables 'likely' they exist in the area. Anyone who lives here will confirm that flocks of cockatoos are daily and roosting and nesting is here. Dozens of Kangaroos can be seen every afternoon just by driving through, native birdlife includes blue wrens, this is a valuable ecological area.</p> <p>66. We have seen a marked increase in the number of Carnaby's Cockatoos that daily flock across our property and it is clearly evident that the loss of large trees in the recently cleared MKSEA area has left, not just the cockatoos but many species searching for new habitat. The abundance of gum nuts on the roadway on Crystal Brook Road is a reminder of the dozens of parrots that sit and feed on the verge trees. Dozens of Kangaroos can be seen every afternoon just by driving through the area, native birdlife includes blue wrens, all denoting this as an ecologically valuable area.</p> <p>67. Carnaby's Cockatoos are a protected species predominantly roosting in Marri trees. The intersection of Valcan Road and Crystal Brook Road Wattle Grove is a known Carnaby's Cockatoo roosting site recorded in Mapping & GeoSpatial Data produced by the Mapping & GeoSpatial Branch Department of Planning, WA (Western Australian Planning Commission Copyright © January 2011 Z:\Projects\pol\state_reg\environ\ Carnaby's Cockatoo\MRS_entire.mxd). Base information supplied by: Western Australian Land Information Authority LI 430-2009-4. Carnaby's Cockatoo data (current as of June 2010): Carnaby's Cockatoo potential feeding vegetation Department of</p>	
--	--	---	--

		<p>Environment and Conservation (DEC). Carnaby's Cockatoo breeding and roosting sites Storr-Johnstone Bird Data Bank. Carnaby's Cockatoos nocturnal roosting sites DEC and Birds Australia WA.</p> <p>68. Wide ranging benefits. Benefits of open spaces – have an increasingly important part to play in future city and urban planning. Benefits of green infrastructure of evident and undeniable. The most obvious is 'enhanced liveability' that come from living in spaces with leafy outlooks, can include greenways and space where people can 'relax and breathe'. Green infrastructure can support higher rates of innovation offering people space to think more clearly and to exercise either individually or in groups.</p> <p>69. A number of years ago the City of Kalamunda put concrete footpaths on Crystal Brook Road where previously there was kerbing only and rough ground beyond the kerbing to property boundaries. The footpath infrastructure resulted in an immediate change in activity with people walking individually or in groups. This is particularly evident during early morning hours and late afternoons I know from personal experience and chatting to other walkers that some of these walkers come into the area specifically to experience the peace and nature whilst walking and exercising.</p> <p>70. Leafy green environments and enhanced liveability can support and encourage higher property prices in the municipality, ultimately resulting in higher rateable values of properties and higher income to council. There are emotional benefits in leafy green areas and studies show that a leafy environment lowers anger and depression scores, increases happiness scores. Leafy green environments can provide other significant health benefits as the population ages and obesity rates rise. Studies show that residents within areas that are leafy and pleasant or near enough to take advantage of such areas engage in greater than two hours extra recreational walking than those who do not live in or near leafy areas with a nearness to nature and the natural environment. Studies show; as does the recurring theme in medical academic literature, that lower rates of heart health problems and in hospitalization occur in people living in or close to leafy areas and natural environments.</p> <p>71. Forward looking councils are maximizing their green infrastructure and using such areas to promote fitness and well-being in the community. Council green infrastructure has rapidly become more valuable amid population growth and greater urbanization and densification. Governments worldwide are trying to leverage or expand green infrastructure assets. It is a recognised development constraint that land ownership in the study area is fragmented making development processes challenging, particularly when faced with a population that values the rural lifestyle and opposes the proposed industrial development.</p> <p>72. A further development constraint in the study area is that the area has many protected species of flora and fauna and protected habitats. There are two Bush Forever sites in the immediate vicinity; neither is within the boundaries of any of the options. Site 50 is north east of Welshpool Road East and Site 51 is at the intersection of Kelvin Road and White Road in the City of Gosnells.</p> <p>73. Industrialists at the Industrial Focus Group meeting I attended spoke about their preference for greenfield land for development noting there is plenty in the Swan area with easy access to desired road and freight routes and facilities. Several of the developers were supportive of my comments against industrial development of the study area and appeared to see the proposed industrial area of Wattle Grove South as problematic – one comment was 'a headache in the making'; with development similar to, but more difficult than, the MKSEA area as the MKSEA was desecrated scrub land that had allowed business use by stealth over a number of preceding years and an area where landholders welcomed industrial development.</p> <p>74. By comparison the feasibility study area is a beautiful, scenic landscaped rural lifestyle area with abundant wildlife and vegetation and high-end homes and where all but a few proponent landholders, who have already taken option fees from developers, totally oppose development.</p> <p>75. Speakers at the industry focus meeting mentioned that due to environmental constraints MKSEA had become too onerous a project for developers, one which in hindsight would not be repeated, particularly as there are other more appealing areas available. The MKSEA proposal began in</p>	
--	--	---	--

		<p>1990!! 28 years ago, and still protesters have been at each of the last five OCM's protesting at the destruction of habitat in the MKSEA.</p> <p>76. Aircraft Noise. The feasibility study provides examples of constraints and impacts from new Perth third runway and future flight paths noise. The new runway is parallel to the existing runway and the greatest impact will be over areas already impacted by aircraft; the Wattle Grove Primary School area, where I understand classes sometimes have to momentarily stop whilst aircraft fly overhead and aircraft noise above Queens Park. The study area will be affected by aircraft no more than currently, at open forums officers overlaid flight paths over whatever address was provided and displayed take-off and landing scenarios. By the time aircraft are over the study area they are high enough in the sky to have no real impact. Officers advised that in the study area there will be no perceivable difference in aircraft noise levels than is currently experienced. Currently aircraft noise is negligible.</p> <p>77. Decibel level of aircraft noise in the study area as quoted by City of Kalamunda officers is 65 decibels. As a comparison:</p> <ul style="list-style-type: none"> • A push lawnmower is 70 – 80 decibels, • A ride-on mower is 95+ decibels, • A truck passing you in the street is upwards of 95 decibels. • Normal speaking voice in any room is around 65 decibels. <p>78. Dampier – Bunbury Gas Pipeline Buffer. The study concludes constraints include the Dampier – Bunbury Gas Pipeline Buffers, this is referred to above at page 31. I have spoken with government departments at length and been referred to Government Bulletins; there is no specific buffer and playing fields, road verges etc. are all acceptable within the pipeline area. Examples provided by the department included use around the pipeline in the suburb of Brabham.</p> <p>79. See attached table (Attachment 1) for further comments.</p>	
20.	A166622	<ol style="list-style-type: none"> 1. I am writing to you to voice my strong objection to the proposal of the industrialisation of semi-rural Wattle Grove. 2. State Government planning documents have identified semi-rural Wattle Grove for possible urban expansion/investigation sometime after 2022. These planning documents make no reference at all to developing an industrial precinct in this area. 3. An industrial zone is not required in this semi-rural area as residents have easy access to the industrial precinct being developed opposite Hale Road/Welshpool Road traffic lights in Wattle Grove (MKSEA). Moreover there is currently no obvious development activity on the 20.4ha of land already zoned industrial in Wattle Grove, near the former primary school. 4. The Landgate Valuations Report 2017/18 reports that in the City of Kalamunda the gross rental value of industrial land has fallen by 4.22%. In the City of Gosnells, the GRV of industrial properties has fallen by 13.09%, again highlighting the lack of demand for any increase in the availability of industrial land in this area. 5. The consequential proposed realignment of Crystal Brook Road to service the precinct is likely to increase from 2000 vehicles per day to 22,000 vehicles per day in one section of the road, thereby reducing the appeal and value of the proposed residential area north of Crystal Brook Road. 6. The draft Industrial Development Strategy claims that light industry can occur in urban areas. This means that CoK plans to industrialise Wattle Grove South and may later extend to the area of semi-rural Wattle Grove which is north of Crystal Brook Road, particularly as the attractiveness of this area for potential residents is reduced through it abutting an industrial precinct in the future and resultant traffic noise servicing the area. 7. The draft Industrial Development Strategy cites likely forecast noise as justification for imposing an industrial precinct upon the industrial precinct upon the residents of semi-rural Wattle Grove which is quite misleading. Perth Airport documentation shows that all of 'Wattle Grove South has an ANEF zone less than 20, and will continue to do so for the foreseeable future. This ANEF rating means that aircraft noise will not prevent future residential development, including such flimsy structures as caravans, in Wattle Grove South on current long-term forecasts. 	<ol style="list-style-type: none"> 1. Noted. 2. Light Industry under Local Planning Scheme No.3 (LPS3) can be identified in an area that is zoned 'Urban' under the MRS. An example of this is the Forrestfield/High Wycombe Industrial Area Stage 1 that is zoned Industrial Development under the LPS3 in an area zoned Urban under the MRS. 3. The City must plan for future demand of land uses not just the existing demand. 4. The City does not have an opinion on land values. Land values need to be informed by independent valuation. 5. Noted. 6. In response to public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved in this process. 7. The Perth Airport New Runway Projects predicts anywhere between 50-100 flight movements above 65 decibels by 2045 for parts of the Wattle Grove South area. 8. Noted. 9. The City does not have an opinion on land values and market demand. Land values need to be informed by independent valuation. Market demand is influenced by influences beyond the City's control. 10. Noted.

		<p>8. Industrial zoning will likely result in families having to move from their family property. Form many including ourselves, the family property is vitally important, holding memories and a special connection to the land, neighbours and hills community.</p> <p>9. Industrial developers prefer large tracts of unimproved land and generally pay only land value to landowners. There are 234 families on less than 3ha of land in Wattle Grove South who are unlikely to attract anything but unimproved land value for their properties. Once an area is zoned industrial, remaining residences tend to fall into disrepair and neglect, often for years.</p> <p>10. Industrialisation will result in a destruction of the beautiful foothills green belt which provides a welcoming entry to the hills tourism precinct and which has a wide variety of flora and fauna. There are environmentally sensitive areas within Wattle Grove South and likely range of endangered and vulnerable flora and fauna.</p> <p>11. As a local ratepayer and member of your electorate I sincerely hope you take my concerns on board and ensure this proposal does not go ahead.</p>	11. Noted.
21.	A25923	<p>1. We herewith raise our objections against the inclusion of Wattle Grove South in the Industrial Development Strategy.</p> <p>2. Wattle Grove South should not be industrialised, it is semi-rural and should stay that way. It would mean a desecration and destruction of the beautiful foothill green belt, with its wide variety of flora and fauna. It will destroy the amenity of this area thereby reducing its value and appeal. The proposed realignment of Crystal Brook Road is also likely to increase traffic very heavily and decreases the attractiveness and value of close -by residential/rural areas as well.</p> <p>3. We urge you to consider the objections of the residents of this area and leave Wattle Grove South as it is: semi-rural.</p>	<p>1. Noted.</p> <p>2. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>3. Noted.</p>
22.	A82866	<p>1. It is with regret that I have to be writing this letter in regard to the circulation of information, advising the proposed rezoning of semi-rural Wattle Grove to urban or light industrial.</p> <p>2. It is beyond my comprehension to why you would want to support such a move. Is it greed or some other factor that I have to search for through the smoke and screens.</p> <p>3. I bought in Wattle Grove 37 years ago for the outlook, serenity and community and have lived and raised my family here. Now, because of someone's bright idea, I have to justify why I wish our area to remain semi-rural and not be transformed to an area of "tar and cement". These light industrial areas do nothing for the environment. An article, "Five-yearly environmental stocktake highlights conflict between economy and nature, in the Australian Geographic March 7 2017 by William Jackson, supports my views.</p> <p>4. "The State of the Environment 2016 report shows that the main drivers of environmental change in Australia are land-use change, habitat destruction, invasive species and climate change"</p> <p>5. In addition, light industrial areas bring an increase in crime rate, dilapidated buildings, "burn out" areas for the hoons, to mention a few distracting features to why the area should remain as is.</p> <p>6. The destruction and visual pollution of the area has already started with the dumping of tonnes of sand west of Welshpool road opposite Hale road Wattle Grove. I liken it to the Gobi Dessert. There is also the clearance trees etc. north west of Coldwell road Wattle Grove/Kenwick area - disastrous and absolute disgrace.</p>	<p>1. Noted.</p> <p>2. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p>
23.	A82866	<p>1. I object to any industrialisation in Wattle Grove South. It is an area of prime real estate, with city views that has borders onto two national parks that are in walking distance for the people that live here. It is an area that is an asset to the City of Kalamunda in that the people live here in harmony with nature and each other. Driving though the streets you can see that properties are well maintained and beautiful. We are a sentinel for the greenbelt scarp and gateway for tourism to the hills.</p> <p>2. To totally destroy this buffer zone to the jewel of the Kalamunda forest is beyond comprehension. Wattle Grove South is the perfect transition space from high density living to easing into the sanctuary of the hills environment which is what visitors want to experience. They do not want to</p>	<p>1. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>2. Noted.</p>

		<p>be confronted with an industrial zone as they approach the Lion's Lookout or view one when they are there.</p> <p>3. To have a whole community that functions well is a great achievement. Quality homes are here with families happily functioning. Good catchment area for many wonderful schools nearby. People protecting endangered creatures and caring so well for their own animals is wonderful. What shire would not want the prize of such a community?</p> <p>4. Wattle Grove South with all its beauty and goodness could be wiped out with the 'stroke of a pen'. Destruction and devastation could replace our beloved homes and lifestyles. We all know what has happened on Welshpool Road near the Roe Highway intersection. Homes bulldozed, nothing left and right on the doorstep of a Bush Forever Site the Kenwick Wetlands. How did this happen?</p> <p>5. Our area doesn't need any more industrial land. There is so much all around us already. There are a lot of places that are not being used in Maddington, Forrestfield, and Welshpool that have 'For Lease' signs. It seems to me that Developers like to go to an area where they can bulldoze everything and start from scratch, but it is obvious that the existing industrial areas need to be utilised more efficiently to stop the industrial sprawl that is happening.</p> <p>6. Let us preserve beautiful Wattle Grove South and not turn it into a toxic environment. Allowing the land to be used for factories and industrial businesses will release untold chemicals into the air and soil and have devastating effects on the waterways, native wildlife, and most importantly, on our children who are spending their formative years here. This unique area is our home, we must fight to retain the lifestyle we have long loved. If we let it go we will never get it back.</p>	<p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p>
24.	A28311	<p>1. I am writing to express our interest in favour of the development of Wattle Grove South albeit Light Industrial or Urban.</p> <p>2. My family and I have lived in the Area for over 30 years and have watched the area develop around us. Driving down our street you notice that a large percentage of the properties are already being used for Light Industrial purposes anyway. There is only a small number of residents on our street who actually have horses anymore and that was the reason we moved to the property years ago.</p> <p>3. The opening up of the Champion Lakes development and the urbanisation of the other side of Wattle Grove has seen this area develop and long since lose its allure of being rural. The traffic over 30 years has increased dramatically and except for a few pockets of the smaller parcelled land this has effected everyone in the area. These smaller parcelled landowners are only there as Wattle Grove has progressed and sub divided enough for them to buy there.</p> <p>4. We are aware of the land being marked for Urban expansion and have signed with a developer to start the ball rolling on this. We did list our place to sell 2 years ago and found that because there is such uncertainty in the Area as to which way the development/City of Kalamunda will go the only people interested were people trying to make money by on-selling to developers. You will note that there are a few houses currently on the market that are being impacted due to this too.</p> <p>5. Having a developer interested and ready to spend the money to develop this area can only be considered a bonus to the City of Kalamunda as they don't have to spend their own residents money to get this happening. I implore the Councillors to make a decision and move forward with this development so all parties can have certainty about the future.</p> <p>6. We have seen a fair bit of mail circulating our neighbourhood and for the most part since it was announced at a meeting that we had signed an Option with a developer we are excluded. Please don't think that by not inundating councillors and the City of Kalamunda offices and not being vocal at these meetings means that everyone in Wattle Grove is against development.</p>	<p>1. Noted.</p> <p>2. Noted. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved in this process.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p>
25.	A232926 A193992 A28604 A226729 A226733 A193988	<p>1. I strongly support the proposals of the city in their endeavours and pursuit of this plan, with one extra thought: WHY WERE WE NOT INCLUDED?</p> <p>2. Please let me make this very clear: the undersigned neighbours and I want to be included in the Kalamunda Draft Urbanization/ Light Industrial Development Strategy.</p>	<p>1. The Strategy's boundaries for Wattle Grove South generally align with the State Government's Planning Framework. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the</p>

	A210356 A210342 A210360 A212607	<p>3. I have been talking to neighbours in and around the proposed development area. The point that arises most constantly in our discussions is why we on the northern side of Welshpool Road East not included in this proposal.</p> <p>4. At present we are zoned as Rural Composite, but many owners are already running businesses more in the nature of light industrial. These include the likes of two dog kennels (one of which also looks after other types of animals and birds), earth moving companies, a couple of small building yards with crushed concrete and sea containers, a Bonsai growing concern, and my own business being, Short term accommodation plus reception centre.</p> <p>5. We note in recent meetings that what is often overlooked is that, for environmental purposes, there already exists a substantial buffer zone, being the natural vegetation abutting Tonkin Highway held by the State, and the green reserves owned by the Hartfield Golf and Country club.</p> <p>6. I, along with the undersigned, would like to propose that our properties be included in the Wattle Grove South Feasibility Study. We strongly believe that Welshpool Road East, being the gateway to the Hills could, under an eclectic, well thought out plan, provide a great of light industrial and urban development.</p>	<p>process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. This will include the area north of Welshpool Road East in the process. The Strategy also identifies this precinct as a future Investigation Area which allows landowners to initiate a planning proposal separate to Wattle Grove South. This will however mean that landowners will bear the cost of preparing the necessary planning documents, with the City providing guidance.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p>
26.	A28177	<p>1. Currently there is a large amount of confusion, misunderstanding and misleading information with lot owners receiving/ not receiving differing/conflicting circulars and instructions causing frustration and consternation with the way they are being treated. Numerous lot owners have not been able to locate the specific onsite survey that still does not ask the relevant questions anyway.</p> <p>2. May we suggest that a specific survey be sent to include a form of the following questions.</p> <p>1. Are you for or against redevelopment in Wattle Grove South?</p> <p>2. If for redevelopment, please indicate your preference of commercial/light Industrial or residential. Tick none if against redevelopment.</p> <p>3. If redeveloped residential, what sizes would you prefer. Large (1000-2000m), medium (5001000m) or small (200-500m).</p> <p>4. If redeveloped commercial/light industrial, would you prefer the option of living in a residence on the property? (composite A)</p> <p>5. What timeframe would you prefer? - 10 years+ / 5-10 years / asap or none.</p> <p>6. Allow a 25 word personal comment section.</p> <p>- There should be one survey per lot owned.</p> <p>- The survey is only to be answered by directly affected lot owners within the proposed redevelopment area.</p> <p>- The names and addresses of respondent's to this survey will be confidential, only the response details will be used.</p> <p>- The survey is to be delivered by registered mail so all lot owners definitely receive a copy.</p> <p>- A reply envelope is also to be included.</p> <p>I hope this helps with putting the alternative survey together.</p>	<p>1. Noted.</p> <p>2. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p>
27.	A171881	<p>1. As a ratepayer/landowner/resident in Wattle Grove South I would like to express my view regarding the proposed Urban rezoning to Residential/Light Industrial in our area.</p> <p>2. I am in favour of the proposed rezoning as Wattle Grove South is in an excellent location which has easy access to major transport networks, close to the CBD, Airport, major shopping centres and in future the Forrestfield Train Station. It seems ironic that we venture further North or South to create new land developments when there is plentiful land available closer to the City.</p> <p>3. I am also concerned about the noise that will impact this area with the creation of the third runway and new flight paths at Perth Airport, considering that the runway will be 2 kilometres closer to our area. If the noise factor is going to be an issue I can understand the logic of the Light Industrial proposal.</p> <p>4. I would like to see the feasibility studies continue so we would be able to achieve a true assessment of the suitability of this area as a Urban Light Industrial/Residential zoning. It would be a shame if councillors who have the final say are swayed with their decisions due to the constant harassment, letters, phone calls or petitions containing signatures from residents who may not reside in the Wattle Grove area under investigation.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p>

		<p>5. As rezoning is a lengthy process I believe that we should remember that the decision made today is not for tomorrow but for the next 5 to 10 years.</p> <p>6. As a resident of Wattle Grove I hope that you agree in seeing the area progress and move into the next phase of the rezoning process, to obtain an Urban zoning.</p>	
28.	A7711 (Submission 2)	<p>1. Because I cannot get the Survey to work as can no one else I have spoken to I would like you to record the following on any Surveys you are conducting involving Wattle Grove (south) in the Crystal Brook Valley. My husband and I live at 52 Crystal Brook Road in the beautiful area of Wattle Grove. I have lived here for 40 years and my husband even longer.</p> <p>2. WE DO NOT WANT INDUSTRIALISATION OF ANY PART OF WATTLE GROVE NOW OR IN THE FUTURE AND BEYOND.</p> <p>3. If not sure of what I want please read again - WE DO NOT WANT INDUSTRIALISATION OF ANY PART OF WATTLE GROVE NOW OR IN THE FUTURE AND BEYOND.</p> <p>4. Your survey is most frustrating as we seem to be getting confused as to which survey we are responding to. However for all surveys the answer is WE DO NOT WANT INDUSTRIALISATION OF ANY PART OF WATTLE GROVE NOW OR IN THE FUTURE AND BEYOND.</p> <p>5. Our Vision is that WE DO NOT WANT INDUSTRIALISATION OF ANY PART OF WATTLE GROVE NOW OR IN THE FUTURE AND BEYOND.</p> <p>6. Please respond to this email to confirm you have received it and confirm which surveys it has been added to. Very confusing!!!!!!</p> <p>7. We Value that WE DO NOT HAVE INDUSTRIALISATION OF WATTLE GROVE.</p> <p>8. Please respond to this email to confirm you have received it and confirm which surveys it has been added to. Very confusing!</p>	<p>1. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p> <p>7. Noted.</p> <p>8. Noted.</p>
29.	A28096	<p>1. Having tried on several occasions to reply via the internet to your request regarding the Wattle Grove South - Survey: without success, I decided to write to you.</p> <p>2. Firstly, thank you for being available to answer our questions and concerns regarding the above.</p> <p>3. thoughts regarding the future of the area in question We would like to think that some 10 or 20 years from now the area would be something of a haven from the hustle and bustle of city life, yet physically close to it. A place where the vegetation and animal life both domestic and natural would give opportunity to remind people to slow down and smell the roses. A green belt of peace and tranquillity.</p> <p>4. When we came to our property over 20 years ago we did so for the lifestyle it offered being zoned Special Rural. I personally had a job in Rivervale and commuted daily. I realize there is a small portion of the residence in the area that don't share our point of view and have invested in here to make money from its development sometime in the future. This being the case we realize this conflict of interest and motivation has somewhat complicated your situation and that of council.</p> <p>5. I write just to make our position clear- as we are in the process of building a Granny Flat on our property, so as to live out our closing years, - we therefore oppose any thought of rezoning for industrial purposes.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p>
30.	A207169	<p>1. Does not support industrialisation for Wattle Grove South. There is already sufficient industrial land throughout Perth. There is a lot of industrial vacancies currently.</p>	<p>1. Noted. In response to the submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p>
31.	A232926 A193992 A28604 A226729 A226733	<p>1. Thank you for the recent opportunity to comment on the Wattle Grove South feasibility study. I have previously submitted a petition to the City, in which I represent the landowners on the Northern side of Welshpool Road East. Our petition asked the question, why were we not included in this development plan.</p>	<p>1. Noted. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for</p>

	<p>A193988 A210356 A210342 A210360 A212607 (Petition has 12 signatures)</p>	<p>2. I would like to give the Councillors, Council staff and City Planners some condensed data and a couple of very important points concerning my petition and the overall development moving forward. My petition has 15 adjacent landowners covering approximately 55 acres along the Northern side of Welshpool Road East. This goes from Tonkin Highway up to The Bird and Fish place on Lewis Road.</p> <p>3. Of these 15 land owners, I have 12 signatures in supporting the Cities proposals and also supporting me in me asking why we were not included. Of the 3 Signatures I don't have. One is an owner who said they thought this was going to happen but did not know when. They did not want to sign for this reason. One has elderly parents living there who did not want to be burdened with this decision right now. They did however show a preference to residential housing in the future. One is an overseas investor who owns an empty block and could not be contacted. But one can only assume as an investor they would want the land value to increase and would therefore be in support of our petition. This equates to at best 100% support in what the council has been proposing and more importantly for us to be included. At worst (which is without the 3 signatures) still an 80% support group.</p> <p>4. I would however, like to add at this point a couple of points that unfortunately I can't find within myself to support the council on. Firstly the online petition. Not only is this hap hazard in it's working as was pointed out by a resident opposing the development at one of the workshop meetings, but it certainly does not ask relevant questions and instead skirts the real issues. Which are -</p> <ul style="list-style-type: none"> • Do you support the proposal? • Do you object to the proposal? • Do you require more information on the proposal? <p>5. Secondly with very recent experience in trying to contact neighbours and talking to residents on this extremely hot topic is that a lot of the demographic of people who live within the proposed area don't use the internet and those that do are very limited. To the extent that some people were not even aware of what is going on around Wattle grove South. This sounds extraordinary but it's an absolute fact. Add onto that landowners who don't live here but have speculated that this would happen one day who couldn't be contacted then I think you begin to see the problem. My suggestion is that the City or an independently appointed consultant send out a notice or petition to all rate payers within the proposed development area asking for an answer from them as to what they want to happen.</p> <p>6. Lastly it is more than evident that there is a section of residents who are strongly opposing this development. It may seem like a very simple solution but sometimes they're the best. Can we exclude them from the development and include our 55 acres of landowners who are almost 100% in support of the plan.</p> <p>7. Petition has 12 signatures.</p>	<p>establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. This will include the area north of Welshpool Road East in. The Strategy also identifies this precinct as a future investigation area which allows landowners to initiate a planning proposal separate to Wattle Grove South. This will however mean that landowners will bear the cost of preparing the necessary planning documents, with the City providing guidance.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted. Refer to 1. above</p> <p>7. Noted.</p>
32.	<p>A212134 A7383 A7397</p>	<p>1. As a City of Kalamunda ratepayer who lives in Wattle Grove South, I have been concerned that incorrect and inaccurate information about the forthcoming changes to the airport schedule have been circulated to dozens of residents of Wattle Grove South in the run-up to today's deadline. One widely circulated yellow leaflet claimed that the areas detailed below will be subject to an ANEF rating of less than 20 movements per day in 2025. Below are some figures from the airport site about the new runway – I couldn't fit all the pictures in but they are the same for each search:</p> <ul style="list-style-type: none"> • Brentwood Rd • 721 Welshpool Rd • Easterbrook Place • Victoria Rd <p>2. As Brentwood Road will apparently effectively be a turning circle for the planes, by 2025 it is estimated that in every 24-hour period there will be 50-100 noise happenings over 65 decibels – loud enough to interrupt a conversation. The other roads will cop 20-50 such movements in the same period – initially. The third circles below for each road mention an ANEF rating of less than 20 – that does not mean that the area featured has an ANEF rating of 20! It should be pointed out, it</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p>

		<p>means that the figure above SHOULD be 20 or less for the site to be considered suitable for residential zoning! At 20-50 or 50-100, all four sites are completely unsuitable for residential zoning once the flights commence in great numbers. A staff member working at the airport, Ryan Dawson, has seen the yellow leaflet promoting the incorrect information and confirmed verbally that the said information contained on the yellow leaflet is incorrect, but demurred from issuing a formal, official correction. The airport does have a publicity division but they will only talk to journalists. Recent workshops held by the CofK didn't mention how the Wattle Grove South area will in several years be subjected to a swarm of planes flying overhead.</p> <p>3. See attachment (Attachment 2).</p>	
33.	<p>A28177 A28208 A143636 A143640 A28307 A28276 (Petition with five signatures)</p>	<p>1. Have been elected by the undersigned to present this petition for rezoning the area described below which is known as Wattle Grove South in the City of Kalamunda. It is for the rezoning of the area bounded by Victoria Road, Crystal Brook Road and Tonkin Highway from Special Rural to Urban – Light Industrial or Residential. We respectfully request that the Council proceed with the process to gain this rezoning as a matter of priority.</p> <p>2. Petition has five signatures.</p>	<p>1. Noted. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved in this process.</p> <p>2. Noted.</p>
34.	A26317	<p>1. We are concerned with the proposal to urbanise and/or industrialise Wattle Grove South. At no time has the alternative idea of retaining special rural living been considered. This land is a jewel in the crown of Kalamunda City.</p> <p>2. People are able to choose to live in iconic locations beside the ocean, beside the river and on the scarp of our Darling Range. People should be able to live on acreage. Not only does this maintain the 'Green Belt' by retaining large trees, it also retains the amenity of the foothills. You should all be advocating for the area to remain as is for future generations.</p> <p>3. The WAPC should be made aware of the need for this type of living option to be available, because once this land is developed there will never be an opportunity to have this lifestyle in the future. Kalamunda City should not have to provide industrial land in such an iconic location. This might seem a simplistic attitude but special rural should be an option.</p>	<p>1. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>2. Noted.</p> <p>3. Noted.</p>
35.	<p>A212134 A7383 A7397</p>	<p>1. The following are points that I would ask Councillors to consider re the rezoning of a precinct, bounded by Victoria Rd and Welshpool/Tonkin intersection, South of Crystal Brook to Urban-Light Industrial.</p> <p>2. The certain increasing impact of aircraft noise (commencing as soon as 2022) over the coming decades is the most important fact in selecting the future of this land.</p> <p>3. The proximity and suitability of this WG South land for light industrial use being between the City and the ranges - for those living in both the city and the hills and for its access to the airport. The recent upgrade of the traffic infrastructure around the airport which is soon to be supplemented by further upgrading by way of grade separation on all the major roads intersecting Tonkin Highway. This work is not being done to service lifestyle and semi-rural pursuits in the area, but to facilitate growth.</p> <p>4. Though it is not within the City of Kalamunda - the shortfall in the amount of MKSEA industrial land that will be delivered from part of precinct 1 plus 2 and 3b, which was identified as needed in 2001 - is of concern to planners. This shortfall (approx. 400 hectares) plus 177ha from North Forrestfield is an enormous total shortfall in balancing proximity of work opportunities with residential blocks in the broader area.</p> <p>5. The collapse of the 60-year-old Stephenson plan/ethos that was brought about by its ethos being undermined by entrepreneurs and the recent move towards infill I the metro city plan is now being instigated to replace it, and so increasing the need for more light industrial areas closer to the city.</p> <p>6. Apart from being well served as regards services the land is probably the easiest to develop in Perth by way of:</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p> <p>7. Noted.</p> <p>8. Noted.</p> <p>9. Refer to 1. above</p>

		<ul style="list-style-type: none"> a) Minimal drainage requirements - It is 12.0 meters above the recent development @ MKSEA 3a and has a minimal fall. b) Flat with large areas of deep sands. c) 90% cleared with only part of the land along Crystal Brook Road being a horrendous fire hazard being a dense forest - of mainly planted unattended pines. d) Several large parcels of land - which make dealings easier. e) No impediments - such as rare flora species or Aboriginal artefacts - the majority of the land has been well and truly worked over for generations. <p>7. The government foreshadowed this land was going to be developed</p> <ul style="list-style-type: none"> a) In the various reports, it put out over the past decade. b) By building infrastructure, it did around Perth Airport and Forrestfield Railway. c) By recently (April 18) in the North East Sub Regional Structure Plan lifting its category from Urban Investigation to Urban Expansion. d) WAPC Town Planners in 2011, advised that no cul de sac subdivisions would be approved and that larger blocks had to be retained in one name to make the gathering up of a developable parcel easier for developer entrepreneurs to do. <p>8. The precinct outlined is approximately 118 hectares of the 143 hectares set out by the City Planners. The vast majority of landowners on the West side of Welshpool Road East wish to be considered (they make up a further 20+ hectares). Any argument re insufficient economical/marketable parcels holds no substance - developers prefer parcels in the 20 to 40ha range. The layout of present roads and boundaries lends itself to staged development.</p> <p>9. MY LAST POINT I ask Councillors to resist from giving any consideration to the minority of objectors who have found it necessary to gather support (sometimes questionable) from people other than the actual landowner (rate payers) within the precincts. Its future should be determined by the majority of landowners within that precinct.</p>	
36.	A168121 (Submission 2) (Petition with 464 people)	<ul style="list-style-type: none"> 1. A small delegation from our group of supporters will be in attendance at the Council Office at 11.00 am on Thursday 27 September 2018 to handover a hard copy petition containing the signatures of 464 people, most of whom reside in the City of Kalamunda and, an Online Petition containing the signatures of 1,192 people. 2. All of these signatories are opposed to any industrialisation of Wattle Grove South and therefore, wish their names to be listed as rejecting Wattle Grove South being included in the draft Industrial Development Strategy. In collecting these signatures, residents have been struck by the number of people who they have met who simply cannot understand why the City of Kalamunda, with its 'green' reputation would contemplate destroying this environmentally beautiful gateway to the hills tourism precinct. It is quite inexplicable to residents and, to our supporters in the wider Perth community, that the City would seek to squander our heritage and its reputation in such a cavalier manner. 3. Please note that whilst we are handing over the petitions on Thursday in order to meet the 30 September deadline for feedback re the draft Industrial Development Strategy, we will still continue to collect signatures until such time that Council resolves to take industrialisation/commercialisation of this area completely 'off the table', so to speak. And, we will, of course, continue to seek the support of other agencies with respect to this matter. 4. These avowals aside, we were hoping that yourself or a designated Councillor would be available at this time to accept handover of the petitions and possibly, to be part of a photoshoot by a reporter from the Echo? We can assure you that we will conduct the handover in a calm and dignified manner and will not seek to harangue you regarding this unfortunate and distressing matter affecting residents. 	<ul style="list-style-type: none"> 1. Noted. 2. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. 3. Refer to 2. above 4. Noted.
37.	A236875 (1500 Supporters on Petition)	<ul style="list-style-type: none"> 1. The City of Kalamunda is seeking to rezone 135 hectares (approx.) of environmentally sensitive semi-rural land (identified by the City as "Wattle Grove South") in order to create an Industrial precinct. An industrial precinct will destroy the environment, destroy the local community and does not reflect State Planning Strategies for the area. Local residents have formed a group "Reject 	<ul style="list-style-type: none"> 1. Noted. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for

		<p>Industrialisation in Wattle Grove” and are fighting to stop this devastating rezoning from occurring. We hope you can support us.</p> <p>2. The Petition has 1500 Supporters</p>	<p>establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p> <p>2. Noted.</p>
38.	Department of Water and Environmental Regulation	<p>1. Flora and Vegetation and Terrestrial Fauna. The majority of the land within the precinct areas have been previously cleared of native vegetation for the purpose of industrial development, therefore very little vegetation remains. However, there are areas of land that contain remnant native vegetation within most of the precinct areas. Many of these vegetated areas contain vegetation complexes which are underrepresented on the Swan Coastal Plain (SCP) including the Southern River, Guildford and Forrestfield Complexes. The Southern River Complex has less than <15%, Forrestfield Complex has less than <11% and Guildford Complex has less than <5% remaining of their original extent on the SCP (Unpublished data, DBCA and DWER, 2018). The Environmental Protection Authority (EPA) has an objective to seek to retain at least 10% of the pre-clearing extent of all vegetation complexes in constrained areas in the Perth region. The vegetation within the Strategy is likely to be considered regionally significant due to the underrepresented vegetation complexes. For this reason, future scheme amendments that impact the vegetation may be subject to formal assessment by the EPA.</p> <p>2. All of the precinct areas (with the exception of Area 6, Walliston Industrial Area) contain vegetation which is representative of a Commonwealth listed Threatened Ecological Community (TEC) and State listed Priority Ecological Community (PEC) (P3; Banksia Dominated Woodlands of the SCP). One of the precinct areas (Area 3, Forrestfield/High Wycombe Light Industrial Area Stage 1), contains the Endangered and State listed TEC (SCP20a; Banksia attenuata woodlands over species rich dense shrublands). Some of the precinct areas contain Threatened and Priority flora species within these areas of remnant vegetation. Remnant vegetation in the proposed Strategy area is of environmental value and should be protected. If the clearing of native vegetation is proposed, an assessment of the environmental values should be undertaken, including flora and fauna surveys. State and Commonwealth environmental approvals may be required prior to future development of the land.</p> <p>3. Several Bush Forever (BF) Sites are also located directly adjacent to or within the precinct areas. Area 2 (Forrestfield Industrial Area) and Area 3 (Forrestfield/High Wycombe Light Industrial Areas Stage 1) contain BF sites with important environmental values. BF Site 319, located within Area 2, contains; remnant native vegetation (Southern River Complex), a TEC and PEC, habitat for Threatened and Priority fauna species, and a Conservation Category (CC) and Resource Enhancement (RE) wetland. The remnant native vegetation within this area is habitat for Threatened Black Cockatoos. Quenda (Priority 4) individuals have also been recorded in the area and are likely to rely on the vegetation for breeding and foraging purposes. BF Site 319 should also be excluded from precinct Area 2.</p> <p>4. BF Site 123, located within Area 3, contains remnant vegetation (Southern River Complex), a Commonwealth listed TEC/PEC, State listed TEC (SCP20a; Banksia attenuata woodlands over species rich dense shrublands), Threatened and Priority flora and a mapped RE wetland. These important environmental values should be protected within BF Site 123. BF Site 123 should be excluded from the proposed light industrial area which is consistent with the current Local Planning Scheme (LPS) No. 3. Future land use and industrial activities surrounding this site should be carefully managed to minimise edge effects and to ensure there are no off-site impacts to BF site 123.</p> <p>5. All of the development precincts with the exception of Area 6 (Walliston Industrial Area) contain remnant vegetation used by Threatened and Priority fauna species. Native and non-native vegetation in these areas may contain important foraging, roosting and breeding habitat for Threatened Black Cockatoos. Quenda individuals have also been recorded in Areas 1, 2, 3 and 5 and utilise patches of remnant vegetation for breeding and foraging.</p>	<p>1. The final Industrial Development Strategy has inserted commentary that within existing Industrial Areas, these areas will not be further expanded to encroach on existing Bush Forever, Parks and Recreation or Public Open Space Reserves.</p> <p>2. The final Industrial Development Strategy has inserted commentary that within existing Industrial Areas these areas will not be further expanded to encroach on existing Bush Forever, Parks and Recreation or Public Open Space Reserves. It is noted that any development application that proposes to remove high value vegetation will require referral to the appropriate authorities.</p> <p>3. Refer to 2. Above.</p> <p>4. Refer to 2. Above.</p> <p>5. Refer to 2. Above.</p> <p>6. Refer to 2. Above.</p> <p>7. Refer to 2. Above.</p> <p>8. The final Industrial Development Strategy has inserted commentary that within existing Industrial Areas these areas will not be further expanded to encroach on existing Bush Forever, Parks and Recreation or Public Open Space Reserves. The final Industrial Development Strategy has inserted commentary that within existing Industrial Areas these areas will not be further expanded to encroach on existing Bush Forever, Parks and Recreation or Public Open Space Reserves. It is noted that any development application that proposes to affect wetlands will require referral to the appropriate authorities.</p> <p>9. Noted.</p> <p>10. Noted and removed.</p> <p>11. Noted. Interface issues will be resolved during detailed planning.</p> <p>12. Action added to state that existing industrial developments to not encroach on identified Bush Forever sites, regional reserves, parks and recreation land and known wetlands and environmentally sensitive areas.</p> <p>13. Water issues will be considered early in any planning process.</p> <p>14. The Strategy has added the actions to encourage industrial developments to consider alternative fit-for-purpose water sources, maximum efficiency of water use and the use non-potable water where appropriate and future industrial areas are required to investigate opportunities to consider alternative fit-for-purpose water sources, maximum efficiency of water use and the use non-potable water where appropriate.</p> <p>15. Noted.</p> <p>16. Future planning and land development to incorporate water sensitive urban design principles.</p>

		<p>6. Three areas within the Strategy area are mapped as RE wetlands. These wetland areas contain riparian vegetation, important habitat for fauna species and have important environmental values that should be protected. Areas 4 (Maddington Kenwick Strategic Employment Area (MKSEA) and Areas 5 (Wattle Grove South) are located adjacent to the Greater Brixton Street Wetlands (BF Site 387). A number of important environmental values exist within the Greater Brixton Street Wetlands including a Commonwealth and State listed TEC/PEC, Threatened and Priority flora, important foraging, breeding and roosting habitat for conservation significant fauna species and a RE wetland. Future land use and industrial activities surrounding Areas 4 and 5 should be carefully managed to minimise edge effects and to ensure there are no off-site impacts to BF Site 387. In particular, the interface between these precinct areas and BF Site 387 should be considered so that surface and groundwater (quality and quantity) measures are maintained. If the clearing of native vegetation and non-native trees are proposed, an assessment of the environmental values should be undertaken. This will include fauna surveys and an assessment of the fauna habitat values of the area. State and Commonwealth environmental approvals may be required prior to future development of the land.</p> <p>7. Future expansion of the precinct areas should be carefully managed to prevent potential impacts to BF sites. Surface water and groundwater interactions within the site and off-site should also be considered to avoid impacts on important environmental values. The wetlands within these BF sites contain environmental values and important vegetation complexes. Therefore, native vegetation clearing in this area should be avoided. Suitable buffers should be maintained to protect areas with environmental values, including wetlands. Potential off-site impacts associated with future development should be managed to avoid detrimental impacts to adjacent, environmentally sensitive lands located within the Strategy area.</p> <p>8. Inland Waters Environmental Quality. As discussed, several wetlands are located within or adjacent to the precinct areas. Area 1 (Forrestfield Marshalling Yards) contains a CC wetland which is also mapped as a Directory of Important Wetland and is known as 'Airport and associated wetlands'. The vegetation and wetlands in this precinct area contain environmental values of Commonwealth and State importance. Suitable buffers to the wetlands should be used to avoid detrimental impacts, including habitat fragmentation, edge effects and changes to water quality and quantity. Potential off-site impacts associated with future development should be managed to protect all wetlands located within the Strategy area.</p> <p>9. Terrestrial Environmental Quality. The Strategy identifies a number of sites which are classified under the Contaminated Sites Act 2003 and are within mapped areas of acid sulphate soils. DWER considers that the identification and management of contamination and acid sulphate soils can be considered at subsequent stages of planning.</p> <p>10. It is noted that page 24 of the document refers to contaminated sites and potential for future alternative employment generating land uses. This is reflected in Action 3.3.2 for which DWER has been nominated as having a responsibility. Whilst DWER has a statutory responsibility with respect to assessing and classifying contaminated sites under the Contaminated Sites Act 2003, the Department does not have a role with regard to the strategy of investigating sites for their potential for development. Investigating and cleaning up contaminated sites is, in most cases, the responsibility of the polluter or current site owner. Therefore please remove reference to the Department of Water and Environmental Regulation having a responsibility for Strategy 3.3.</p> <p>11. Social Surroundings. Many of the precinct areas are located near or adjacent to areas zoned 'Urban' or 'Residential'. Some precinct areas including Area 1 (Forrestfield Marshalling Yards) and Area 6 (Walliston Industrial Area) are almost entirely developed. The Strategy aims to protect the existing industrial areas from encroaching urban development. The Strategy has recognised that noise and vibration emissions will impact on the nearby residential development proposed at Forrestfield North. The Strategy proposes that mitigation of noise and vibration issues in respect to future residential development will be a key risk to be investigated as part of the Forrestfield North Structure Planning process. However, details of the noise and vibration management measures have been omitted from the Strategy. There is the potential for land use conflict to occur from</p>	
--	--	--	--

		<p>implementation of the Strategy to sensitive land uses such as existing and future residential areas. Potential and actual impacts on social surroundings and amenity include; noise and vibration, dust and odour emissions. Given the close proximity of the precinct area to residential homes, land use in the Strategy area should be carefully managed in the future.</p> <p>12. Recommendation: Future planning and land development should consider the impacts on the environment and an assessment of environmental factors consistent with EPA guidance. Development that occurs adjacent to or near environmentally sensitive areas should be well managed to avoid impacts to these areas. Where required appropriate flora, vegetation and fauna surveys are to be undertaken to assess and identify the values of existing vegetation and fauna habitat. Future survey and assessment should be used to determine where retention of vegetation ought to occur. Future land use and development within the Strategy areas may require environmental assessment under the Environment Protection and Biodiversity Conservation Act 1999 and Part IV and/or Part V of the Environmental Protection Act 1986.</p> <p>13. Water Resource Management Considerations. In accordance with State Planning Policy 2.9 Water Resources, water resource management issues should be considered early in the planning process to ensure integrated land use and water resource planning and protection. The incorporation of Water Sensitive Urban Design principals including opportunities to retrofit existing stormwater infrastructure, can lead to improved water management, natural features and use of public open space, enhanced recreational opportunities and reduced flooding risk.</p> <p>14. The DWER also encourages early consideration of water requirements and water source availability for development, as well as the consideration of alternative fit-for purpose water sources and maximum efficiency of water use. Non-potable water requirements and supply should therefore be addressed in the Strategy (Section 5.4 - Infrastructure availability). The Strategy should consider indicative non-potable water requirements including the types of industries proposed (i.e. wet or dry industry) and whether irrigated open space is proposed for amenity and drainage. The Strategy should also briefly discuss groundwater availability (groundwater resources in the area are fully allocated or close to fully allocated) and identify the need to investigate non-potable water supply sources including alternative sources.</p> <p>15. Area 6 (Walliston Industrial Area) is partially located within a Priority 3 (P3) area of Middle Helena Catchment Area which is a Public Drinking Water Source Area proclaimed under the Metropolitan Water Supply, Sewerage and Drainage Act 1909. Land use and adoption of best management practices should therefore be in accordance with Water Quality Protection Note 25: Land use compatibility tables for Public Drinking Water Source Areas (DWER, 2016) and the Middle Helena Catchment Area land use and water management strategy (WAPC, 2010).</p> <p>16. Recommendation: Future planning and land development should incorporate water sensitive urban design principles and consider integrated water cycle management, including water supply and efficiency, groundwater, stormwater, wastewater, flooding, water quality and water source protection, waterways and wetlands, consistent with the Better Urban Water Management (WAPC, 2008) framework.</p>	
39.	Freight and Logistics Council of Western Australia	<p>1. The Freight and Logistics Council of Western Australia Inc (FLCWA) comprises senior decision makers from industry and Government whose charter is to provide independent policy advice to the Minister for Transport on issues impacting the provision of freight and logistics services in this State.</p> <p>2. Since its inception, FLCWA has been strongly focussed on the protection of freight corridors and industrial land at the strategic level. It is in this context that FLCWA would like to thank you for the opportunity to comment on the City of Kalamunda's ('the City') Draft Industrial Development Strategy ('the Strategy') on behalf of its industry members.</p> <p>3. Freight and Logistics Economic Scale and Value. In 2014 the Australian Logistics Council and Acil Allen Consulting reported that:</p> <ul style="list-style-type: none"> The Australian logistics industry was estimated to account for 8.6% of the national GDP, adding \$131.6 billion to Australia's economy and employing 1.2 million people in 2013; 	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted and agreed.</p> <p>7. Noted.</p> <p>8. Noted.</p> <p>9. Noted, additional commentary included.</p> <p>10. Noted.</p> <p>11. Noted and expanded where relevant.</p> <p>12. Noted, this has been rectified.</p> <p>13. Noted.</p>

		<ul style="list-style-type: none"> • In 2011-12 BITRE estimated that the domestic freight task totalled almost 600 billion tonne kilometres – equivalent to about 26,000 tonne kilometres of freight moved for every person in Australia; • An increase in logistics total factor productivity of 1% is estimated to increase GDP by \$2billion; and • Many issues currently affecting logistics will impact the industry's future productivity. Economic analysis undertaken in support of the City's Inland Port project demonstrates the scale and value of the freight and logistics industry to the City, with Transport, Postal and Warehousing businesses: <ul style="list-style-type: none"> • Employing over 2,000 people, representing over 14% of the City's workforce; and • Contributing over \$505,000,000 in gross regional product to the City's economy, in 2016. <p>4. With Australia's freight task forecast to double in the next 20 years, Local Governments will play a central role in planning to service the growing freight task, capitalise on the economic benefits, minimise the cost of living, and maintain the quality and amenity of urban environments.</p> <p>5. Protecting the unfettered operation of freight transport corridors and hubs, maintaining the supply of suitable industrial zoned land and leveraging existing infrastructure within the region are key strategies for Local Government to support the forecast growth of the industry and capitalise on economic benefits.</p> <p>6. City of Kalamunda Competitive Advantages. The City is well located to capitalise on local and regional competitive advantages, including:</p> <ul style="list-style-type: none"> • Proximity to established transport infrastructure across all four modes of transport (air, road, rail and rail-shuttle to a sea-port); • Established freight transport infrastructure providing: <ul style="list-style-type: none"> - Direct access to the wider Perth metropolitan region; - Road and rail connections to the State's productive regions; - Road and rail connections to the east coast of Australia; and - Rail/sea and air connections to global producers and consumers. • Established industries and operations, comprising of leading local, national and global freight and logistics operators, together with second tier supporting and complimentary operations and activities; • Proposed additions and upgrades to the freight transport network; and • Access to a skilled and unskilled workforce. <p>These attributes, supported by a supply of industrial zoned land, present a significant opportunity for the City to maintain, attract and support the operation of the freight and logistics industry.</p> <p>7. Draft Kalamunda Industrial Development Strategy. The City contains a number of established industrial estates that play a critical role in supporting the freight and logistics industry and the State's supply chain, including the Forrestfield Marshalling Yards, Forrestfield Industrial Area and Forrestfield / High Wycombe Stage 1.</p> <p>8. The emerging Maddington Kenwick Strategic Employment Area and the proposed Wattle Grove South industrial area have potential to play a similar, or greater, role subject to the outcome of a proposed intermodal terminal and the planning framework that guides land use, subdivision and development.</p> <p>9. To support the continued and productive operation of established, emerging and potential freight and logistics industrial areas, the Strategy should acknowledge, and give consideration to, some of the challenges and priorities identified by industry, including but not limited to:</p> <ul style="list-style-type: none"> • Restricted Access Vehicle (RAV), High Wide Load and Over-Size Over-Mass routes; • Providing greater certainty for land use zoning, land use permissibility and development contributions; • Protecting freight transport corridors and industrial areas from inappropriate land uses (such as gyms, churches and retail-based uses) and urban encroachment that threaten 24/7 operations and create road congestion and conflicts with heavy vehicles; • Development standards that respond to the scale and nature of freight and logistics operations; 	
--	--	--	--

		<ul style="list-style-type: none"> • Streamlined approvals processes; • Local and regional infrastructure; • Road design and connectivity, including last-mile cycle networks; and • The availability of land and buildings, including sites over 4ha in area. <p>10. The FLCWA supports the inclusion of the following principles within the Strategy to deliver a planning framework that not only addresses the priorities mentioned above but positions the City to capitalise on the forecast growth of the industry, investment and the economic benefits that will follow:</p> <ul style="list-style-type: none"> • Understand comparative/competitive advantages of industrial areas in relation to freight and logistics operations and plan accordingly. • Capitalise on the region's proximity to freight transport infrastructure. • Protect strategic freight transport corridors, particularly freight rail, from encroachment by noise-sensitive land uses. • Discourage the fragmentation and subdivision of large lots to maintain the primacy of freight and logistics uses. • Review LPS zones, land use definitions, permissibility and development standards that respond to the scale and nature of freight and logistics uses. • Review LPS zones and permissibility to restrict the permissibility of uses that erode opportunities for industrial clustering and compete for land. • Provide subdivision and development guidance in respect of, but not limited to, front setbacks, container deliveries, car parking, road widths, minimum lot size. • Provide modern and flexible development guidance. • Work with service providers (including alternative solutions such as waste to energy) to upgrade the capacity of services required for industries with high water and power demands. • Work with MRWA to expand the RAV4 and RAV7 networks that support efficient freight supply chains and reduce heavy vehicle traffic movements. <p>11. The "Strategies" for each of the industrial areas identified within the Strategy, should be expanded to include reference to the principles outlined above, where relevant.</p> <p>12. Section 6.1 Forrestfield Marshalling Yards. Section 6.1 Forrestfield Marshalling Yards incorrectly suggests that the FLCWA provides guidance to industry that affects development patterns within the Marshalling Yards. It would be appreciated if this reference could be removed or reworded prior to final adoption of the Strategy. Furthermore, in regard to the predominant land uses, reference should also be made to:</p> <ul style="list-style-type: none"> • Rail and rolling stock maintenance and repairs; • Intermodal terminal (Intermodal Group's Port Shuttle Service); and • Manufacturing (Joe White Maltings). <p>13. Conclusion. The City of Kalamunda possesses unparalleled local and regional competitive advantages for freight and logistics operations with direct links to Tonkin Highway, Roe Highway, the freight rail network and Perth Airport. Kalamunda's proximity to established local, regional, national and global connections are highly valued by industry and this is clearly demonstrated by the establishment and operation of local and national industry leaders in the region. The City's Strategy provides the opportunity to protect and enhance industrial areas and transport corridors to capitalise on the opportunities afforded by the area's accessibility and strategic advantages for the freight and logistics industry, and others that rely on large lot sizes and access to the freight road and rail networks. Regardless of the primacy or presence of freight and logistics operations within industrial estates, most industrial activities rely on the efficient movement of freight, be it inbound materials for manufacturing and/or outgoing distribution for goods. Accordingly, industrial estates need to be planned and designed with the safe and efficient movement of freight at the forefront. The FLCWA would like to thank you for this opportunity to comment on the Draft Kalamunda Industrial Development Strategy and would welcome the opportunity to meet to elaborate on the views put here.</p>	
--	--	---	--

40.	City of Belmont	<ol style="list-style-type: none"> 1. Regional Context. Part 3 of the Strategy document refers to surrounding industrial areas in neighbouring local governments, but it does not recognise that the Kewdale industrial area is located in the City of Belmont. It does however recognise the "Welshpool / Kewdale" industrial area as being in the City of Canning, which is only partly correct with Welshpool being in the City of Canning and Kewdale being mostly in the City of Belmont. Further, the regional context does not recognise Belmont Business Park. The Inland Freight and Logistics Councils research project (2018), identified potential supply chain linkages between Belmont Business Park and the City of Kalamunda's Industrial Areas. 2. Kewdale Industrial Area. The draft Strategy does not recognise that part of the Kewdale industrial area that is located in the western portion of the City of Kalamunda, adjacent to the Kewdale intermodal Freight Terminal. It is assumed that this precinct has been purposely excluded as it forms a small part of the wider Welshpool and Kewdale industrial areas in the Cities of Canning and Belmont. Nonetheless, it is noted that the draft Strategy includes another industrial area that forms part of a wider precinct in an adjacent local government, being the 'Kalamunda wedge' that forms part of the Maddington Kenwick Strategic Employment Area in the City of Gosnells. It is therefore unclear as to why the Kewdale industrial area has not been afforded the same level of analysis in the draft Strategy. 3. Environmental Considerations. Industrial Area 1 - Forrestfield Marshalling Yards is identified as an 'Industrial Investigation Area' and is located in close proximity to the environmentally and culturally sensitive Munday Swamp as well as areas of remnant vegetation located on Perth Airport land. It is suggested that the draft Strategy include recommendations relating to the consideration of environmental impacts associated with any proposals within industrial areas that have a potential to negatively impact on these sensitive areas. 4. Bushfire Risk. The draft Strategy does not include any consideration of bushfire risk and the implications that bushfire hazards may have on existing and/or proposed industrial areas. It is noted that State Planning Policy 3.7 - Planning in Bushfire Prone Areas requires strategic planning proposals to consider the implications of bushfire risk in accordance with the associated Guidelines. 5. Gas Pipelines. The draft Strategy does not recognise the presence of the Dampier-Sunbury and Parmelia high-pressure gas pipelines. In accordance with Development Control Policy 4.3 - Planning for High-Pressure Gas Pipelines, local planning strategies should identify existing high-pressure gas pipelines on maps and acknowledge policy measures that are likely to be applicable at later stages of the planning process. 6. Industrial Lot Sizes. Strategy 3.1 seeks to attract large industrial operators by protecting key land parcels from subdivision. This is proposed to be addressed by undertaking a project specific brief to identify industrial land in appropriate locations that is suitable for increased lot sizes and facilitate the protection of larger lots through minimum lot size requirements. Given the strategic nature of this proposal, it is recommended that the draft Strategy be amended to address this aspect upfront rather than deferring its consideration to a later date. This should include identifying target lot sizes for each industrial precinct that is premised on the type and nature of businesses that are to be accommodated and making recommendations for their implementation (e.g. Scheme requirements). 7. Coordination of Scheme Requirements. The preparation of the draft Strategy provides an opportunity for the City of Kalamunda to consider coordinating its Scheme requirements to be consistent with adjacent local governments. This is considered particularly relevant in industrial areas that straddle multiple local government boundaries, such as the Welshpool and Kewdale industrial areas, where varying development requirements can be confusing to landowners and businesses. Whilst the City of Kalamunda's existing Scheme requirements may be entirely appropriate, it is recommended that the draft Strategy addresses and provides recommendations on Scheme requirements. 8. Industrial Market. The draft Strategy acknowledges that the industrial market information on which the Strategy is predicated is out of date and Strategy 3.5 seeks to address this. It is recommended that the draft Strategy be amended to undertake this research upfront rather than deferring this it 	<ol style="list-style-type: none"> 1. Updated accordingly. 2. Updated accordingly. 3. Forrestfield Marshalling Yards is an existing industrial area and is not identified for investigation. 4. Information on State Planning Policy 3.7 – Planning in Bushfire Prone Areas included. 5. Updated accordingly. 6. Matter to be investigated in accordance with the timeframes within the Strategies and Actions Table. 7. Strategy and Action added to investigate the coordination of Scheme requirements between local governments. 8. The role of investigating regional industrial demand is beyond the scope of the City's, therefore the strategy has been amended to advocate and assist the Department of Planning to review EELS which will also include a review of regional industrial demand.
-----	-----------------	--	--

		to a later date. In doing this, the draft Strategy will reflect the industrial market and ensure that the resulting interventions are relevant and appropriate to market conditions.	
41.	City of Gosnells	<p>1. The City of Gosnells (the City) supports the Western Australian Planning Commission (WAPC) endorsed Economic and Employment Lands Strategy 2012 (EELS). The key aim of EELS, is to facilitate the streamlined delivery of appropriately zoned industrial land to the market, enabling the market to respond to forecast demand over the next 20 years. EELS identified a large area of land bordered by Tonkin Highway, Welshpool Road, Roe Highway and Bickley Road as an industrial area. This area is known as the Maddington Kenwick Strategic Employment Area (MKSEA). The Cities of Gosnells and Kalamunda have been working closely together to ensure that the planning framework is in place to effectively control subdivision and development in the area.</p> <p>2. North East and South Metropolitan Peel Sub-regional Planning Frameworks. The WAPC has endorsed a number of Planning Frameworks for the Perth and Peel region. MKSEA is shown as an Industrial area and land in Wattle Grove/ Orange Grove is identified as an Urban Expansion / Investigation area. These areas will need further detailed planning investigations including:</p> <ul style="list-style-type: none"> • Geotechnical analysis/ land suitability to provide connections to reticulated waste water services; • Bushfire risk; and • Protection of significant environmental attributes. <p>These investigations are required before the WAPC will consider any amendments to the Metropolitan Region Scheme. The WAPC has also advised that classification of these areas should not be construed as a commitment by the WAPC, to support any rezoning applications at this time.</p> <p>3. State Planning Policy 4.1 State Industrial Buffer. State Planning Policy 4.1 (SPP 4.1) provides a consistent Statewide approach for the protection and long-term security of Industrial zones. It also provides for the safety and amenity of the surrounding land uses while having regard to the rights of landowners who may be affected by residual emissions and risk. SPP 4.1 requires that planning for industrial areas will ensure that all on-site emissions and hazards are retained within the zoned area. Local governments should ensure that sufficient setback distances (including the treatment of setbacks, e.g. landscaping) are included in their town planning schemes to retain residual emissions and risks within site boundaries. Provisions should also be included to ensure acceptable levels of visual amenity and address local amenity. SPP 4.1 also requires that off-site buffers are addressed in the planning for industrial areas.</p> <p>4. Local Planning Strategy and Scheme. The City has adopted a draft Local Planning Strategy (LPS) for the district. The WAPC has endorsed the LPS for the purposes of advertising, subject to modifications. The Land in Orange Grove immediately south of the border with the City of Kalamunda, will be designated on the Strategy Map, as an Urban Expansion Area. The City has also adopted a draft Local Planning Scheme (Scheme) for the district. Land in Orange Grove adjoining the boundary with the City of Kalamunda is zoned:</p> <ul style="list-style-type: none"> • Rural Residential - Valcan Road and the eastern end of Kelvin Road; and • Rural (Additional Use) Western end of Kelvin Road. <p>The Additional Use zone will allow Council to consider a range of low impact, rural and light industrial uses in a small area of Orange Grove. The proposed zone is consistent with the existing approved businesses that operate along Kelvin Road, near Tonkin Highway.</p> <p>5. Foothills Rural Strategy. In 2016, Council undertook a review of the 2004 Foothills Rural Strategy. The Foothills Rural Strategy incorporates two Precincts along the border with the City of Kalamunda. Precinct 3 (Tonkin Highway East) includes land along Valcan Road and the eastern end Kelvin Road. This area comprises rural lifestyle properties and is well vegetated. A minimum lot size of 1 hectare will apply to this area. Precinct 4 (Kelvin Road Precinct) includes land along the western end of Kelvin Road near the Tonkin Highway. Land in this area is generally commercial in nature. The Precinct also includes the former Maddington Tip Site on the northern side of Kelvin Road.</p> <p>6. The City is not supportive of the current boundary of the Wattle Grove South industrial precinct for the following reasons:</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. Additionally, Light Industry under the City's Local Planning Scheme can be considered in an area that is zoned 'Urban' under the MRS. An example of this within the City is the Forrestfield/High Wycombe Industrial Area Stage 1 that is zoned industrial development under the LPS3 in an area zoned urban under the MRS. The Strategy has removed Wattle Grove South as an investigation area within the Strategy. Other matter raised in relation to Wattle Grove South including servicing will be investigated should the planning for the area proceed. It is also important to note that major infrastructure planning (i.e. Perth Airport new runway) as progressed since finalisation of the North-East Sub-Regional Planning Frameworks and EELS. In this context, these matters need to be taken into consideration during any site specific investigations into the future planning of Wattle Grove South.</p> <p>7. Refer to 6. above</p>

		<ol style="list-style-type: none"> a. Industrial development is inconsistent with the WAPC planning framework for the area which identifies Wattle Grove / Orange Grove as a potential future urban area. Concern is raised that if a large part of the area is not developed for residential purposes, this will impact upon the critical mass needed to provide for a full range of services for a future residential community including schools, shops and recreational facilities. b. Industrial development is inconsistent with the WAPC planning framework (EELS) which identified MKSEA as the major industrial area for this sub region for the next 20 years. Development of a new industrial area in the short-medium term is likely to impact upon the orderly and timely development of MKSEA. c. State Government agencies have undertaken long term planning for the area including the extension of sewerage services. The financial viability of extending those services may be impacted if an industrial area with unsewered lots is created. d. The City is seeking support from the State Government to ensure that services and infrastructure is provided for MKSEA. Concern is raised that opening up another development front for industrial land, will divert limited financial resources from the State Government away from MKSEA. e. The need to ensure that adequate buffers are provided from industrial land to existing rural residential and environmental areas as well as future planned residential areas. f. Concern about the adverse impacts that industry may have on the amenity and lifestyle of residents in Orange Grove from noise, emissions and traffic impacts. g. The need for a comprehensive analysis of bush fire risk in the area including the proximity to large areas of bushland on the Darling Scarp. h. Impacts on remnant vegetation in the area. Industrial development will mean that most if not all vegetation will be removed for buildings, hard stand areas and roads. i. Visual impacts of industrial development along coastal plain when viewed from tourist areas and walk trails on the Darling Scarp, including the Welshpool Road lookout and Lesmurdie Falls National Park. Industrial development would also impact on the rural amenity and dense avenue of trees along Welshpool Road between Tonkin Highway and the foot of the escarpment. <p>7. If industrial development occurs in this area, it should be limited to a small area along Welshpool Road and on the eastern side of the Tonkin Highway.</p>	
42.	City of Canning	<ol style="list-style-type: none"> 1. The City is overall supportive of the draft Industrial Development Strategy as a mechanism to guide industrial development and land use. It is acknowledged that the draft Industrial Development Strategy will form a component of the forthcoming Local Planning Strategy. 2. More specifically, the City supports the protection of existing industrial areas from the encroachment of sensitive or other land uses, including the retention of the Forrestfield Marshalling Yards and Forrestfield Industrial Area as regionally significant industrial areas, both of which are adjacent to the City of Canning. 3. The City notes that a portion of Lot 887 (No. 44) Chisolm Crescent, Kewdale, is located within the City of Canning. The portion of this lot within the City of Canning has an 'Industrial' zone under the Metropolitan Region Scheme, however is not zoned under the existing Town Planning Scheme No. 40. The City is preparing to advertise its draft Local Planning Scheme No. 42, and a 'General Industry' zone is proposed for this portion of the lot. This is consistent with both the Metropolitan Region Scheme 'Industrial' zone and the 'General Industry' zone allocated to the remainder of the lot under the City of Kalamunda's Local Planning Scheme No. 3. 4. A further suggestion is offered to include more detailed or larger-scaled maps of each industrial area illustrated on Map 1, to provide greater clarity and context to the eight areas identified. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. 4. Maps have been modified accordingly.
43.	Department of Biodiversity Conservation and Attraction	<ol style="list-style-type: none"> 1. DBCA recognises that many of the industrial areas identified in the strategy are already appropriately zoned in the regional and local planning schemes and many have been fully developed. DBCA's comments are focussed on those proposed industrial areas not yet subject to rezoning or other planning and environmental approvals. 2. Forrestfield Industrial Area. DBCA is concerned that the 'Opportunities and Issues Analysis' maps provided with the referral information show an area of 'Small Extension' to the south of the existing 	<ol style="list-style-type: none"> 1. Noted. 2. The Forrestfield Industrial Area is not proposed to be expanded. The Maps have been updated to be clearer on the intention of the area. 3. Future development of the area will need to consider the interface with the Bush Forever site. Subdivision Approvals in this area have required the preparation of Interface Management Plans.

		<p>Forrestfield Industrial Area. This area, while partly zoned industrial also contains existing and proposed DBCA conservation estate, areas of threatened ecological communities (TECs), threatened flora and conservation category wetlands. While there was no indication in the IDS text that there are any proposals to further develop this area, DBCA requests that the mapping be amended to exclude the Parks and Recreation reserved land to avoid any inaccurate assumptions regarding its future development potential.</p> <p>3. Forrestfield/High Wycombe Stage 1. This area includes Bush Forever Site 123 (Sultana Road West Bushland, High Wycombe) which contains both threatened flora and vegetation mapped as a TEC. Future development of land which abuts this Bush Forever site should ensure that there are no direct or indirect impacts to this important conservation area through interface management and provision of a hard road edge on all reserve boundaries.</p> <p>4. Wattle Grove South. It is noted that this area is currently zoned Rural in the Metropolitan Region Scheme and identified in the North-East Sub-regional Planning Framework (March 2018) as 'Urban Expansion'. While any future land use changes will be subject to planning and environmental approvals, it should be noted that the area contains environmental values including known populations of threatened flora and potential TECs. Environmental assessments, to identify the site's environmental values, should be undertaken early in any planning process to ensure these values are protected in any future industrial or urban design. DBCA recommends that environmental considerations should be mentioned at Section 6.5 to highlight their importance in future planning for this area.</p>	<p>4. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting, Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process.</p>
44.	Department of Education	<p>1. It is noted that there is an intention to 'enhance and expand upon industrial precincts'.</p> <p>2. This department particularly notes the City's forecast population demographic data. This information assists the department in its student accommodation analysis for residential development within Kalamunda and the adjoining localities.</p> <p>3. It appears that the proposed industrial zoning for Wattle Grove south of Welshpool Road and east of Tonkin Highway will have limited residential development in the future. The potential for increased residential development is identified in the Planning Feasibility Study for Wattle Grove South which is yet to be formally advertised for public comment. It is noted however, that the feasibility study identifies two options, Option 1 for full residential development with an estimated 2,737 lots which would require the provision of two primary schools. Option 2 indicates that residential yield would only be developed north of Crystal Brook Road with approximately 1,462 lots. There is no identification of a primary school within this option. The Department of Education would expect that a primary school would be located centrally within any residential development occurring under Option 2.</p> <p>4. The Department advises that it also has to consider any potential residential development that may occur in the adjacent local government of Gosnells.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p>
45.	The Department of Mines, Industry Regulation and Safety	<p>1. The Department of Mines, Industry Regulation and Safety has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.</p>	<p>1. Noted.</p>
46.	Main Roads	<p>1. Main Roads has completed its assessment of this draft strategy and advises that it has no objection and provides the following comments.</p> <p>2. Hatch Court. Future road network changes will occur as part of the future Great Eastern Highway Bypass (GEHB) grade separation program, Abernethy Road will become a key Restricted Access Vehicle (RAV) route from Forrestfield in the south, with an interchange at GEHB and will connect to Lloyd Street in the north. Stirling Crescent will be closed at GEHB and all RAV traffic currently utilising Stirling Crescent will be required to utilise Abernethy Road via Adelaide Street.</p> <p>3. Talbot will be no longer connect to Abernethy Road at grade separation with GEHB. As such, the internal traffic movements will require review to reflect these road network changes and the primary precinct connection at the Adelaide Street I Abernethy Road intersection.</p>	<p>1. Noted.</p> <p>2. Information added to the Strategy to reflect this information.</p> <p>3. Information added to the Strategy to reflect this information.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p> <p>7. Noted.</p> <p>8. Noted.</p> <p>9. Noted.</p> <p>10. Noted.</p>

	<p>4. The precinct is divided across two separate local government areas, with the City of Swan to the north-west and also includes Commonwealth land leased to Perth Airport. Resolution of a concept for Adelaide Street and the intersection with Abernethy Road is a critical early step as this will determine future land requirements and the impact on existing and future property access. Access to Abernethy Road will require rationalisation given its function as a RA V7 route, with an access strategy to derive all property access from the local road network.</p> <p>5. Consideration should also be given to the following:</p> <ol style="list-style-type: none"> Kalamunda Road bridge over GEHB is load limited. Measures to prevent increased heavy vehicle traffic from the industrial. Development onto Kalamunda Road via Stirling Crescent thus impacting the residential area. <p>6. Forrestfield Marshalling Yards, Forrestfield Industrial Area & High Wycombe. The North Forrestfield District Structure Plan discusses:</p> <ol style="list-style-type: none"> The downgrading of Dundas Road north as it takes on the primary function servicing commuter traffic to the new Forrestfield passenger train station. The increased traffic on Berkshire Road and the requirement to upgrade the intersection with Milner Road and Dundas for increased RAV traffic. The function of Maida Vale Road as a residential distributor and Sultana Road as a residential and industrial distributor at the point a flyover is established over Roe Highway. <p>7. The timing and triggers for upgrades to facilitate the changes to the above road network needs to be defined early, to maintain efficiency on the road network and to determine developer contributions associated with the road network upgrades, such as the proposed Sultana Road overpass. As such a Transport Impact Assessment is a critical deliverable in the early phase of the planning process.</p> <p>8. Perth Airport has initiated its new runway project, which will trigger road network changes in the Forrestfield area and should be considered in the planning for this expansion of this area. Perth Airport proposes the closure of Grogan Road, however Main Roads position is that Grogan Road is a critical connection to the airport that must be retained.</p> <p>9. Perth Airport has initiated its new runway project, which will trigger road network changes in the Forrestfield area and should be considered in the planning for this expansion of this area. Perth Airport proposes the closure of Grogan Road, however Main Roads position is that Grogan Road is a critical connection to the airport that must be retained.</p> <p>10. Ashby Close access to Berkshire Road will be required to be left in left out only due to proximity to the Roe Highway interchange.</p> <p>11. Maddington Kenwick Strategic Employment Area. Access to proposed industrial precincts must be derived internally and not from Welshpool Road.</p> <p>12. Coldwell Road is currently proposed to remain a full movement intersection. It will require upgrading to support Welshpool Road. This will have land impacts and will need to be funded by development.</p> <p>13. Brook Road is proposed to revert to a left in left out junction only. Timing of this change is yet to be determined. Traffic bound for Roe Highway south will ultimately be, required to use the Brook Road connection to Grove / Coldwell Road to access the full movement intersection off Coldwell Road with Welshpool Road.</p> <p>14. Wattle Grove South. The proposed industrial investigation area of Wattle Grove South is not supported on the basis that it is not consistent with the North East Sub Regional Planning Framework (March 2018). Access into this precinct is significantly constrained and does not support an industrial land use.</p> <p>15. Walliston. No Comment.</p> <p>16. A Transport Impact Assessment (TIA) is required to determine the impacts on the road network and adjacent land use for the precincts identified in the draft Strategy. The following should be incorporated into a TIA for each precinct.</p> <ul style="list-style-type: none"> An origin destination assessment for each precinct to define trip distribution more accurately for each precinct and the cumulative impact on the road network. 	<p>11. Noted.</p> <p>12. Noted.</p> <p>13. Noted.</p> <p>14. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. Additionally, Light Industry under the City's Local Planning Scheme can be considered in an area that is zoned 'Urban' under the MRS. An example of this within the City is the Forrestfield/High Wycombe Industrial Area Stage 1 that is zoned industrial development under the LPS3 in an area zoned urban under the MRS. While there are currently access constraints, preliminary traffic analysis through the Wattle Grove South Feasibility Study identifies further investigations will be required to assist with de-constraining access issues. Irrespective of land use (residential or light industry), access issues will need to be further explored and resolved in consultation with MRWA should the planning for the locality proceed.</p> <p>15. Noted.</p> <p>16. TIAs will be required to be undertaken at the early planning phase of a planning project/application.</p>
--	---	--

		<ul style="list-style-type: none"> • A staging sequence for the regional road network changes and incorporating the existing and new RAV routes. • Consideration for separation between RAV traffic with residential road users particularly given the adjacent residential land use. • Identification of developer funded elements, land requirements and appropriate development triggers for road upgrades. • Incorporation of adjacent land use and infrastructure changes such as the new passenger train station. • Consideration of State Planning Policy 5.4 Transport Noise and the impact on adjoining residential land use 	
47.	Perth Airport	<ol style="list-style-type: none"> 1. Perth Airport has reviewed the documentation and wishes to advise the City of aircraft noise implications for some of the identified precincts. Industrial land uses are generally acceptable and supported by Perth Airport in noise-affected areas. The following response contains some general airspace advice applicable to all precincts, and specific advice relating to those three precincts outlined under the below headings. 2. General Airspace Advice Applicable to All Precincts. There are three types of airspace that Perth Airport protects; the OLS, PANS-OPS and CNS. The Obstacle Limitation Surfaces (OLS) protect aircraft operating under visual meteorological conditions. These surfaces can at times be infringed following an assessment by Airservices Australia and the Civil Aviation Safety Authority and the Department of Infrastructure, Regional Development and Cities. Any approval will generally be accompanied with conditions such as conspicuous colour schemes and lighting to ensure the obstacle is visible to pilots. The Procedures for Air Navigation Services -Aircraft Operations (PANS-OPS) protect aircraft operating under instrument meteorological conditions. As pilots in these conditions do not have visual reference to the ground, infringement of these surfaces is prohibited. The Communications, Navigation and Surveillance (CNS) surface protect the operation of infrastructure that facilitates air traffic control such as radars and microwave communications links. Infringement to these surfaces is sometimes allowable following assessment by Airservices Australia. All seven of the identified precincts fall under Perth Airports protected airspace, with some areas having quite low height limits imposed. Technically, all development in these areas should be referred to Perth Airport for comment, however it is acknowledged that this may be onerous for both parties. Engagement is key in achieving mutually beneficial planning outcomes. It is therefore recommended for City Officers to contact Perth Airport by telephone, early in the planning process, to determine whether a specific development should be formally referred to Perth Airport for initial assessment, and for management of any further agency referrals. Further, Airservices has a radar installation in the Walliston Industrial Area that is critical to aircraft operations in Western Australia, not just Perth Airport. It is imperative that any development in this area does not interfere with the radar signal. Should the City agree, Perth Airport is willing, and would be pleased to act as a first point of contact and liaison with Airservices to facilitate the referral process for any developments in this precinct. 3. Forrestfield Industrial Area. Perth Airport is supportive of the extension of this industrial precinct into the portion of land to its south-west. This area lies entirely within the 2014 ANEF, with the western portion within 25-30 contour, and the eastern within the 20-25 contour. Under SPP 5.1, residential development is unacceptable within this higher noise contour. Furthermore, this area will be exposed to up to 200 aircraft noise events in excess of 65 decibels on an average day, in addition to any number of noise events below this noise threshold. Noise at this level will disrupt a normal conversation, even indoors, and will be unacceptable to most people. For this reason, industrial is the most suitable land use and Perth Airport is strongly supportive of this area being used for this purpose. 4. Wattle Grove South. This area lies entirely outside the 2014 ANEF and, with the exception of the north-western corner, also outside of the 2014 N65. Under SPP 5.1, residential development is acceptable in this area. However, this area is located in between two flight corridors for aircraft utilising the proposed new runway; 03R/21 L. While the New Runway Project Major Development 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. 4. In response to the public submissions, Wattle Grove South as an investigation area within the Strategy has been removed. At the 22 October Special Council Meeting Council resolved to request the Chief Executive Officer to prepare a report to Council, by May 2019, detailing the process and requirements, including cost, for establishing a Consultative Community Committee of Council to consider recommendations for the future of Wattle Grove South. The future planning of Wattle Grove South will be resolved through this process. The impact of future major infrastructure initiatives such as the new runway and future flight paths will be taken into consideration should planning for the area proceed. This will be undertaken in liaison and consultation with Perth Airport. 5. Noted.

		<p>Plan does not contain flight paths or any detailed airspace design, some preliminary design work was undertaken to ensure air traffic could utilise the parallel runway system safely and efficiently. Perth Airport, in consultation with Airservices, developed proposed flight corridors to guide the assessment of impacts and the final airspace and flight path design. Where a flight path is a line on a map, flight corridors are less defined and therefore encompass a wider area. These corridors will be used by Airservices in their detailed design process which includes design of flight paths. This work will occur roughly three years out from operation of the new runway. Although Wattle Grove South is mostly outside of Perth Airport's current noise contours, as advised, it lies in between two of the proposed flight corridors. These corridors are essential to the efficient operation of the parallel runway system. As such, the area will experience a very high volume of aircraft noise events. It is worth noting that areas outside of the N65 could have any number of noise events just below this threshold. For this reason, Perth Airport is strongly supportive of industrial zoning for this precinct and does not support urban zoning (which could consequently result in residential development). Work has started on the technical studies required to complete the Perth Airport Master Plan for 2020. One of these studies will result in an updated ANEF and N65 for Perth Airport. The preliminary airspace design and airspace management plan from the New Runway Major Development Plan will form an input to both of these contours which are highly likely to include this area in the future.</p> <p>5. Hatch Court. Adelaide Street runs through the centre of this precinct which is adjacent to several industrial developments located on the Perth Airport estate. The upgrade of Adelaide Street is an ongoing project which is being progressed by a number of stakeholders including Main Roads WA and the City of Swan. One of the principles of the preliminary airspace design for the parallel runway system was to utilise as many existing flight corridors as possible to limit the exposure of aircraft noise to new properties and residents. For this reason, aircraft departing to the north from the new runway will turn east to utilise the existing flight corridor associated with departures from the cross runway which overflies this precinct. Therefore, industrial development in this area is strongly preferred.</p>	
48.	Public Transport Authority	<ol style="list-style-type: none"> 1. The PTA acknowledges the Kenwick Rail Freight Facility will be located within the boundaries of the Maddington-Kenwick Strategic Employment Area, however, within the City of Gosnell's local government boundary. The PTA has been working closely with the City of Gosnells in this regard. 2. In the short term, industrial areas throughout the City of Kalamunda are unlikely to be serviced by a high level of public transport. The characteristics of industrial areas make them traditionally difficult to service including; low population density, a range of start and finish times, dispersed land use patterns, heavy reliance on the private vehicle for work purposes and general isolation from the wider urban form. 3. As outlined within the Strategy, there is a number of existing bus routes servicing the boundaries of several key development precincts. It should be noted that Transperth plans to conduct a full review of bus services in the eastern suburbs for the opening of the Forrestfield-Airport Link service to Perth Airport in 2020. Depending on how travel demand changes as continuing growth occurs in the eastern suburbs, particularly triggered by the new railway, and dependent on the availability of additional resources, there may be an opportunity to improve services at this time. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted and commentary included in the Strategy in this regard.
49.	Water Corporation	<ol style="list-style-type: none"> 1. It is noted that the industrial areas identified in the strategy are generally consistent with areas already zoned and developed for industrial purposes in the City's scheme, or areas that have previously been identified for industrial development in the 2012 EELS strategy and the more recent North-East Sub-Regional Planning Framework. 2. Section 5.4 (Infrastructure Availability) provides a brief outline of water and wastewater servicing issues that might affect the future expansion of the industrial areas identified in the strategy. Appendix 2 (servicing map) referred to in the text has been omitted from the document. While the existing, developed industrial areas in Kalamunda are serviced with reticulated water, the extent to which they are sewered varies. Provision of reticulated sewerage to industrial areas is potentially complex and the need and feasibility of providing industrial areas with sewerage depends on a 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. Servicing map included in Strategy. 3. Noted. To be considered on a project by project basis. 4. Noted. 5. Noted.

		<p>range of factors including location, topography, land uses, lot sizes, the amount and type of wastewater generated, and soil suitability for on-site treatment and disposal.</p> <p>3. The comments on page 23 regarding the facilitation of sewer networks to existing and future industrial areas needs further expansion and explanation in the report. There is currently no Government Sewerage Infill Program funding and past infill programs have only applied to residential sewerage infill works. Any scheme to facilitate retrospective installation of reticulated sewerage within an industrial area will need to be funded through a developer contribution scheme or an alternative funding source.</p> <p>4. With regard to installation of sewerage into new industrial estates, this requirement is a decision for the approval authorities (primarily the City, the WAPC and the Health Department) at the time of subdivision approval. All reticulation-sized gravity sewers required for servicing new industrial subdivisions will be funded and installed by the developers at the subdivision stage. For example, industries within Areas 1, 2 and 3 of the strategy are currently serviced to varying degrees with water and sewerage. However, the adjacent Area 4 only has a limited network of water mains. New water and sewerage pipes will need to be extended into the area by the developers as part of the subdivision works and some off-site upgrades to the adjoining networks may also need to be funded by developers.</p> <p>5. The future servicing of Areas 5 and 7 requires further infrastructure planning to confirm if and how these areas can be serviced. Development of these areas is highly dependent on the prior development and servicing of the adjoining MKSEA land to the southwest. Area 7 for example is uphill of the MKSEA and the extension of reticulated gravity sewers to the east of the highway can only proceed after the development and extension of sewerage through the downhill MKSEA land.</p>	
50.	City of Swan	<p>1. The City agrees with the general intent of the Strategy and supports your actions and strategic direction.</p> <p>2. There is however one aspect of the strategy that in our view should be further addressed. This relates to the need to highlight the reliance of the future Hatch Court Industrial Area on an alternative access from Abernethy Road via Adelaide Street. Adelaide Street at its western end has been formally been closed and will have to be re-established as a public road to facilitate development within this proposed industrial precinct. It is recommended that this aspect be mentioned in the strategy as the establishment of the industrial estate relies on such access. Further zoning/development of this area should not be supported without the access having been secured.</p>	<p>1. Noted.</p> <p>2. Noted with commentary included.</p>

Attachment 1

Study Page	Reference	Comment
6	1.2 Scope of Works Point 3; Dot-point 1 Population & Employment Self-Sufficiency	Population & Employment Self-Sufficiency refers to <i>access to transport hubs</i> for access to work and activity centres. The term does mean, nor does the report describe the term, as working within the same area.
7	1.2 Scope of Works Point 4, Phase 4 Opportunities & Constraints, Dot-point 4	Notes Forrestfield – Thornlie rail extension and station at Wattle Grove – elsewhere the report refers to possibility of a train station in Brentwood Road. The planned INTERMODAL, planned to be in use in the next 8 – 10 years is located adjacent to Roe Hwy, several km west of the study area.
7	1.2 Scope of Works - Point 5 Phase 5; Dot-point 2 Land resumption requirements	CoK has permitted planning approvals, including very recently, for high-end dwellings. A number of properties in the study area have sold at 1.5 – 2.1 million. Land resumption to move a road is illogical. In areas like Hazelmere when land was resumed it was scrubby wasteland, in WG it is scenic, valued environment.
7	1.2 Scope of Works - Point 5 Phase 5; Text paragraph 2	Fragmented land ownership, an element requiring specific consideration.
8	2.1.3 Option 3 Black bounded study area in diagrams and maps	The report states it confirms suitability of study area boundary. There is nowhere in the NE SR Planning Framework is this a noted conclusion. Preferred Option 3 was selected on 31 January at a meeting between CoK and the report authors; the NE SR Planning Framework wasn't released until two months later on 23 March 2018.
11	Option 1 Paragraph 1	States boundary is illogical & follows power line easement and it is ' <i>unclear why</i> '. This was not researched for the report yet concludes the boundary is illogical and <i>uses the 'illogical boundary' as a reason to discount this option</i> .
11	Option 2 Paragraphs 1&2	At their meeting 31.1.18 this option is discounted by the authors and CoK as if only the topographically flatter land south of Crystal Brook Rd was urban expansion. The report then goes on to say a constraint would be that a separate planning process would be required in the future for urban north of the road and to imply unfairness on landowners north of the boundary who have a long held expectation of future urban. Landowners south of a realigned Crystal Brook Road have had a long held expectation of future urban use and this is ignored by the authors. The report says this facilitates orderly and proper planning without clarifying how. Local consensus is that this accommodates one landowner – Ross Leighton.
12	Opportunities for Conservation	Notes Bush Forever site 50, north of Welshpool Road. This is not within the boundaries of any of the options, the site is closest to the proposal for urban residential north of Crystal Brook Road to Welshpool Road East.
13	2.1.4 Consultation	Framework timing suggests 2022+ with resistance from local landholders, the environmental issues and protected species in the proposed development area it is more likely that many years of environmental protest will occur and development would be greatly delayed.
15	2.1.5 Surrounding Land Use & Development	Last paragraph; says the subject land ABUTS MKSEA; IT DOES NOT . MKSEA is a couple of km away and west of Tonkin Highway.
18	2.2.3 – 2.2.4	Proposed use as per the study would result in a small pocket of urban residential and a small pocket of light industrial, neither of which is a significantly sized area leading to further fragmented land use, from any perspective or evaluation this is not Orderly and Proper Planning. There are also significant constraints with bushfire risk and environmental protection considerations.
22	2.2.5 Specific Commitment Areas to Protect	The Study Area is a unique environmental area meeting criteria listed in the six categories.
22	2.2.6	Requires clarification as Population Scenario 3 with range of densities given, no scenario 1 & 2 are presented. Report refers to east of Hawtin & Lewis roads, both of which are north of Welshpool Road and in Forrestfield. The report then refers to Wattle Grove; not WG South.
24	2.2.7 CoK Local Housing Strategy. Paragraph 2	Refers to Wattle Grove – ie: not WG South
24	2.3 Urban Supply & Demand	CoK is expected to deliver 11,450 infill dwellings then elsewhere says take-up rate for infill is unknown.

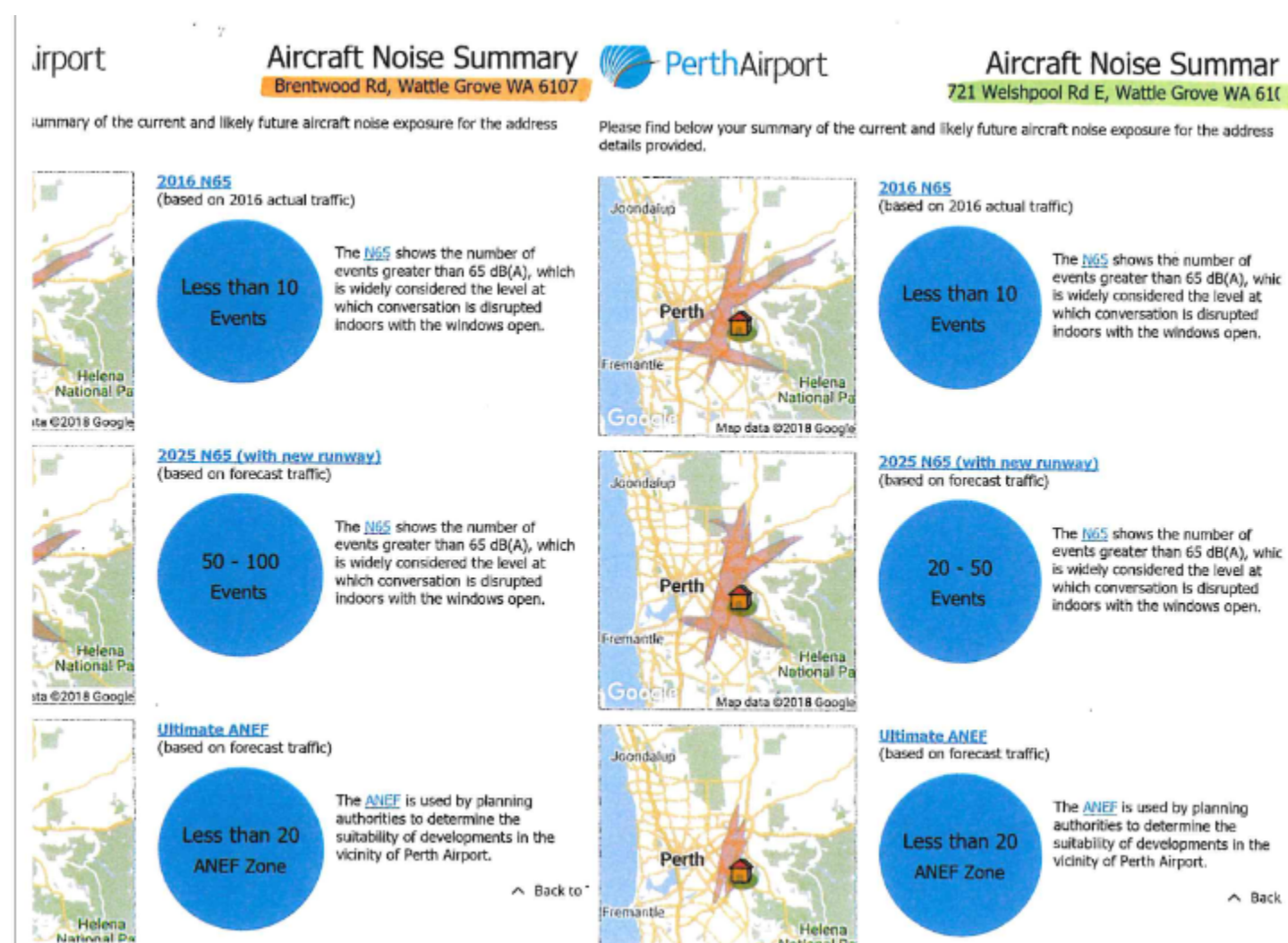
		<p>On page 26 of the study it says the intent of dual density is to <i>reward landowners / developers; it estimates 10,000 dwellings or 87% of the target to be met.</i></p> <p><i>I point out that Amendment 82 is a reason that currently take-up rate is low.</i> The Amendment requirement of 2 storey dwelling dramatically increases costs and decreases viability of subdivision as the added costs of 2 storey are not reflected in end-value of a 2 storey home compared to single storey. People are reluctant to buy or rent 2 storey dwellings in CoK LGA.</p> <p>Subdivided vacant lot sale prices for vacant land do not offer any financial gain as subdivision costs coupled with the decreased value of the existing property on a smaller lot result in the proposition being unviable.</p>
25	2.3 continued. Current Housing Supply	Land values have decreased over the time period spanned, as shown in the Study Tables. The report list 'Current Housing Supply'; Acacia Parklands Wattle Grove <u>on Welshpool Road East</u> ; Acacia Parklands is not on Welshpool Road East it is on Hale Road between Wattle Grove Shopping Centre and Tonkin Highway.
27	2.4 Commercial Industrial Land Supply	<p>The study refers to the Forrestfield train station and reports the State Government requested the City prepare a structure plan to take advantage of the planned train station. It does not specify a train station but in context is Forrestfield North station.</p> <p>The study area will be approximately 6.5 km from the Forrestfield North train station, east of the Forrestfield Freight Yard. It will be approximately 2.5 km from the new <i>Kenwick Intermodal Passenger Circle Line</i> train station. Although the Intermodal is some time off timing does equate to the same time-line of the original plan for Wattle Grove of 2030+ urban residential.</p> <p>Paragraph 4 refers to the study area industrial land use as a 'transition' between the MKSEA industrial use and further residential further north and east. The study area is east of MKSEA with the buffer of Tonkin Highway. Tonkin Highway is an ideal buffer between MKSEA and rural and residential land uses.</p> <p>The study does note that further investigation is needed to confirm viability of commercial / light industrial uses.</p>
	2.5 Major Access Points	CoK has already experienced constraints with Hatch Court and exit via Adelaide Road onto Abernethy Road; similar constraints will arise in the study area.
30	3.1.1 Employment Self-Sufficiency	Part of my career was with ABS – these statistics are easily manipulated - I could go on forever on this.
31	3.3 Industrial Development	<p>The concept of using prime environmentally valuable land for industry is contrary to all planning objectives.</p> <p>The report uses invalid suppositions to justify use as light industry and provides misleading information eg: poultry farms and buffers which have not been in existence for many, many years; and at a minimum detail in the report suggests little actual research was carried out in the consultants 'desktop' report. There appears to have been no such concern about poultry farm buffers by City planners permitting residential development adjacent to the Altona Hatchery on Hale Road F/Field and adjacent to and opposite a school.</p> <p>Equally the Dampier – Bunbury Gas Pipeline is used as justification for Light Industry suggesting it is a constraint to residential development. This is not so, there is no specific buffer to the gas pipeline, each case is judged on merit, I was referred by the department to Planning Bulletins and advised at length on the type of development that has recently taken place beside the pipeline in Brabham.</p>
34	4 Environmental	<p>Both the text and the Tables note species of flora and fauna as unlikely to occur that absolutely do exist in the study area and in some cases prolifically.</p> <p>The report notes wetlands and aboriginal heritage sites and a non-aboriginal site as 'Homestead' Crystal Brook Road. Although I could ignore the error as it would better serve my objection to industrial use the wetlands and the aboriginal heritage sites are in the MKSEA west of Tonkin Highway and not in the study area.</p>
34	4.3 Contaminated Sites	<p>The report lists 4 contaminated sites within 1km.</p> <p>Part of Victoria Road directly abuts the old CoG tip site. It also notes 'FORMER' Caltex service station on Welshpool Road East – this service station has always been there, has never at any time closed down and still exists today as a PUMA site.</p>

		The report at Table 4. Contaminated Sites Within the Vicinity of the Site (DWER 2017b) notes Lot 9005 on Plan 40777, Maddington; (old council tip site) Landfill gases have been identified along the eastern boundary and the southwest corner of the Site. Hydrocarbon-impacted groundwater was identified across the majority of the Site. Asbestos impacted fill was identified beneath the landfill capping layer across a majority of the Site.
36	4.8 Threatened and Priority Fauna	<p>The author suggests the site is mostly cleared of native vegetation and unlikely to offer large areas of valuable habitat.</p> <p>The authors claim is refuted, the author needs to view the site from Lions Lookout Welshpool Road East and walk the streets of the study area.</p> <p>That officers of a hills council could support the report view and select the study area as feasible for light industry use reflects negatively on council. It is a valid expectation that a hills council reflects environmental values, sadly this appears not to be so.</p> <p>Valcan Road, as with the surrounding area, is a well-treed environment. The end of Valcan Road is a recorded roosting ground of Carnaby's cockatoo.</p> <p>It is concerning that both last week and this week surveyors have been working both at the entrance to Valcan Road and the intersection of Brentwood Road and Welshpool Road East and have said they are working on the road changes for the industrial proposal.</p>
37	4.11 Land Use Buffers	States THE AREA SOUTH OF CRYSTAL BROOK ROAD MAY BE MORE SUITABLE FOR CONTINUED RURAL USES. Thereafter the report and chosen direction to proceed of council officer ignores this statement.
37	4.12.3 Wetlands	Notes that relevant areas in the south-west of the study area have been subject to clearing and suggests potential to reclassify the wetland area. . This clearing has been by a proponent of industrial use, turf farm proprietor Mr Lovegrove. The study then proposes that due to this the wetlands could be negotiated. An environmentally sound outcome would be that Mr Lovegrove be made to re-instate the wetlands that he has destroyed. Refer to Planning department Wetlands text.
39	5.2 Power	<p>Refers to Hale Road to Mundy Regional Park and West of Hawtin Road as Wattle Grove South; this is a sudden inclusion of an area of Forrestfield north of Welshpool Road East and quite some distance from the study area.</p> <p>Hale Road Forrestfield east of the intersection with Berkshire Road becomes Hawtin Road it is careless even with desktop review that it is related to Wattle Grove South when they are kilometres apart.</p> <p>Hale Road is Forrestfield from Tonkin Highway east and Wattle Grove from Tonkin Highway to Welshpool Road East south west of Tonkin Highway.</p> <p>At no point are either anywhere near the study area.</p>
42	6 Potential Land Uses	<p>The preferred option selected by the consultants and City officers at the 31 January 2018 meeting is not justifiable. Critical assessment tools for effective assessment of a project or study do not appear to have been employed.</p> <p>Community expectation post 2030 was urban residential. Given the State Government directive that the existing 16,000 hectares of rural zone land will not be increased in the future, it would be an advantage to the future environmental value of the area if urban residential use were coupled with an area of Rural Residential.</p> <p>This option would show the City to have the same commitment to maintaining the environment that has been shown by the City of Gosnells. It would meet the needs of the community, and would be in the interests of Orderly and Proper Planning as a slowly evolving development area. It would secure the rural environment and habitat and create logical transition to the hills national parks.</p>
43 - 45	6.2 Approach	<p>There is already an excess of industrial land and at current sales and leasing rates it will take many years to absorb the current excess.</p> <p>Feasibility study Tables are presented listing pros and cons; Option 1 Residential Development lists 12 pros and 6 cons Option 2 Industrial Development lists 19 pros and 8 cons</p> <p>No standard or weighted objective criteria appear to have been used in assessing the pros and cons. The % valuations of pros and cons of each appear biased towards industrial use; for example page 44 dot point 'compatible use / interface with existing landfill site to south and dot point Industrial development is not constrained by the Dampier – Bunbury gas pipeline should equally be a 'pro' in Option : Residential as there is also no encumbrance from the pipeline against residential use.</p>

		<p>That industrial ratepayers do not require provision of community infrastructure and resources; eg: libraries is used as a 'pro'. Equally Rural Zone ratepayer do not require or want those facilities.</p> <p>The pros and cons listed are subjective. Usual business practice critical assessment tools for effective assessment of a project or study are not used.</p> <p>Report examples of cons are: impacts from new runway future flight paths noise. The new runway is parallel to the existing runway and the greatest impact will be over areas already impacted by aircraft; the Wattle Grove Primary School area, and above Queens Park.</p> <p>The study area will be affected by aircraft no more than currently, officer overlaid flight paths over whatever address provided and showed take-off and landing scenarios. By the time aircraft are over the study area they are high enough in the sky to have no real impact.</p> <p>The decibal level quoted by City officers is 65 decibals, a push lawnmower is 70 – 80 decibals, a ride-on mower is 95+ decibals. A truck passing you in the street is upwards of 95 decibals. Normal speaking voice in any room is around 65 decibals.</p> <p>Likewise the study cons include Dampier – Bunbury Gas Pipeline Buffers, this is referred to above at page 31 – there is no specific buffer and playing fields, cycle paths, road verges etc. are all acceptable. Examples provided by the department included in the suburb of Brabham.</p> <p>The Industrial Development Pros and Cons road realignment and freight impacts are noted as pros;CoG residents impacted by this massive 11x traffic volume increase would not consider this an pro.</p> <p>Equally it notes as a pro the <i>suitable interface with existing landfill site to the south. Presumably this refers to CoG old tip site which has not been in existence for over 20 years.</i></p> <p>It does note as a con the possible community concern and opposition to industrial land use. Opposition is a certainty not a possibility.</p> <p>The most absurd suggestion where appears several times in the report is that rerouting of the rail line, at one point suggesting a train station in Brentwood Road.</p> <p>The KENWICK INTERMODAL for the circle-line train interchange is at Roe Highway / Welshpool Road it is both preposterous and bizarre to suggest the rail would be moved to accommodate such a small proposed light industrial area.</p>
45	6.3 Summary	<p>States the preferred option was agreed by the team.</p> <p>It would appear to have satisfied the pre-decided agenda where the proposal was weighted.</p>
6.3.3	Land Use Integration	<p>Gas pipeline and poultry farms once again used as justification for industrial when the farms have not existed for many years and the gas pipeline is no impediment to urban residential or rural residential use, a cycle path is an ideal use.</p> <p>Clear delineation already exists with buffers and boundaries of Tonkin Highway, Welshpool Road East and Kelvin Road.</p> <p>The logical option for the study area is Rural Residential; no infrastructure cost to the City, satisfying the needs and expectation of ratepayers rather than a few individual landholders maintaining a valuable environment and providing an positive interface with proposed use to 2050 with adjacent CoG property.</p>
		INDUSTRIAL DEVELOPMENT STRATEGY
2	Introduction	<p>Dot point 5: land located south of Welshpool Road East abutting the CoGas a result of the MKSEA. <i>Implies proximity relationship to the MKSEA. The MKSEA is separated from the study area, on the opposite side of Tonkin Highway.</i></p>
4	EELS	<p>The sub-region of NE proposed an additional 424 hectares of industrial land for the whole sub region. CoK proposed contribution of 240 hectares; over 50% of the whole contribution area. Given that Swan is proposed as the largest growth area it is a logical concept that the greatest contributed proportion of industrial land would be in Swan. particularly as Swan has less fragmented land ownership and the greatest areas of possible greenfield developable land. A point referred to in the following section 'NE Sub Regional Planning Framework' with reference to quote: <i>Opportunities for additional industrial land may need to be borne by the rest of the sub-region'</i> unquote.</p>

11	Tables: City of Gosnells	The tables rightly concede that the CoG MKSEA provides an alternative industrial land supply. It notes that Maddington is south of Wattle Grove, the area of Wattle Grove west of the study area is south of Wattle Grove, Maddington is south-east of the study area and divided and buffer separated by Tonkin Highway.
33	6.4 MKSEA	<p>The text says CoK land area is approximately 13% of the total in MKSEA. It goes on to say that 'leases and sales mainly to freight, logistics and warehousing operators'. This is somewhat of an exaggeration, currently there is Bunnings Distribution Centre, Makita Distribution Centre and offices and two other minor businesses. Take-up of MKSEA is so sluggish that the infrastructure to the remainder of Precinct 1 has not been committed to and there is as yet no infrastructure at all in the other three Precincts. The Mayor of Gosnells has spoken at public meetings regarding his attempts to entice white collar IT type business into MKSEA as take-up of the development is so slow.</p> <p>The table 'snapshot' lists headings of Criteria and Existing it goes on to define the CoK 13% of MKSEA equating to 20.4 hectares.</p> <p>Even if using minimum lot size the stats provided do not add up to 20.4 hectares.</p> <p>1 – 2 ha: 24 lots; assume @ 1 ha = 24 ha 2 -3 ha: 1 lot, assume @ 2 ha = 2ha 3 – 4 ha: 5 lots, assume 3 ha lots = 15ha</p>

Attachment 2



Report

Aircraft Noise Summary

Easterbrook Pl, Wattle Grove WA 6107

Summary of the current and likely future aircraft noise exposure for the address details provided.

2016 N65
(based on 2016 actual traffic)

Less than 10
Events

The N65 shows the number of events greater than 65 dB(A), which is widely considered the level at which conversation is disrupted indoors with the windows open.

2025 N65 (with new runway)
(based on forecast traffic)

20 - 50
Events

The N65 shows the number of events greater than 65 dB(A), which is widely considered the level at which conversation is disrupted indoors with the windows open.

Ultimate ANEF
(based on forecast traffic)

Less than 20
ANEF Zone

The ANEF is used by planning authorities to determine the suitability of developments in the vicinity of Perth Airport.

Perth Airport

Map data ©2018 Google

Aircraft Noise Summary

Victoria Rd, Wattle Grove WA 6107

Please find below your summary of the current and likely future aircraft noise exposure for the address details provided.

2016 N65
(based on 2016 actual traffic)

Less than 10
Events

The N65 shows the number of events greater than 65 dB(A), which is widely considered the level at which conversation is disrupted indoors with the windows open.

2025 N65 (with new runway)
(based on forecast traffic)

20 - 50
Events

The N65 shows the number of events greater than 65 dB(A), which is widely considered the level at which conversation is disrupted indoors with the windows open.

Ultimate ANEF
(based on forecast traffic)

Less than 20
ANEF Zone

The ANEF is used by planning authorities to determine the suitability of developments in the vicinity of Perth Airport.

Perth Airport

Map data ©2018 Google

Back

City of Kalamunda

1387