

Submitter No.	Comment	City Response	Applicant Response
1	Support – I support this redevelopment BUT the drainage must be better than the cheapskate drainage used for the last Dawson's development where the runoff was sent to Virgilia Way Reserve. This ground is flooded every winter and this year it has been particularly bad with water running down Sorrel Court and into Cypress Road. No. 41 Cypress Rd has been sandbagged for weeks because of this. If the Reynolds Rd subdivision goes ahead, I can see excess runoff going down Reynolds Rd, Tillia Court and Cypress Rd if the drainage is not planned and managed more professionally.	Stormwater to be addressed as part of the subdivision application which will follow the adoption of the scheme amendment.	Noted. Stormwater drainage for residential subdivision is required to be designed in accordance with the WAPC's Liveable Neighbourhoods, in addition to the City of Kalamunda design standards, and will be appropriately accommodated in the subdivision design and infrastructure delivery.
2	Support – I support this change and welcome the new housing.	-	Noted.
3	Support – Happy for public open space and playground opposite our property.	-	Noted.
4	Do Not Support – Unwelcome construction noise for months/years	As per applicant's comments.	Disagree. Construction noise will be managed under a construction management plan and will need to comply with the <i>Environmental Protection (Noise) Regulations 1997</i> .
5	Do Not Support – Increased traffic on Dawson Avenue. Vinca Way / Dawson Ave is an already dangerous intersection; increased traffic will only make it worse.	Subdivision plan will demonstrate access and traffic management within the subject sites. A TIA will be provided for the subdivision of the subject sites.	Disagree. A subdivision proposal will need to demonstrate that access and egress to the subdivision, and within the subdivision, is appropriately designed for safety and efficiency of vehicle movements, through the preparation of a comprehensive Transport Impact Assessment in accordance with WAPC requirements.

6	Do Not Support – I am writing in concern to this dense living, it will bring unwanted persons into the Forrestfield area. We already have enough issues with youth on motorbikes on the roads, just to name one! This size lots will allow for cheap investors to rent out these properties to more troubled groups of people. Please reconsider, even if they are bigger lots, a minimum of 400sqm at least. Please consider what sort of people you are bringing into the community by allowing such high density living.	Dense living provides a range of housing opportunities for future populations and aligns with the City of Kalamunda Local Housing Strategy. The density does not attract a certain 'type' of person(s) into the area.	Disagree. It is important that a variety of lot sizes are introduced to existing communities through infill development such as this, as it makes optimal use of valuable land within established residential areas, and provides opportunities for downsizing and improved housing affordability.
7	Comment Only – If this development does go ahead, then I would request that the volume of traffic is considered for Cypress Road. As a main connector to Tonkin via Hale Road, there is already difficulty getting out of Cypress onto Hale at peak times. Cars use Cypress as a rat run through from Dawson to Hale and we frequently experience cars travelling well over the limit of 50km. A few years ago, there was money in the budget to put in slow points/traffic calmers however this has not happened... Please ensure that the exit from Cypress onto Hale is considered with this development and the speed of traffic up and down Cypress. Many thanks	Refer to comments for submission no. 5.	Noted. A subdivision proposal will need to demonstrate that access and egress to the subdivision, and within the subdivision, is appropriately designed for safety and efficiency of vehicle movements, through the preparation of a comprehensive Transport Impact Assessment in accordance with WAPC requirements.
Submitter No.	Comment (External Referrals)	City Response	
8	DFES – DFES agree with the application of point 4.4 of the Guidelines and support the need to address bushfire at the earliest stages of planning, in this case to ensure that the site is suitable for intensification. This BMP should then be used to inform design decisions made at the subdivision stage.	Under SPP 3.7, a scheme amendment is a strategic proposal which necessitates a BMP to be prepared in support of the proposal. However, following the scheme amendment a broader subdivision application will be lodged, which would necessitate a BMP. The officer assessment deemed the bushfire risk could be appropriately managed through a BMP at the subdivision stage so it was appropriate to go against the advice of DFES in this instance and delay the BMP until a broader subdivision of the site. This is further	

		supported by the attach BAL contour map which demonstrates the bushfire risk can be appropriately managed.
9	MRWA – Main Roads has no objections to the proposal and provides the following comments: Roe Highway is a proclaimed Control of Access Road pursuant to Section 28A of the Main Roads Act 1930. No Access to Roe Highway is permitted.	Noted.
10	DoE – Approximately half of the LPS Amendment area falls within the student enrolment intake area of Dawson Park Primary School whereas the remainder falls within the optional intake areas of Dawson Park, Woodlupine and Forrestfield Primary Schools. Currently, Dawson Park Primary School is under student accommodation pressure with the school operating beyond its permanent student accommodation capacity. The potential delivery of increased residential lots in this LPS Amendment area coupled with the cumulative impact from new infill residential development in the locality are expected to exacerbate the enrolment demand of the subject primary school. It is worth noting that every new residential development or intensification of residential density create demand for, or on, public schools. This requires careful planning consideration to ensure that the anticipated student demand balances with the provision of public schools in the locality. The Department will assess the public education needs at future localised planning instruments (e.g. local structure plan or local development plans) and that future augmentation or expansion of the primary school site (e.g. off-site early childhood facility) may be required. In addition, it should be highlighted that any requirement for primary school developer contributions will be assessed and may be applied at the subdivision stage. Whilst the Department has no in-principle objections to the proposed LPS Amendment, the Department will continue to monitor the student enrolment demand as development progresses within the locality. It is requested that	Noted. Consistent with operational policy and can be effectively managed by future development trends (e.g. off-site early childhood facilities).

	the local government and/or proponents engage with the Department at future preparation of localised planning instruments to ensure it can suitably forward plan for the public education needs of the locality.	
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