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Western Australia.*

August 2019

Metropolitan Region Scheme Amendment 1324/41



Central Bullsbrook Urban Precinct

Report on Submissions
Submissions

City of Swan

**Metropolitan Region Scheme
Amendment 1324/41**

Central Bullsbrook Urban Precinct

Report on Submissions

Submissions

City of Swan



August 2019

Introduction to Metropolitan Region Scheme major amendments

The Western Australian Planning Commission (WAPC) is responsible for keeping the Metropolitan Region Scheme (MRS) under review and initiating changes where they are seen as necessary.

The MRS sets out the broad pattern of land use for the whole Perth metropolitan region. The MRS is constantly under review to best reflect regional planning and development needs.

A proposal to change land use reservations and zones in the MRS is regulated by the *Planning and Development Act 2005*. That legislation provides for public submissions to be made on proposed amendments.

For a substantial amendment, often referred to as a major amendment (made under section 41 of the Act), the WAPC considers all the submissions lodged, and publishes its recommendations in a report on submissions. This report is presented to the Minister for Planning and to the Governor for approval. Both Houses of Parliament must then scrutinise the amendment before it can take legal effect.

In the process of making a substantial amendment to the MRS, information is published as a public record under the following titles:

Amendment report

This document is available from the start of the public advertising period of the proposed amendment. It sets out the purpose and scope of the proposal, explains why the amendment is considered necessary, and informs people how they can comment through the submission process.

Environmental review report

The Environmental Protection Authority must consider the environmental impact of an amendment to the MRS before it can be advertised. Should it require formal assessment, an environmental review is undertaken and made available for information and comment at the same time as the amendment report.

Report on submissions

The planning rationale, determination of submissions and the recommendations of the WAPC for final approval of the amendment, with or without modification, is documented in this report.

Submissions

This document contains a reproduction of all written submissions received by the WAPC on the proposed amendment.

Transcript of hearings

A person who has made a written submission may also choose to appear before a hearings committee to express their views. The hearings proceedings may be recorded and transcribed, and the minutes of all hearings will be published and made available.

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Submissions

Published under separate cover:

Transcript of Hearings

Report on submissions

Metropolitan Region Scheme Amendment 1324/41

Central Bullsbrook Urban Precinct

Report on Submissions

1 Introduction

At its April 2017 meeting, the Western Australian Planning Commission (WAPC) resolved to proceed with this amendment to the Metropolitan Region Scheme (MRS) in accordance with the provisions of Section 41 of the *Planning and Development Act 2005*.

2 The proposed amendment

The amendment proposal was described in the previously published *Amendment Report* and a description of the proposal is repeated below.

The purpose of the amendment is to rezone approximately 153.17 ha of Rural zoned land to the Urban Deferred zone in the MRS, as shown on the **Figure - Proposal 1**. The proposed amendment will facilitate future residential development, a district centre, a primary school, conservation and public open space areas.

Requirements to Lift the Urban Deferment

The subject land is being zoned Urban Deferred, as the following requirements are to be addressed prior to lifting of Urban Deferment:

- A District Structure Plan or the *Bullsbrook Townsite Landuse Masterplan* (BTLMP) being approved by the WAPC to guide the development of the Bullsbrook townsite.

The DSP or BTLUMP should consider matters such as: a spatial staging plan, district developer contribution plan, MRS reservation (e.g. high schools, Other or Primary Regional Roads etc), buffers (e.g. landfill and extractive industries etc), environmental constraints, transport modelling and traffic analysis (amongst other matters) in consultation with State Government agencies and the City of Swan;

- Confirmation of water and wastewater infrastructure;
- Confirmation on the location of a High School site;
- Confirmation of road upgrading requirements to support the proposed scale of development; and
- Confirmation that the existing landfill operations and associated buffer has ceased.

3 Environmental Protection Authority advice

The proposed amendment was referred to the Environmental Protection Authority (EPA) for advice on whether environmental assessment would be required. The EPA advised that the proposed amendment does not require formal assessment under Part IV of the *Environmental Protection Act*. The EPA provided advice on flora and vegetation, terrestrial

fauna, hydrological processes, inland water environmental quality, social surroundings and human health.

The EPA concluded that the amendment can be managed to meet EPA objectives through the requirements identified to lifting the Urban Deferment, preparation of future local planning scheme provisions and/or structure planning to management and protect the above environmental factors.

A copy of the notice from the EPA was included in the previously published *Amendment Report*.

4 Call for submissions

The amendment was advertised for public submissions from 2 March 2018 to 8 June 2018.

The amendment was made available for public inspection during ordinary business hours at the:

- i) Western Australian Planning Commission, 140 William Street, Perth
- ii) Offices of the Cities of Perth, Fremantle, Swan and Kalamunda
- iii) State Reference Library, Northbridge.

During the public inspection period, notice of the amendment was published in the *West Australian* and the *Sunday Times* newspapers and relevant local newspaper/s circulating in the locality of the amendment.

5 Submissions

Nineteen submissions (includes one late submission) were received comprising one supporting submission, one objecting submission and 17 submissions containing neutral comments or otherwise not objecting to the amendment.

A summary of each submission with WAPC comments and determinations is at Schedule 2. A complete copy of all written submissions is contained in this report.

6 Hearings

Section 46 of the *Planning and Development Act 2005* provides that each person who makes a submission is to be offered the opportunity of being heard by a Committee formed by the WAPC for that purpose. All persons who made submissions were invited to present their submission to the Hearings Committee.

One hearing (requesting modification of the amendment) occurred on the 25 September 2018.

7 Main issues raised in submissions

7.1 Inclusion of Additional Land

Submission No. 13 requests the inclusion of additional land (Pt Lot 834 Hurd Road, Pt Lots 1288 & 2792 Taylor Road, Bullsbrook) in the Urban Deferred zone.

WAPC Response: *In relation to the modification of the amendment to include new land in the Urban Deferred zone, this is considered a major modification requiring reassessment by the WAPC, EPA and the Minister for Planning's consent to advertise, prior to re-advertising of the amendment for another three months. Essentially, the MRS amendment process would be recommenced from the start.*

Appropriate justification (via technical assessments) would need to be provided to the City of Swan, EPA and WAPC prior to any further consideration of any additional land being zoned for urban purposes in the MRS.

Should additional land be considered suitable for urban purposes this could be included in a future MRS amendment process. Given the timing implications and further justification required to substantiate any additional urban area, such a modification is not within the scope of this amendment.

The submission is dismissed and no modification to the amendment is proposed in relation to this matter.

7.2 Inclusion of Town Centre in Urban zone

The proponent seeks the modification of the amendment area (future Bullsbrook town centre) by the replacement of the Urban Deferred zone with an Urban zone, and advises as follows:

- The Bullsbrook Townsite DSP has been endorsed by the City of Swan and WAPC to guide development of Bullsbrook.
- Confirmation has been received from the Water Corporation that water and wastewater infrastructure services are available to service the town centre.
- Liaison with the Department of Education has confirmed that the existing district high school (K-12) will be transitioned into a senior high school (7-12). The existing primary school component will be relocated to one of the sites identified in the endorsed Bullsbrook Townsite DSP.
- The Central Bullsbrook project will deliver a road network to support the proposed scale of development.
- The town centre falls outside the 1 km buffer from the existing landfill operation and is available for urban development. These matters address the requirements to lift the Urban Deferment. All matters have been addressed and this land can be included in the Urban zone.
- The inclusion of the town centre land in the Urban zone will allow for the early delivery of services and facilities for residents. This address feedback received from the Bullsbrook community.

WAPC Response: *The WAPC supports the modification of the amendment to include the area outside the 1 km landfill buffer to an Urban zone, given this provides for the future development if the Bullsbrook town centre in ordered and sequential manner.*

In relation to the lifting of Urban Deferment requirements for the site, the following is relevant:

- *The Bullsbrook Townsite DSP has been endorsed by the WAPC;*
- *The Water Corporation has confirmed that water and wastewater services can be provided to this land without impacting existing Urban and Industrial zoned areas;*
- *The DoE is investigating alternative locations for a High School site within the broader Bullsbrook locality;*
- *Only land outside the 1km landfill buffer is to be transferred to the Urban zone; and*
- *The traffic report for the Central Bullsbrook LSP demonstrates that the vehicle traffic generated from the town centre can be adequately accommodated within the existing road network. The intersection with Great Northern Highway is to be constructed in consultation with City of Swan and Main Roads WA (MRWA).*

The proposed modification does not require readvertising as the intent of the amendment remains the same (i.e. urbanisation of the site), is minor in nature and no additional land is being included.

8 Modifications

After consideration of submissions the amendment is modified by:

- Zoning the land located outside the 1 km landfill buffer area (Bullsbrook Town Centre) to an Urban zone (Modified area is: Urban zone - 42.3 ha & Urban Deferred zone - 109.7 ha);
- Excluding Part of Lots 1 & 2 Great Northern Highway, Bullsbrook as they are already included in separate MRS Amendment 1339/57 – North East and North West Districts Omnibus 2; and
- Excluding the existing Primary Regional Roads reservation for the Great Northern Highway.

Lifting of Urban Deferment Requirements

The WAPC notes that since the advertising of the amendment the Bullsbrook Townsite DSP has been approved. Therefore the final lifting of Urban Deferment requirements are as follows:

- Confirmation of water and wastewater infrastructure;
- Confirmation on the location of a High School site;
- Confirmation of road upgrading requirements to support the proposed scale of development; and
- Confirmation that the existing landfill operations and associated buffer has ceased.

The area of the modified amendment is approximately 152 ha. The proposed modifications do not require readvertising as the intent of the advertised amendment remains the same (i.e. urbanisation of the site), is minor in nature and no additional land is being included.

9 Responses and determinations

The responses to submissions are detailed in this report. The submissions of objection are recommended to be dismissed. Minor modification to the amendment has been undertaken as discussed above.

10 Coordination of region and local scheme amendments

Under section 126(3) of the *Planning and Development Act 2005* the WAPC has the option of concurrently rezoning land that is being zoned Urban under the MRS, to an "Urban Development" zone (or similar) in the Local Planning Scheme (LPS).

The proponent requested that the area being modified to an Urban zone be concurrently zoned "Residential Development" in the City of Swan LPS 17, given a local structure plan has been approved (subject to modifications) for the location.

However, the EPA decided to not assess the proposed amendment as it identified six environmental factors, and recommended against the concurrent amendment of the site so the EPA could consider scheme provisions as part of a separate LPS amendment.

The EPA advises that the area proposed to be modified to an Urban zone contains a Conservation Category Wetland and the Ki-it Monger Brook. Concurrently zoning the Urban area to "Residential Development" removes the opportunity for the EPA to consider environmental matters as part of a future LPS amendment. The EPA does not support the concurrent amendment of the land as environmental matters have not been addressed.

Therefore, given the EPA's advice the WAPC does not support the concurrent amendment of the Urban zone to "Residential Development" in the City of Swan LPS No. 17.

11 Conclusion and recommendation

This report summarises the background to Amendment 1324/41 and examines the various submissions made on it.

The WAPC, after considering the submissions, is satisfied that the amendment as shown generally on the Figure - Proposal 1 in Schedule 4 (as modified), and in detail on the MRS Amendment Plan listed in Appendix 2 (as modified) should be approved and finalised.

Having regard to the above, the WAPC recommends that the Minister for Planning presents the modified amendment to His Excellency the Governor for his consideration and approval and subsequently commend the amendment to both houses of Parliament.

Schedule 1

Alphabetical listing of submissions

Alphabetical Listing of Submissions

MRS Amendment 1324/41

Central Bullsbrook Urban Precinct

Submission Number	Name
2	ATCO Gas Australia
5	Biodiversity, Conservation and Attractions (Parks and Wildlife Service, Rivers and Estuaries Branch), Department of
11	Communities, Department of
6	Education, Department of
18	Fire & Emergency Services, Department of
10	Health, Department of
9	Jobs, Tourism, Science and Innovation, Department of (Infrastructure and Land Planning)
14	Main Roads WA
12	Mines, Industry Regulation and Safety, Department of
1	Primary Industries and Regional Development, Agriculture & Food, Department of
3	Public Transport Authority of WA
13	Roberts Day (on behalf of Amex Corporation)
15	Rowe Group (on behalf of the majority landholders in the South Bullsbrook Urban Precinct)
16	Sibbel, Anne (Bullsbrook Residents and Ratepayers Association Incorporated)
17	Swan, City of
8	Transport, Department of
7	Water and Environmental Regulation (Swan Avon Region), Department of
4	Water Corporation

Late Submissions	Name
19	Biodiversity, Conservation and Attractions (Parks & Wildlife Services, Swan Region), Department of

Schedule 2

Summary of submissions and determinations

REFER TO THE SUBMISSIONS SECTION FOR A FULL COPY OF EACH WRITTEN SUBMISSION AND SUPPORTING INFORMATION

Submission: 1

Submitted by: Department of Primary Industries and Regional Development (Agriculture and Food)

Summary of Submission: COMMENT

- *State Planning Policy 2.5: Land Use Planning in Rural Areas* states that the introduction of sensitive or incompatible land uses such as additional housing or accommodation in rural areas can compromise rural land uses and effectively sterilise rural land. There is a need to ensure that existing rural land uses are protected and landholders are able to exercise their operational needs effectively and appropriately;
- Environmental Protection Authority's *Guidance Statement No. 3 - Guidance for the Assessment of Environmental Factors - Separation Distances between Industrial and Sensitive Land Uses* recommends that in the absence of site-specific technical studies, a minimum separation distance of 500 metres; and
- Department of Health's *Guidelines for Separation of Agricultural and Residential Land Uses - Establishment of Buffer Areas* which specify a minimum separation distance of 300 metres or an adequate vegetated buffer.

Planning Comment: The WAPC notes the subject land has been identified as *Urban Expansion* in the *North East Sub-regional Planning Framework* and is considered appropriate for future urban development.

However, the land is being zoned Urban Deferred (rather than Urban), as range of requirements are to be addressed prior to the transfer of the land to the Urban zone. This includes confirmation regarding the closure of existing infill operations and nearby clay extraction activities, prior to the transfer of the land to the Urban zone. No residential development can occur until the land has been transferred to the Urban zone.

Determination: Submission noted.

Submission: 2, 3, 7, 8, 9, 10, 11, 12, 18

Submitted by: ATCO Gas, Public Transport Authority, Department of Water and Environmental Regulation, Department of Transport, Department of Jobs, Tourism, Science and Innovation, Department of Health, Department of Communities, Department of Mines, Industry Regulation and Safety, Department of Fire and Emergency Services

Summary of Submission: COMMENT

The above State Government agencies and infrastructure agencies raise no objections, no comment or provide general comments that relate to the subsequent more detailed stages of the planning and development process.

Planning Comment: Comments noted.

Determination: Submission noted.

Submission: 4
Submitted by: Water Corporation
Summary of Submission: COMMENT

The Water Corporation has prepared long-term, conceptual water and wastewater planning to provide for the ultimate urban expansion identified in the BTLUMP. This infrastructure planning is conceptual and may be varied and staged by the developers in consultation with the Corporation. It is likely that this planning will be reviewed several times over the coming years as more detailed land use, population, dwelling yield and timing information becomes available through the preparation of local structure plans for the locality.

The land in the three urban precincts is currently not serviced with water or wastewater and the developers will need to fund the installation of new infrastructure within the land and/or extensions from the existing Bullsbrook townsite networks.

The Corporation's infrastructure planning and timing of capital funding for major headworks infrastructure to support the town's urban expansion (including new water storage tanks, water distribution mains >300 mm diameter, wastewater pumping stations and major gravity sewers >300 mm diameter) is premised on the logical and orderly progression of urban development.

Where unserviced land is remote or physically separated from the development front, or the proponents wish to develop their land ahead of the Corporation's planned capital funding for headworks infrastructure, the developers may be required to fund some headworks infrastructure and/or install temporary water and wastewater infrastructure to service their land, provided that these short-term solutions do not prejudice the Corporation's long-term infrastructure planning for the area.

Additional Information

The proponent has recently undertaken conceptual wastewater planning in consultation with the Corporation for the servicing of the proposed first subdivision stages of the central precinct. The planned wastewater solution will be staged and will involve some wastewater from the north-western parts of the precinct being gravitated to existing wastewater pump stations located at North Road and on Great Northern Highway within the adjoining light industrial area immediately to the west of the central precinct.

Wastewater from the bulk of the central precinct will need to be gravitated south and southwest via gravity sewers towards a new wastewater pumping station to be located within the western edge of Lot 1354 Great Northern Highway. The construction of the new WWPS will be required to serve the subdivision of the southern parts of Lots 900 and 1396 as well as Lots 1354 and 1314.

The Corporation has recently received correspondence from the proponent requesting the Corporation's support for Lot 1354 and the eastern portion of Lot 1314 to be included in the Urban zone in order to facilitate the establishment of sewers and the proposed WWPS within Lot 1354.

While there may be other planning issues for the inclusion of Lots 1354 and 1314 within the MRS Urban Deferred zone, the Corporation would have no objection to this modification being made, as it would facilitate the construction of the WWPS within Lot 1354 and the construction of gravity sewers traversing adjoining land.

Planning Comment: Comments noted.

Determination: Submission noted.

Submission: 5

Submitted by: Department of Biodiversity, Conservation and Attractions (Rivers and Estuaries Branch)

Summary of Submission: COMMENT

- There are concerns regarding the appropriate management and development around the watercourses that run through the site and flow as tributaries to the Swan River in particular Ki-it Monger Brook and Nambad Brook. A large portion of amendment areas 1 and 2 are identified as multiple use wetlands. It is recommended that the watercourses and at least 30 metres either side of the waterways be reserved for Parks and Recreation purposes.
- The subject land is located within the Ellen Brook Catchment. The *Swan Canning Water Quality Improvement Plan* identified the Ellen Brook catchment as the largest contributor of total nitrogen and total phosphorous loads to the Swan Canning estuary. It is important to ensure that the transition of this area from principally rural activities to urban activities occurs in a way that minimises the entry of contaminants into the Swan River. This should occur in line with the principles of water sensitive urban design and in particular focus on restoration of the naturally existing waterways. It is also important to ensure that all development within the area is connected to sewer.
- The Department welcomes the opportunity to undertake a more detailed review of the water management plans and the structure plans in the subsequent planning stages.

Planning Comment: The WAPC notes the subject land has been identified as *Urban Expansion* in the *North East Sub-regional Planning Framework*, and is considered appropriate for future urban development. The Department of Water and Environmental Regulation has appropriated a District Water Management Strategy for the land.

However, the land is being zoned Urban Deferred (rather than Urban), as range of requirements are to be addressed prior to the transfer of the land to the Urban zone. This includes confirmation on the closure of existing infill operations and nearby clay extraction activities etc.

In relation to the reservation of watercourses and associated buffer areas as Parks and Reservation in the MRS. Such requirements are given further detailed consideration at the local structure plan stage, and if considered appropriate these areas are identified for future local protection.

The DBCA will be consulted as planning progresses, such as at the subsequent lifting of Urban Deferment, local scheme amendment and local structure plan stages etc.

Determination: Submission noted.

Submission: 6
Submitted by: Department of Education
Summary of Submission: COMMENT

The Department of Education advises as follows:

- The Concept Master Plan includes provision for three primary school sites that are identified within the BTLUMP;
- There is a pocket of remnant Guildford Complex vegetation within Lot 1314 Chittering Road, Bullsbrook. As this vegetation is not to be cleared it would impinge on the ability of the proposed primary school to share public open space. Further detailed planning on the school site with the developers and the City of Swan has bought about a relocation of the primary school site further west, closer to the town centre and onto Lot 1354 Chittering Road, Bullsbrook. It is envisaged that this location would allow shared public open space between the City of Swan and the Department;
- The Department is agreeable to locating shared ovals co-located with these schools wholly on the City of Swan's land in order to preserve the full developable area of school site to accommodate additional permanent classrooms; and
- The Department is working with the City of Swan and the developers on the requirement for a new High School site within the BTLUMP.

Planning Comment: Comments noted.

Determination: Submission noted.

Submission: 13
Submitted by: Roberts Day (on behalf of the AMEX Corporation)
Summary of Submission: OBJECTION

Extension of Urban Deferred zone (Pt Lots 2792, 834 &1288)

- The subject land (to be included in amendment) was identified in the draft BTLUMP and the City of Swan Local Structure Plan for urban development.

- The subject land was identified in the BTLUMP for District Open Space (DOS) given the need to rehabilitate the landfill operation. However, geotechnical studies confirm that a residential use can be undertaken, subject to remediation.
- The DOS has been consolidated with the town centre in a convenient and accessible location.
- The DOS and town centre are mutually supportive. The town centre benefits from the activity generated by the district level recreation. The town centre residential and mixed-use development will benefit from the amenity and facilities offered by the green space/playing fields.
- The proposed DOS/playing fields will form part of the 'Activity Corridor' which is supported by the City of Swan.
- The location of the DOS playing fields, co-located with the primary school, allows for the sharing of facilities and a joint funding model for on-going maintenance.
- The relocation of the DOS/playing fields was undertaken in liaison with the City of Swan and Department of Education. The DOS location is adjacent to the town centre and on prime urban land, which delivers community and village benefits.
- In order to deliver the future residential yield for the site the land previously accommodating the DOS needs to be identified as Urban Deferred zone.
- The viability of the project needs to be considered with the relocation of the DOS/playing fields. The removal of land from the eastern boundary over portion of the landfill operation appears to be arbitrary and unplanned.

Inclusion of town centre in Urban zone (Lot 1354 & Pt Lot 1314)

- The Bullsbrook Townsite District Structure Plan (BTDSP) has been endorsed by the City of Swan and WAPC to guide development of Bullsbrook.
- Confirmation has been received from the Water Corporation that water and wastewater infrastructure services are available to service the town centre.
- Liaison with the Department of Education has confirmed that the existing district high school (K-12) will be transitioned into a senior high school (7-12). The existing primary school component will be relocated to one of the sites identified in the endorsed Bullsbrook Townsite DSP.
- The Central Bullsbrook project will deliver a road network to support the proposed scale of development.
- The town centre falls outside the 1 km buffer from the existing landfill operation and is available for urban development. These matters address the requirements to lift the Urban Deferment. All matters have been addressed and this land can be included in the Urban zone.
- The inclusion of the town centre land in the Urban zone will allow for the early delivery of services and facilities for residents. This address feedback received from the Bullsbrook community.

This submission was supported by a Hearing.

Planning Comment: Refer to Parts 7.1 – Inclusion of Additional Land & 7.2 – Inclusion of Town Centre in Urban zone.

Determination: Submission partly upheld.

Submission: 14
Submitted by: Main Roads WA
Summary of Submission: COMMENT

Main Roads WA (MRWA) requests the area shown as Primary Regional Roads (PRR) reservation on land protection plan 1.1409 be excluded from the amendment.

Advice to Applicant

- The three Bullsbrook amendments will intensify current rural landuses in order to achieve a higher density/intensification and will contribute to increased traffic pressures on the local and PRR networks.
- MRWA expects that the following requirements are addressed prior to the lifting of Urban Deferment:
 - A DSP for the BTLUMP being approved by the WAPC to guide the development of the Bullsbrook townsite.
 - Indicative local structure plans with a supporting strategy for the timing of land releases/staging plan and required local and PRR network upgrades.
 - Transport modelling assessment being undertaken for all three amendment areas addressing all forms of transport modes, including assessment of the broader regional road impacts in accordance with the WAPC's *Transport Impact Assessment Guidelines*.
- MRWA has previously advised that it did not support the rezoning of three amendments due to the increased demands generated and uncertainty surrounding the delivery of supporting local and PRR infrastructure.
- The scale of development is a risk to the local and PRR infrastructure due to demands that will be generated.
- A DCP which addresses the approximate scale of costs for the above local and regional road upgrades, the likely timing of these upgrades, agreement on a delivery strategy etc is required.

MRWA can assist the developer and the City of Swan in formulating such a strategy.

Planning Comment: The area shown as PRR reservation on land requirement plan 1.1409 has been excluded from the amendment.

Determination: Submission noted.

Submission: 15

Submitted by: The Rowe Group (on behalf of a number of landowners)

Summary of Submission: SUPPORT

The ongoing coordination and planning the Bullsbrook area is supported.

Planning Comment: Support noted.

Determination: Submission noted.

Submission: 16

Submitted by: Anne Sibbel (on behalf of the Bullsbrook Residents and Ratepayers Association Incorporated)

Summary of Submission: COMMENT

The Bullsbrook Residents and Ratepayers Association supports the proposed amendment provided the EPA's advice on protections of CCW's, Ki-it Brook and other drainage lines is followed.

Mature trees provide habitat for endangered Back Cockatoos and must be protected as part of the natural setting of Ki-it Brook and other Brooks. It should not end up looking like an over designed, manufactured and manicured watercourse. Bullsbrook is a Rural area and the integrity of the area should be reflected in the development.

Planning Comment: Comments noted.

Determination: Submission noted.

Submission: 17

Submitted by: City of Swan

Summary of Submission: COMMENT

- Should it be found that sufficient water and waste water capacity currently exists, that part of Lot 1354 Great Northern Highway, Bullsbrook that can be serviced is to be included in the Urban zone; and
- MRWA's latest policy position in preference of roundabouts at all intersections should be taken in consideration prior to a final decision on the three MRS amendments. The requirement may result in extended land requirements, and therefore an extension to the Primary Regional Roads reservation at intersections with Great Northern Highway.

Planning Comment: Refer to Refer to Part 7.1 – Inclusion of Additional Land.

MRWA has not advised that any additional PRR reservation is required.

Determination: Submission noted.

Submission: 19 (Late Submission)

Submitted by: Department of Biodiversity, Conservation and Attractions (Parks & Wildlife Services, Swan Region)

Summary of Submission: COMMENT

Native Vegetation

Whilst it is acknowledged that the majority of the amendment area is cleared or completely degraded, there are pockets of remnant vegetation and isolated paddock trees which may provide Carnaby's Black Cockatoo habitat. This species is listed as Endangered under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act), and is also listed as Specially Protected under the *Wildlife Conservation Act 1950*. Accordingly, future proposals which may impact these areas should be discussed with the Department of the Environment and Energy as there may be a requirement to refer the application under the EPBC Act.

Wetland Values

There are several geomorphic wetlands in the amendment area, the majority of which are classified as Multiple Use wetlands. In addition to the mapped wetlands, the portion of the Nambad Brook in the southern portion of the amendment area has not been mapped in the Department's geomorphic wetlands database, however it is recommended that further investigations are undertaken to determine the condition and values within the wetland.

The Department advises that EPA Guidance Statement 33 recommends that wetlands that are to be protected in the planning system are afforded a 50 metre minimum wetland buffer. If a buffer of less than 50 metres is proposed from the wetland boundary to areas of development, a buffer study in accordance with the draft *Guideline for the Determination of Wetland Buffer Requirements* may need to be conducted to accurately determine the buffer required to protect the wetland values. The purpose of a site specific buffer study would be to identify the values, functions and processes of the wetland, the threats posed by the proposed changes, and the buffer required to mitigate these threats.

This buffer study would assist in providing justification to decision makers to demonstrate the reasoning for the buffer distances. It should be noted that Department is not a decision maker in regard to wetland buffers, however the Department can provide advice to decision makers as requested.

Where the wetland buffer/foreshore reserve is part of public open space, its treatment should be appropriate and contribute towards the maintenance of ecological functioning within the wetland. The buffer should be revegetated with appropriate native vegetation species of local provenance. Vegetation of natural structure including groundcovers, mid-storey and over-storey around wetlands is critical for filtering and absorption of nutrients and pollutants, provision of fauna habitat, abating nuisance insect issues and restricting the spread of rubbish into the wetlands. While some passive recreation may be acceptable in defined areas of the wetland buffer, the placement of lawns, playgrounds and other active recreation areas are generally not considered appropriate.

It is recommended that a wetland or foreshore management plan is prepared as part of future structure plan process. It is recommended that the contents and format of the wetland management plan be prepared in accordance with the checklist for preparing a wetland management plan available on Department's website. It is also important to engage with the

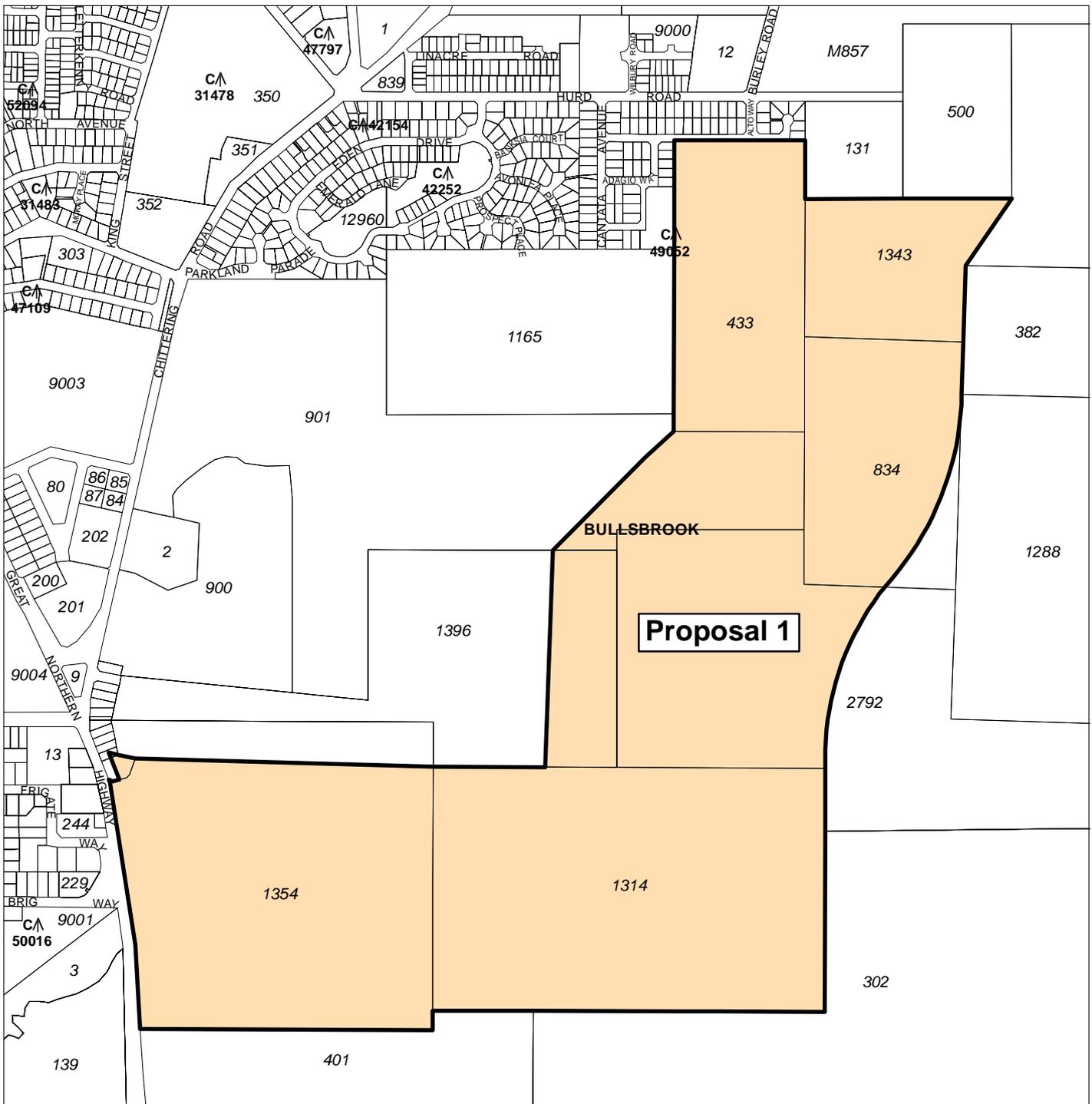
Department of Water and Environmental Regulation during the preparation of the wetland management plan.

Planning Comment: Comments noted.

Determination: Submission noted.

Schedule 3

The amendment figure - proposal 1
as advertised



Central Bullsbrook Urban Precinct
Proposed major amendment
as advertised

27th April 2017

Proposal 1

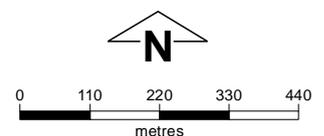
Proposed Amendment:

 Urban deferred zone

Oracle reference no: 2907
File number: 809/02/21/0041
Version number: 4



Date: 10/10/2017
Produced by Geospatial Research and Modelling, Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority L1 862-2016-1



Schedule 4

The amendment figure - proposal 1
as modified

Appendix 1

List of detail plans as advertised

Bullsbrook Central Urban Precinct

Proposed Major Amendment

Amendment 1324/41

as advertised

Amending Plan 3.2700

Detail Plans

1.5826, 1.5827, 1.5830 & 1.5866

Appendix 2

List of detail plans as modified

Bullsbrook Central Urban Precinct

Proposed Major Amendment

Amendment 1324/41

as modified

Amending Plan 3.2700/1

Detail Plans

1.5826/1, 1.5827/1, 1.5830/1 & 1.5866/1

Submissions

Submission 1



Department of
Primary Industries and
Regional Development

Your reference:
809-2-21-39 Pt 1(RLS/0693)
(South)
809-2-21-41 Pt 1(RLS/0694)
(Central)
809-2-21-42 Pt 1(RLS/0692)
(North)
Our reference: LUP 336
Enquiries: Rod Safstrom

Kerrine Blenkinsop
Secretary
Western Australian Planning Commission
Locked Bag 2506 Perth WA 6001
info@dplh.wa.gov.au

Dear Ms Blenkinsop,

Metropolitan Region Scheme Amendment 1323/41 – South Bullsbrook Urban Precinct, 1324/41 – Central Bullsbrook Urban Precinct, 1325/41 – North Bullsbrook Urban Precinct

Thank you for the opportunity to provide comment on the above MRS Amendment.

The Metropolitan Scheme Amendments 1323/41, 1324/41 and 1325/41 are supported as they align with the Draft Perth and Peel @ 3.5 Million and the Draft N.E. Sub-regional Planning Framework provided consideration is given to potential conflicts in land use between the proposed urban land and adjacent land that will remain in the Rural Zone.

The following policy and guidelines need to be considered:

- Western Australian Planning Commission's *State Planning Policy 2.5 (SPP2.5) Land Use Planning in Rural Areas* which states that the introduction of sensitive or incompatible land uses such as additional housing or accommodation in rural areas can compromise rural land uses and effectively sterilise rural land. There is a need to ensure that existing rural land uses are protected and landholders are able to exercise their operational needs effectively and appropriately;
- Environmental Protection Authority's *Guidance Statement No. 3 – Guidance for the Assessment of Environmental Factors – Separation Distances between Industrial and Sensitive Land Uses* which recommends, in the

Agriculture and Food
3 Baron-Hay Court, South Perth WA 6151
Locked Bag 4, Bentley Delivery Centre WA 6983
Telephone +61 (0)8 9368 xxxx Facsimile +61 (0)8 9474 xxxx enquiries@dpird.wa.gov.au
dpird.wa.gov.au
ABN: 18 951 343 745

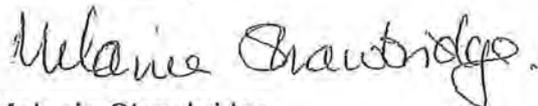
absence of site-specific technical studies, a minimum separation distance of 500 metres; and

- Department of Health's *Guidelines for Separation of Agricultural and Residential Land Uses - Establishment of Buffer Areas* which specify a minimum separation distance of 300 metres or an adequate vegetated buffer.

Adequate separation distances between residential land and Rural Zoned land or alternate mechanisms are required to ensure minimal impact on existing agricultural and uses.

For further information, contact Mr Rod Safstrom on 9368 3169 or rodney.safstrom@dpird.wa.gov.au.

Yours sincerely

A handwritten signature in black ink that reads "Melanie Strawbridge". The signature is written in a cursive, flowing style.

Melanie Strawbridge
DIRECTOR
LAND AND WATER ASSESSMENT

Bubanic, Marija

From: Snellin, Fiona <Fiona.Snellin@atcogas.com.au>
Sent: Wednesday, 7 March 2018 11:29 AM
To: mrs
Subject: FW: LM18046_WAPC Referral - MRS Amendment 809-2-21-41 Pt 1 (RLS-0694) (Central)_1324_41_ATCO Gas
Attachments: LM18046_WAPC Referral - MRS Amendment 809-2-21-41 Pt 1 (RLS-0694) (Central)_1324_41_ATCO Gas Map.pdf

From: Snellin, Fiona
Sent: Wednesday, 7 March 2018 10:27 AM
To: 'mrs@dplh.wa.gov.au'
Subject: LM18046_WAPC Referral - MRS Amendment 809-2-21-41 Pt 1 (RLS-0694) (Central)_1324_41_ATCO Gas

For the Attention of Mr Anthony Muscara

Your Reference: 809-2-21-41 Pt 1 (RLS/0694) (Central)

Our Reference: LM18046

Good morning Anthony,

RE: PROPOSED METROPOLITAN REGION SCHEME AMENDMENT 1324/41 (Central Bullsbrook Urban Precinct)

Thank you for your recent letter of 27 February 2018 regarding the proposed MRS Amendment 1324/41 for the area known as the Central Bullsbrook Urban Precinct in the eastern vicinity of Great Northern Highway, within the City of Swan.

ATCO Gas Australia (ATCO Gas) has considered the proposed amendment to the Metropolitan Region Scheme to facilitate the change in use of that land identified, for the purpose of rezoning from Rural zoning to Urban Deferred zoning. Based on the information and plan provided, ATCO Gas has no objections and will not be submitting a completed Form 41 or lodging a submission online.

We wish to advise that ATCO Gas doesn't operate gas mains nor infrastructure within the area of the proposed MRS Amendment 1324/41.

On behalf of ATCO Gas we appreciate the opportunity to provide comment Anthony.

Please accept this email as ATCO Gas's response.

Should you have any queries regarding the information above, please contact us on 6163 5000 or engineering.services@atcogas.com.au

Kind Regards

Fiona Snellin

Land Management and Project Coordinator



ATCO Gas
AUSTRALIA

Connecting WA
to natural gas

www.atcogas.com.au



81 Prinsep Road, Jandakot, Western Australia, 6164

Telephone: (08) 6163 5058 | Mobile: 0476 831 540

Locked Bag 2, Bibra Lake DC, 6965

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YOU DIG**
www.1100.com.au

ATCO Gas Australia_MRS Proposal 1324/41



Operator: WNGVsnellin Printed from GNIS at: Mar 7, 2018 9:35:44 AM

Scale = 1: 12,861

Map Centre: E: 409,161.565 N: 6,495,920.582 GDA94 MGA Zone 50

WARNING BEWARE

The location of pipes and services are approximate only, and show an indicative position at time of construction.

No guarantee can be given to the accuracy or completeness of information due to the age of some pipes and records.

Refer to "Occupational Safety & Health" and Utility Providers "Code of Practice" for further useful information.

© ATCO Gas Australia Pty Ltd ABN 90 089 531 975

WARNING !

**Refer to Cover Sheet
for further information**

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Western Australian Land Information Authority trading as Landgate

Bubanic, Marija

From: mrs
Subject: FW: 1323/41 South Bullsbrook, 1324/41 Central Bullsbrook, 1325/41 North Bullsbrook

From: Ricciardi, Janelle [<mailto:Janelle.Ricciardi@pta.wa.gov.au>]
Sent: Friday, 16 March 2018 10:13 AM
To: Muscara, Anthony
Cc: Thomas, Andrew
Subject: 1323/41 South Bullsbrook, 1324/41 Central Bullsbrook, 1325/41 North Bullsbrook

PTA File No. 00378/18

Hi Anthony,

I refer to your letter dated 27 February 2018 seeking comments regarding various MRS Amendments in Bullsbrook (1323/41, 1324/41, 1325/41).

Please be advised that the Public Transport Authority has no comments to make in this regard.

Kind regards,

Janelle Ricciardi
A/Strategic Railway Network Planner | IP&LS
Public Transport Authority of Western Australia
Public Transport Centre, West Parade, Perth, 6000
PO Box 8125, Perth Business Centre, WA, 6849
Tel: (08) 6551 6517
Email: janelle.ricciardi@pta.wa.gov.au | Web: www.pta.wa.gov.au



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Development Services 529 Newcastle Street Leederville WA 6007 PO Box 100 Leederville WA 6002 T (08) 9420 2099 F (08) 9420 3193



Your Ref: 809-2-21-39 Pt1 (RLS/0693) (South)
809-2-21-41 Pt1 (RLS/0694) (Central)
809-2-21-42 Pt1 (RLS/0692) (North)
Our Ref: JT1 2007 06075 V01 (MRS352859)
Enquiries: Brett Coombes
Direct Tel: 9420 3165
Fax: 9420 3193

20 March 2018

Secretary
Western Australian Planning Commission
LOCKED BAG 2506
PERTH WA 6001

Attention: Anthony Muscara

Metropolitan Region Scheme Amendments:
1323/41 – South Bullsbrook Urban Precinct
1324/41 – Central Bullsbrook Urban Precinct
1325/41 – North Bullsbrook Urban Precinct

Thank you for your letter of 27 February 2018 inviting comments on the above proposed amendments.

The water and wastewater information contained in each of the amendment reports is a brief summary of the servicing, staging and funding issues that will need to be addressed in each precinct.

The Water Corporation has prepared long-term, conceptual water and wastewater planning to provide for the ultimate urban expansion identified in the City of Swan *Bullsbrook Townsite Expansion Strategy*, which includes the three amendment sites. This infrastructure planning is conceptual and may be varied and staged by the land developers consulting engineers in consultation with the Corporation. It is likely that this planning will be reviewed several times over the coming years as more detailed land use, population, dwelling yield and timing information becomes available through the preparation of local structure plans for the various urban precincts.

The land in these urban precincts is currently not serviced with water or wastewater and the developers will therefore need to fund the installation of new infrastructure within the land and/or extensions from the existing Bullsbrook townsite networks.

The Water Corporation's infrastructure planning and timing of capital funding for major headworks infrastructure to support the town's urban expansion (including new water storage tanks, water distribution mains >300mm diameter, wastewater pumping stations and major gravity sewers >300mm diameter) is premised on the logical and orderly progression of urban development.

Where unserviced land is remote or physically separated from the development front, or the proponents wish to develop their land ahead of the Corporation's planned capital funding for headworks infrastructure, the developers may be required to fund some headworks infrastructure and/or install temporary water and wastewater infrastructure to service their land, provided that these short-term solutions do not prejudice the Corporation's long-term infrastructure planning for the area.

If you have any queries or require further clarification on any of the above issues, please contact me on Tel. 9420-3165.

A handwritten signature in black ink that reads "Brett Coombes". The signature is written in a cursive style with a large, stylized initial 'B'.

Brett Coombes
Senior Planner
Development Services

Addition to Submission 4

Development
Services

624 Newcastle Street
Leederville WA 6007

PO Box 100
Leederville WA 6007

T (08) 9420 3165
F (08) 9420 3164



Your Ref: 809-2-21-41 Pt1 (RLS/0694) (Central)
Our Ref: JT1 2007 06075 V01 (MRS352859)
Enquiries: Brett Coombes
Direct Tel: 9420 3165
Fax: 9420 3193

24 May 2018

Secretary
Western Australian Planning Commission
LOCKED BAG 2506
PERTH WA 6001

Attention: Anthony Muscara

Metropolitan Region Scheme Amendment Bullsbrook (Central) Urban Expansion Area

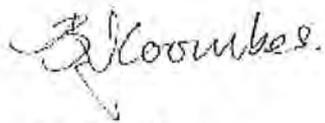
Further to our previous correspondence dated 20 March 2018 regarding the proposed MRS amendments for the Bullsbrook south, central and north urban precincts.

The consulting engineer representing AMEX Corporation, which is currently planning to develop the central urban precinct, has recently undertaken conceptual wastewater planning in consultation with the Water Corporation for the servicing of the proposed first subdivision stages of the central precinct. The planned wastewater solution will be staged and will involve some wastewater from the north-western parts of the precinct being gravitated to existing wastewater pump stations located at North Road and on Great Northern Highway within the adjoining light industrial area immediately to the west of the central precinct. Wastewater from the bulk of the central precinct will need to be gravitated south and southwest via gravity sewers towards a new wastewater pumping station to be located within the western edge of Lot 1354 Great Northern Highway. The construction of the new WWPS will be required to serve the subdivision of the southern parts of Lots 900 and 1396 as well as Lots 1354 and 1314.

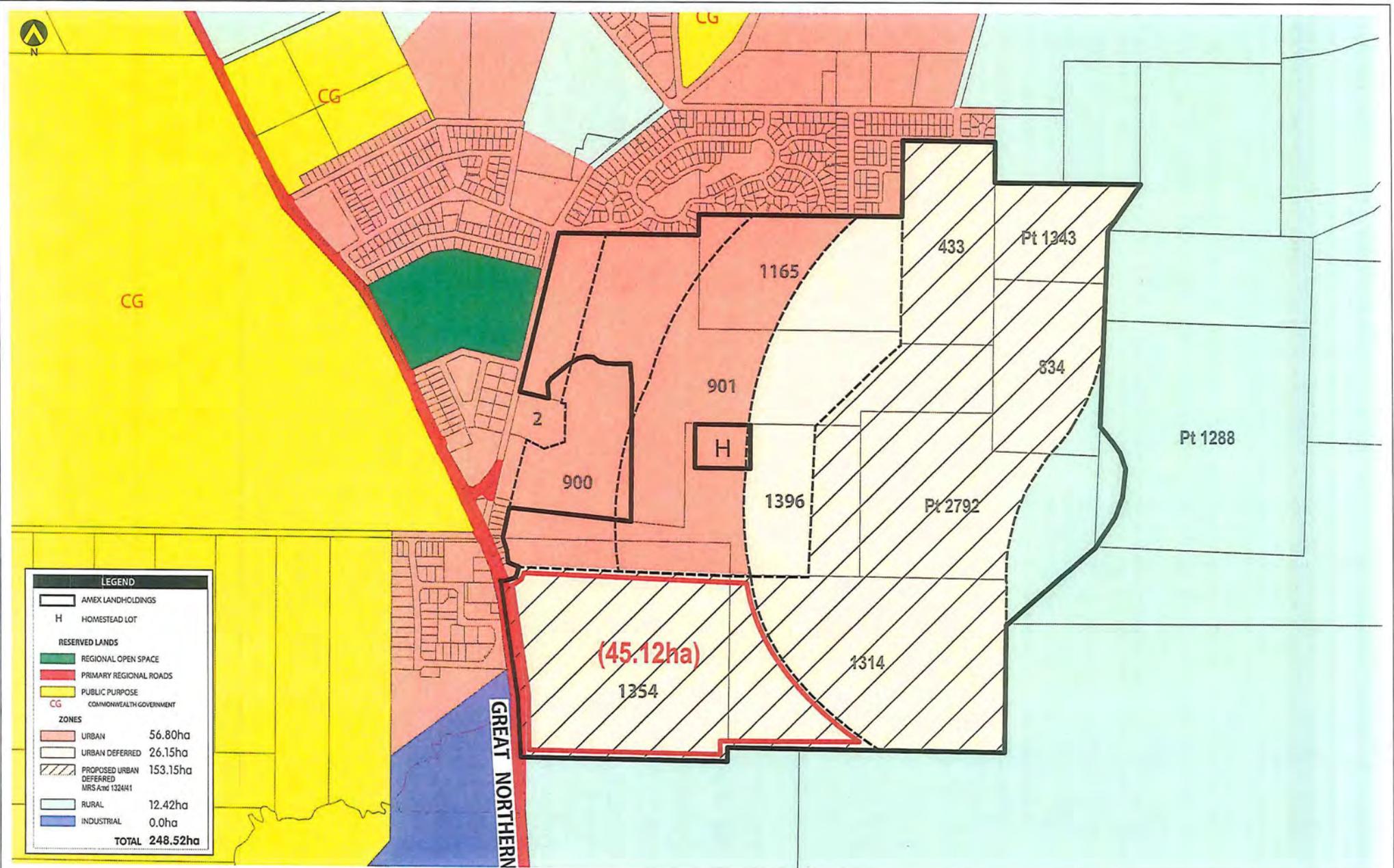
The Water Corporation has recently received correspondence from AMEX requesting the Corporation's support for Lot 1354 and the eastern portion of Lot 1314 (as depicted on the attached plan) to be included in the "Urban" zone in order to facilitate the establishment of sewers and the proposed WWPS within Lot 1354.

While it is acknowledged that there may be other planning issues behind the inclusion of Lots 1354 and 1314 within the MRS "Urban Deferred" zone, the Water Corporation would have no objection to this modification being made to the Central Precinct amendment, as it would facilitate the construction of the WWPS within Lot 1354 and the construction of gravity sewers traversing adjoining land.

If you have any queries or require further clarification on any of the above issues, please contact me on Tel. 9420-3165.

A handwritten signature in cursive script that reads "Brett Coombes". The signature is written in black ink and is positioned above the printed name.

Brett Coombes
Senior Planner
Development Services



LEGEND	
	AMEX LANDHOLDINGS
H	HOMESTEAD LOT
RESERVED LANDS	
	REGIONAL OPEN SPACE
	PRIMARY REGIONAL ROADS
	PUBLIC PURPOSE COMMONWEALTH GOVERNMENT
CG	CG
ZONES	
	URBAN 56.80ha
	URBAN DEFERRED 26.15ha
	PROPOSED URBAN DEFERRED 153.15ha MRS Actg 132441
	RURAL 12.42ha
	INDUSTRIAL 0.0ha
TOTAL 248.52ha	



CADASTRAL INFORMATION
 SOURCE: MING
 YYYYMMDD: 161017
 DWG REF: 97797do-006a
 PROJECTION: PCG94
 HOMESTEAD BOUNDARY INFORMATION
 SOURCE: MING
 YYYYMMDD: 161110
 DWG REF: homestead bndy
 PROJECTION: PCG94



SIZE A3_NTS

MRS PLAN
 Bullsbrook
 City of Swan

REF NO. AMX BUL
 DRAW NO. RD3 015
 REV. C

DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY



Department of Biodiversity,
Conservation and Attractions



**PARKS AND
WILDLIFE
SERVICE**

Your ref: 809-2-21-39
809-2-21-41
809-2-21-42
Our ref: 2018/1689
Enquiries: Greg Comiskey
Phone: 9278 1922
Email: greg.comiskey@dbca.wa.gov.au

Ms Kerrine Blenkinsop
Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Attention: Anthony Muscara

Dear Ms Blenkinsop

METROPOLITAN REGION SCHEME AMENDMENTS 1323/41, 1324/41, 1325/41 – THE BULLSBROOK URBAN PRECINCT (SOUTH, CENTRAL, NORTH)

Thank you for providing the Department of Biodiversity, Conservation and Attractions (the department) with the opportunity to comment on the above mentioned Metropolitan Region Scheme amendments.

I note that the amendments are to rezone land from the Rural zone to the Urban Deferred zone to facilitate further planning and development of the area for residential and related purposes. The City of Swan has previously referred the draft structure plan for area 2 to the department and the department generally supports the development of the Bullsbrook area.

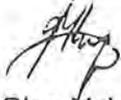
The department has assessed the proposed amendments and while there is no objection, there are concerns regarding the appropriate management and development around the watercourses that run through the site and flow as tributaries to the Swan River in particular Ki-it Monger Brook and Nambad Brook. In addition, a large portion of amendment areas 1 and 2 are identified as multiple use wetlands. It is recommended that the watercourses and at least 30m either side of the waterways be reserved for Parks and Recreation purposes.

As you are aware the subject land is located within the Ellen Brook Catchment. The *Swan Canning Water Quality Improvement Plan (2009)* identified the Ellen Brook catchment as the largest contributor of total nitrogen and total phosphorous loads to the Swan Canning estuary. It is important to ensure that the transition of this area from principally rural activities to urban activities occurs in a way that minimises the entry of contaminants into the Swan River. This should occur in line with the principles of water sensitive urban design and in particular focus on restoration of the naturally existing waterways. It is also important to ensure that all development within the area is connected to sewer.

The department welcomes the opportunity to undertake a more detailed review of the water management plans and the structure plans that will be required in the next phases of planning for this locality.

If you have any queries regarding this matter, please contact the above officer. In all correspondence please quote the above reference number.

Yours sincerely



Glen McLeod-Thorpe
Manager, Statutory Assessments

29 March 2018



Your ref : 809-02-21-39 Pt 1
Our ref : 809-02-21-41 Pt 1
Enquiries : 809-02-21-42 Pt 1
D18/0148940

Ms Kerrine Blenkinsop
Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6000

Department of Planning, Lands and Heritage Received	
Scanned	16 APR 2018 <input checked="" type="checkbox"/>
Attachments	A 9649824 <input type="checkbox"/>
Scan QA	<input type="checkbox"/>
Doc No	RIS/0728
File No	RIS/0729
	RIS/0730

Dear Ms Blenkinsop

Metropolitan Region Scheme Proposed Amendments:
1323/41 - South Bullsbrook Urban Precinct
1324/41 - Central Bullsbrook Urban Precinct
1325/41 - North Bullsbrook Urban Precinct

Thank you for your letter dated 27 February 2018 regarding the proposed MRS Amendment for the South, Central and North Bullsbrook Urban Precincts.

The Department of Education has reviewed the document and wishes to make the following comments;

- The Concept Master Plans for the three precincts includes a provision for three primary school sites that are identified within the Bullsbrook Townsite Landuse Master Plan (BTLUMP).
- It is noted that within the Central Bullsbrook Urban Precinct there is a pocket of remnant Guildford Complex within Lot 1314 Chittering Road, Bullsbrook. As this vegetation is not to be cleared it would have impinged on the ability of the proposed primary school to share public open space. Further detailed planning on the school site with the developers and the City of Swan has bought about a relocation of the primary school site further west, closer to the Town Centre and onto Lot 1354 Chittering Road, Bullsbrook. It is envisaged that this location would allow shared public open space between the City of Swan and the Department.
- The Department is also agreeable to locating the shared ovals co-located with these schools wholly on the City of Swan's land in order to preserve the full developable area of school site to accommodate additional permanent classrooms.
- The Department of Education is working with the City of Swan and developers on the requirement for a new High School site within the BTLUMP.

The Department has no objection to the proposed MRS Amendments.

Yours sincerely

ANNA BROWN
DIRECTOR
ASSET PLANNING and SERVICES

11 April 2018



Government of Western Australia
Department of Water and Environmental Regulation

Your ref: 809-2-21-39
File ref: DWERT950
PA ref: 19208
Enquiries: Bree Lyons
Tel: 6250 8035

Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Via email: Anthony.Muscara@dplh.wa.gov.au

Attention: Anthony Muscara

Dear Sir/Madam,

Re: Metropolitan Region Scheme Proposed Amendments – South Bullsbrook Urban Precinct – Central Bullsbrook Urban Precinct – North Bullsbrook Urban Precinct

Thank you for the above referral dated 21 February 2018. The Department of Water and Environmental Regulation (DWER) has assessed the referral and has the following advice to provide:

The DWER has assessed the District Water Management Strategies (DWMS) associated with the proposed Metropolitan Region Scheme Amendments and is generally satisfied with the documents. As such the DWER supports the amendment to the Urban Deferred zone for South Bullsbrook Urban Precinct (1323/41), Central Bullsbrook Urban Precinct (1324/41) and North Bullsbrook Urban Precinct (1325/41).

Water Resource Advice Only

The Department of Water has recently merged with the Department of Environment Regulation and Office of the Environmental Protection Authority to create the new agency Department of Water and Environmental Regulation. The former agencies are in the process of amalgamating their functions. Until this fully occurs, please note that the advice in this correspondence pertains only to water resource matters previously dealt with by the Department of Water.

If you wish to discuss the matter further, please contact Bree Lyons on 6250 8035 or email bree.lyons@dwer.wa.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Carlie Slodecki'.

Carlie Slodecki
Senior Natural Resource Management Officer
Land Use Planning - Swan Avon Region

20 April 2018

Swan Avon Region
7 Ellam Street Victoria Park WA 6100
Telephone: 08 6250 8000 Facsimile: 08 6250 8050
www.dwer.wa.gov.au

Bubanic, Marija

From: Martin, Jacob
Sent: Monday, 23 April 2018 4:31 PM
To: Bubanic, Marija
Subject: MRS Amendments: 1323/41 - South Bullsbrook Urban Precinct, 1324/41 - Central Bullsbrook Urban Precinct, 1325/41 - North Bullsbrook Urban Precinct

Your ref: 1323/41, 1324/41 & 1325/41
Our ref: DT/15/05074

APPLICATION 1323/41 - SOUTH BULLSBROOK URBAN PRECINCT, 1324/41 - CENTRAL BULLSBROOK URBAN PRECINCT, 1325/41 - NORTH BULLSBROOK URBAN PRECINCT - MRS AMENDMENT REQUEST FOR COMMENT

I refer to your letter dated 27 February 2018 regarding the above application for MRS amendment from 'Rural' to 'Urban Deferred'.

The Department of Transport (DoT) has no objection to the proposal on the condition that any transport or access issues identified are resolved to the satisfaction of Main Roads.

Thank you for the opportunity to comment on the proposal.

Regards,

Jacob Martin
Senior Transport Planner/Engineer | Policy Planning and Investment | Department of Transport
140 William Street, Perth WA 6000
Tel: (08) 6551 6326 Fax: (08) 6551 6942
Email: Jacob.Martin@transport.wa.gov.au | Web: www.transport.wa.gov.au



Clear Direction • Fresh Thinking • Excellent Service • Great People



Government of Western Australia
Department of Jobs, Tourism, Science and Innovation

Your ref: 809-2-21-39 Pt 1(RLS/0693) (South), 809-2-21-41 Pt 1 (RLS/0694) (Central), 809-2-21-42 Pt 1(RLS/0692)
(North)
Our ref: J0820/201701
Enquiries: simone.soliman@jtsi.wa.gov.au
Phone: 9222 0476

Kerrine Blenkinsop
Secretary
Western Australian Planning Commission
140 William Street
PERTH WA 6000

Attention: Anthony Muscara

I refer to your letter dated 27 February 2018, inviting the Department of Jobs, Tourism, Science and Innovation to provide comment on Metropolitan Region Scheme proposed amendments 1323/41 - South Bullsbrook Urban Precinct, 1324/41 - Central Bullsbrook Urban Precinct and 1325/41 - North Bullsbrook Urban Precinct.

The Department has reviewed the proposed amendments and does not have any comment to provide.

For all enquiries, please contact Simone Soliman, Project Officer on 9222 0476.

Yours sincerely



Christine Girbey
EXECUTIVE DIRECTOR
Infrastructure and Land Planning

1 May 2018



Government of Western Australia
Department of Health

Your Ref: 809-2-21-39 Pt1 (RLS/0693/1) South
809-2-21-41 Pt1 (RLS/0694/1) Central
809-2-21-42 Pt1 (RLS/0692/1) North
Our Ref: F-AA-00808/21 EHB18/138
Enquiries: Vic Andrich 9388 4999

Ms Kerrine Blenkinsop
Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6000

Attention: Simon Luscombe, Principal Planning Officer

Department of Planning, Lands and Heritage Received		
Scanned	21 MAY 2018	<input checked="" type="checkbox"/>
Attachments	A 9690355	<input type="checkbox"/>
Scan QA		<input type="checkbox"/>
Doc No.	RLS/0728	
File No.	RLS/0729	
	RLS/0730	

Dear Ms Blenkinsop

METROPOLITAN REGION SCHEME PROPOSED AMENDMENTS: REZONING LAND FROM 'RURAL' TO 'URBAN DEFERRED'

- 1323/41 – SOUTH BULLSBROOK URBAN PRECINCT
- 1324/41 – CENTRAL BULLSBROOK URBAN PRECINCT
- 1325/41 – NORTH BULLSBROOK URBAN PRECINC

Thank you for your letter of 27 February 2018 requesting comment from the Department of Health (DOH) on the above proposal.

The DOH has no objection to the proposed amendments.

Should you have queries or require further information please contact Vic Andrich on 9388 4999 or ehinfo@health.wa.gov.au

Yours sincerely

Stan Goodchild
A/EXECUTIVE DIRECTOR
ENVIRONMENTAL HEALTH DIRECTORATE

16 May 2018



Your ref: 809-2-21-39 Pt 1 (RLS/0693 (South))
809-2-21-41 Pt 1 (RLS/0693 (Central))
809-2-21-42 Pt 1 (RLS/0693 (North))
Our Info: 2018/4876

Ms Kerrine Blenkinsop
The Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6000

Department of Planning, Lands and Heritage Received	
Scanned	28 MAY 2018 <input checked="" type="checkbox"/>
Attachments	<input type="checkbox"/>
Scan QA	<input type="checkbox"/>
Doc No.	RLS/0728
File No.	RLS/0729
	RLS/0730

Dear Ms Blenkinsop

Subject: Metropolitan Region Scheme Proposed Amendments –

- 1323/41 – South Bullsbrook Urban Precinct
- 1324/41 – Central Bullsbrook Urban Precinct
- 1325/41 – North Bullsbrook Urban Precinct

Thank you for your letter regarding the Metropolitan Region Scheme proposed amendments 1323/41, 1324/41 and 1325/41 at South, Central and North Bullsbrook.

The Department of Communities supports the proposed amendments transferring the subject land from the Rural to the Urban Deferred designation zone. The transferral to Urban Deferred is in line with Directions 2031 and the draft Bullsbrook Townsite Land Use Master Plan, which will coordinate development over the next 15-20 years.

The requirement for potential noise attenuation due to the Great Northern Highway at later stages of development is noted.

If you have any further enquiries please contact Mr David McLoughlin, Manager Urban Planning, Design and Approvals at the Department of Communities on 9222 4822 or by email at david.mcloughlin@communities.wa.gov.au.

Yours sincerely

Paul Whyte
Assistant Director General
Corporate Operations

22/5/2018



Government of Western Australia
 Department of Mines, Industry Regulation and Safety

Submission 12

Your ref 809-2-21-39 Pt 1 (RLS/0693) (South)
 809-2-21-41 Pt 1 (RLS/0694) (Central)
 809-2-21-42 Pt 1 (RLS/0692) (North)

Our ref A0751/201801

Enquiries David Hamdorf
 92223533

David.Hamdorf@dmirs.wa.gov.au

Kerrine Blenkinsop
 Secretary
 Western Australia Planning Commission
 Locked Bag 2506
 PERTH WA

Department of Planning, Lands and Heritage Received	
Scanned	07 JUN 2018 <input checked="" type="checkbox"/>
Attachments	<input type="checkbox"/>
Scan QA	A 970598 <input type="checkbox"/>
Doc No.	215/0728
File No.	RLS/0729 RLS/0730

Dear Ms Blenkinsop

METROPOLITAN REGION SCHEME AMENDMENTS 1323/41, 1324/41, 1325/41 - SOUTH BULLSBROOK, CENTRAL BULLSBROOK & NORTH BULLSBROOK URBAN PRECINCTS

Thank you for your letter dated 27 February 2018 inviting comment on the above proposed Metropolitan Region Scheme amendments for the rezoning of Rural zoned land to Urban Deferred zone.

The Department of Mines, Industry Regulation and Safety (DMIRS) has assessed this proposal with respect to mineral and petroleum resources, geothermal energy and basic raw materials.

For the North Bullsbrook and Central Bullsbrook Urban Precincts, DMIRS has no significant concerns.

For the South Bullsbrook Urban Precinct, DMIRS notes that the eastern portion of the site is partly within the 500 m separation buffer for clay resources. We support the amendment requirement for clay extraction to be completed prior to the transfer of this land to the Urban zone.

Yours sincerely


 Jeffrey HAWORTH
 Executive Director Geoscience and Resource Strategy
 Geoscience and Resource Strategy

1 June 2018

Hearing of submissions

Anyone who has made a written submission on the amendment has the opportunity to personally present the basis of their submission to a sub-committee of the WAPC. **You do not have to attend a hearing.** The comments presented by you in this written submission will be considered in determining the recommendation for the proposed amendment.

For information about the submission and hearings process, please refer to the amendment report and in particular appendix D.

Please choose one of the following:

No, I do not wish to speak at the hearings. (Please go to the bottom of the form and sign)

OR

Yes, I wish to speak at the hearings. (Please complete the following details)

I will be represented by:

Myself – My telephone number (business hours):

or

A spokesperson

Name of spokesperson:

Contact telephone number (business hours):

Postal address:

I would prefer my hearing to be conducted in:

Public (members from the general public may attend your presentation)

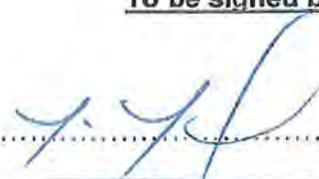
OR

Private (only the people nominated by you or the hearings committee will be permitted to attend)

You should be aware that:

- The WAPC is subject to the *Freedom of Information Act 1992* and as such, submissions made to the WAPC may be subject to applications for access under the act.
- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.
- Hearings may be recorded and transcribed. The minutes of all hearings, along with all written submissions, are tabled in Parliament and published as public records should the Governor approve the proposed amendment. The WAPC recommendations are similarly published in a report on submissions and tabled in Parliament.

To be signed by person(s) making the submission

Signature  Date 8 June 2018

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 8 JUNE 2018. Late submissions will NOT be considered.



METROPOLITAN REGION SCHEME AMENDMENT 1324/41

CENTRAL BULLSBROOK URBAN PRECINCT

Prepared for AMEX Corporation Pty Ltd
June 2018

Executive Summary

This submission on Metropolitan Region Scheme Amendment 1324/41 'Central Bullsbrook Urban Precinct' seeks support for the extension of the 'Urban Deferred' zone on the eastern boundary of the precinct and for the Town Centre land to be included in the 'Urban' zone.

The key benefits of those proposed zoning changes being:

- Early provision of the Town Centre and associated retail facilities for existing and future residents in Bullsbrook.
- Opportunity for the early provision of community facilities, district open space and primary school.
- An urban deferred eastern boundary that reflects the existing landform and final levels associated with the landfill operation.

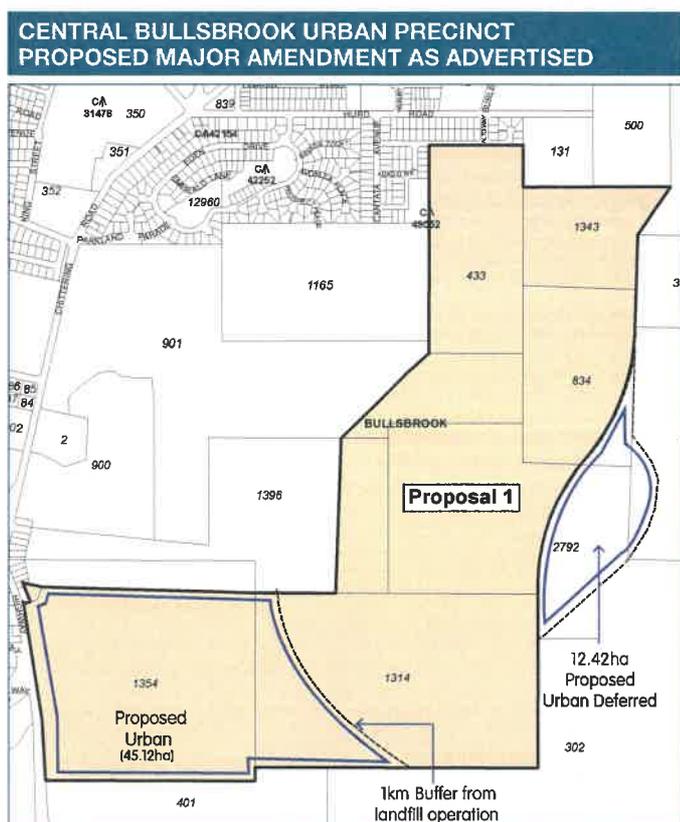
The planning justification for the above zoning changes is set out in this submission but is summarised below.

1. Extension of urban deferred on the eastern boundary (Portion of Lots 2792, 834 + 1288).

- The land on the eastern boundary (subject land) of the precinct was identified in the

draft 'Bullsbrook Land Use Management Plan' (BLUMP) and the City of Swan conditionally approved Local Structure Plan, for urban development

- The subject land was identified in the BLUMP for: District Open Space (DOS) given the need to rehabilitate the landfill operation. However, geotechnical studies now confirm the ability to deliver a residential use, subject to remediation in this high amenity location.
- The DOS has been consolidated with the Town Centre on flatter land in one convenient and highly accessible location.
- The DOS and Town Centre are mutually supportive; the Town Centre benefits from the activity generated by the district level recreation. The Town Centre residential and mixed-use development will greatly benefit from the amenity and facilities offered by the green space/playing fields.
- The proposed DOS/playing fields will form part of the 'Activity Corridor', which is supported by the City of Swan.
- The location of the DOS playing fields co-located with the primary school allows for the sharing of facilities and a joint funding model for on-going maintenance costs.
- The relocation of the DOS/playing fields was an initiative of Amex following liaison with the City of Swan and Department of Education. The proposed location for the DOS adjacent the Town Centre is on prime urban land, which delivers community and village structural benefits as outlined above.
- In order to ensure the ability to deliver the required future residential yield for the site the land previously accommodating the DOS needs to be identified as 'urban deferred' zone.
- The commercial viability of the project needs to be considered with the relocation of the DOS/playing fields. The removal of land from the eastern boundary over portion of the landfill operation appears to be arbitrary and unplanned.



Proposed Amendment:
 Urban deferred zone

1.0 Introduction and Purpose

This submission is made on behalf of Amex Corporation in respect of MRS Amendment 1324/41 – Central Bullsbrook Urban Precinct

More specifically, the submission demonstrates and provides justification for extension of the 'Urban Deferred zone' on the eastern boundary of the site and for the Town Centre land to be included in the 'Urban' zone.

2.0 Background

The Central Bullsbrook Precinct is approximately 267ha of land, comprising Lots 1, 2, 3, 4, 5, 6 and 1354 Great Northern Highway, Lots 2, 7, 8, 9, 10, 900, 901, 1314 and 1396 Chittering Road, Lots 1165, 834, 433 and Part Lot 1343 Hurd Road, and Portion Lots 2792 & 1288 Taylor Road, Bullsbrook, within the City of Swan municipality.

The design approach has been a rigorous multidisciplinary process with continuous reflection upon the purpose of the Structure Plan and improving project outcomes. Design principles and considerations which have informed the design approach include:

- ◆ Urban structure and placemaking;
- ◆ Movement systems and connectivity;
- ◆ Public Open Space allocation, including community creation and interface to Ki-It Monger Brook; and
- ◆ Landform and environment.

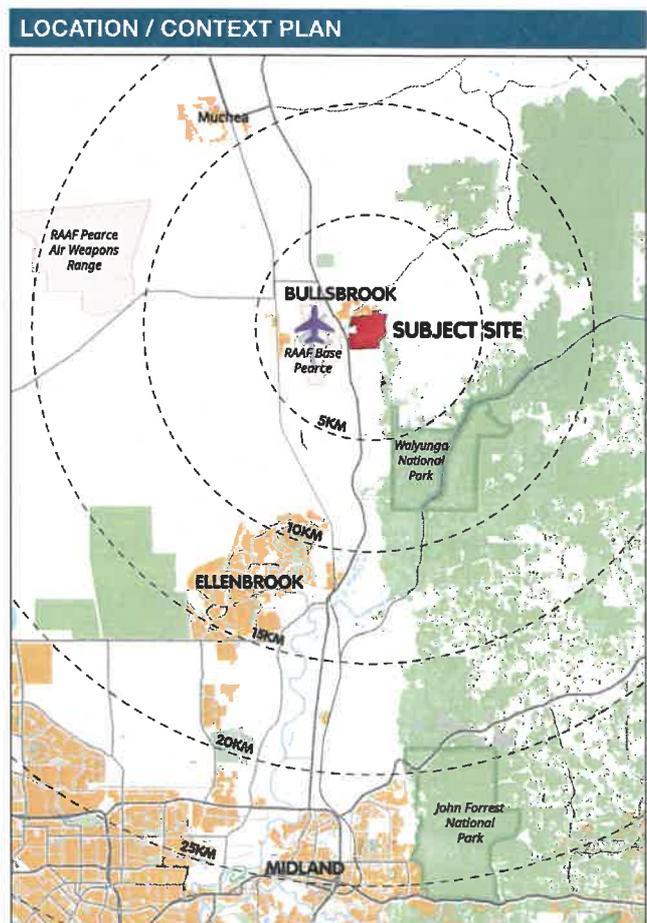
The development will accommodate a future urban development of an anticipated 3,052 dwellings, which will ultimately house a new community in the vicinity of 8,500 people within a variety of lot product and dwelling types. The project will provide a foundation for the development of the Bullsbrook Central District Activity Centre which will provide a key employment and activity node within the City of Swan.

3.0 Location and Context

The Structure Plan area is located within the municipality of the City of Swan and in the locality of Bullsbrook,

The Structure Plan area is generally bound by Chittering Road and Great Northern Highway to the west, private landholdings to the south and east, existing residential development to the north. The Structure Plan area is situated approximately 40 km north-east of the Perth CBD and approximately 25km north of the Midland Strategic Metropolitan Centre.

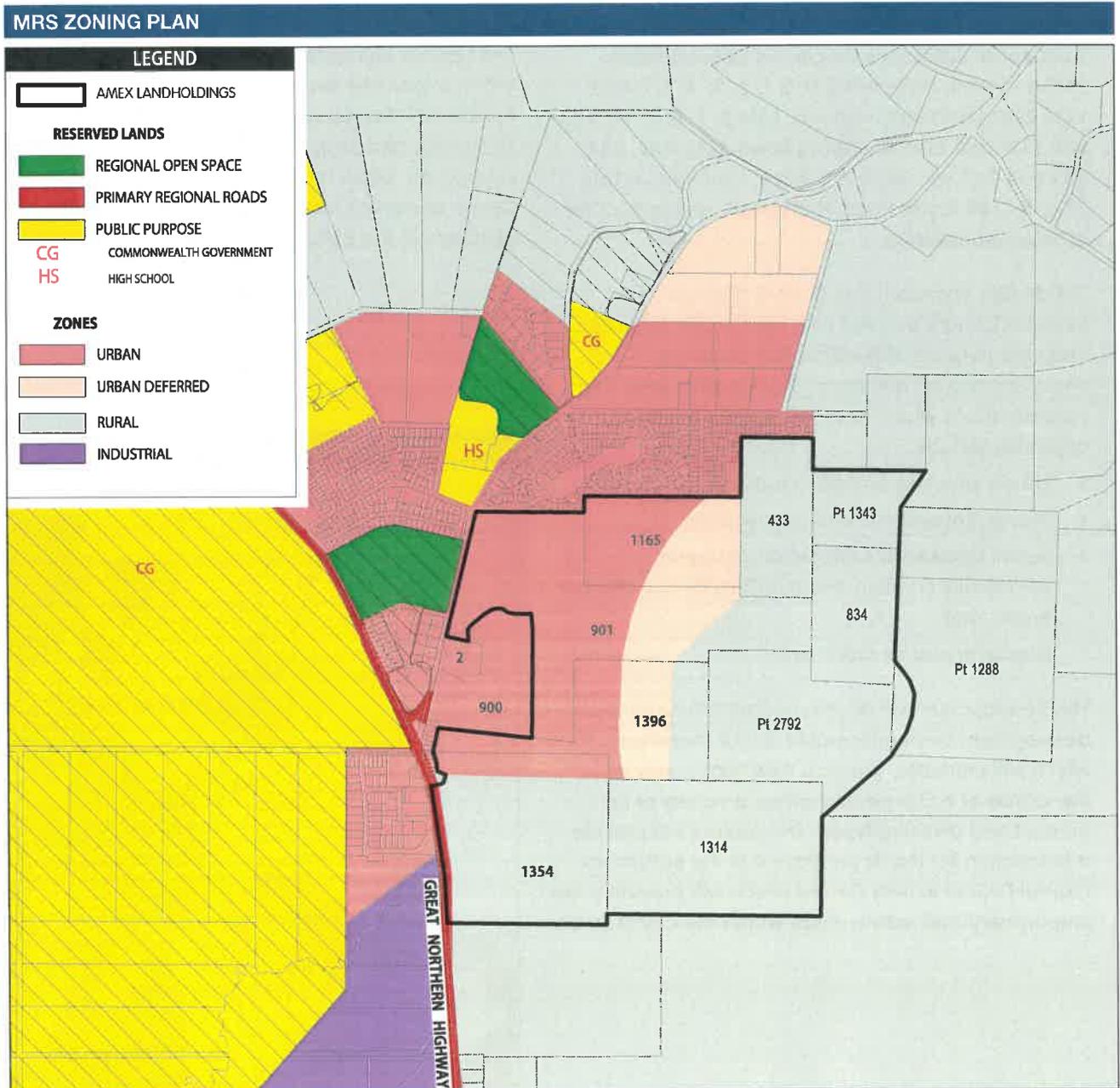
The Central Bullsbrook urban precinct represents the urban expansion area for the Bullsbrook townsite. Residential development will commence in the next 12 months and progress to the south. This proposed staging will allow for the early delivery of the Town Centre to service future residents and existing residents in the Bullsbrook locality.



4.0 Planning Framework

4.1 Metropolitan Region Scheme

Approximately 74.5ha of the Structure Plan area is zoned 'Urban' under the MRS. The remainder of the Structure Plan area is zoned a mix of Urban Deferred (26.4ha), Rural (164ha) and Primary Regional Road (1.4ha). This MRS Amendment will transition the Rural land to Urban Deferred and Urban.

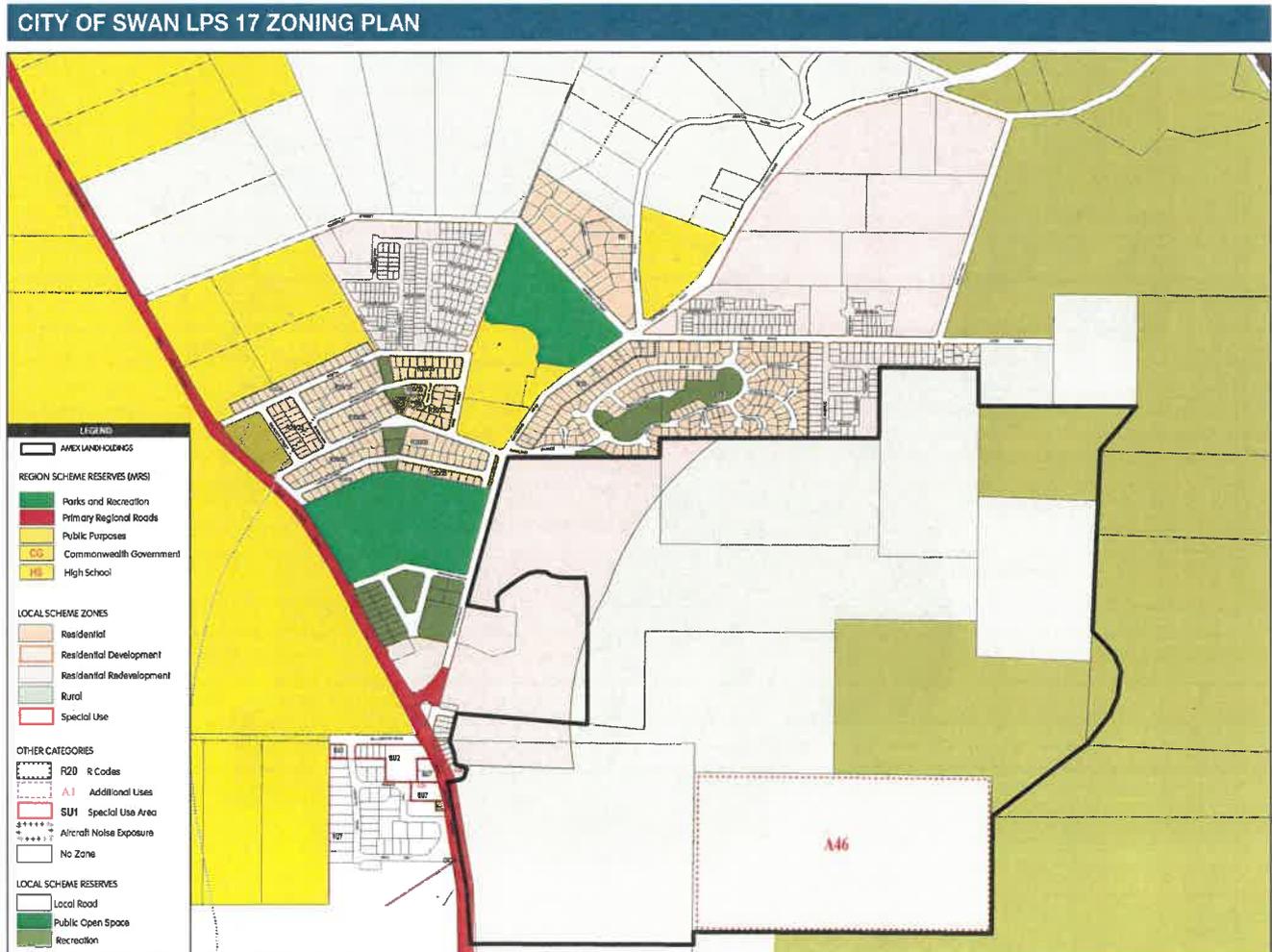


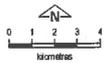
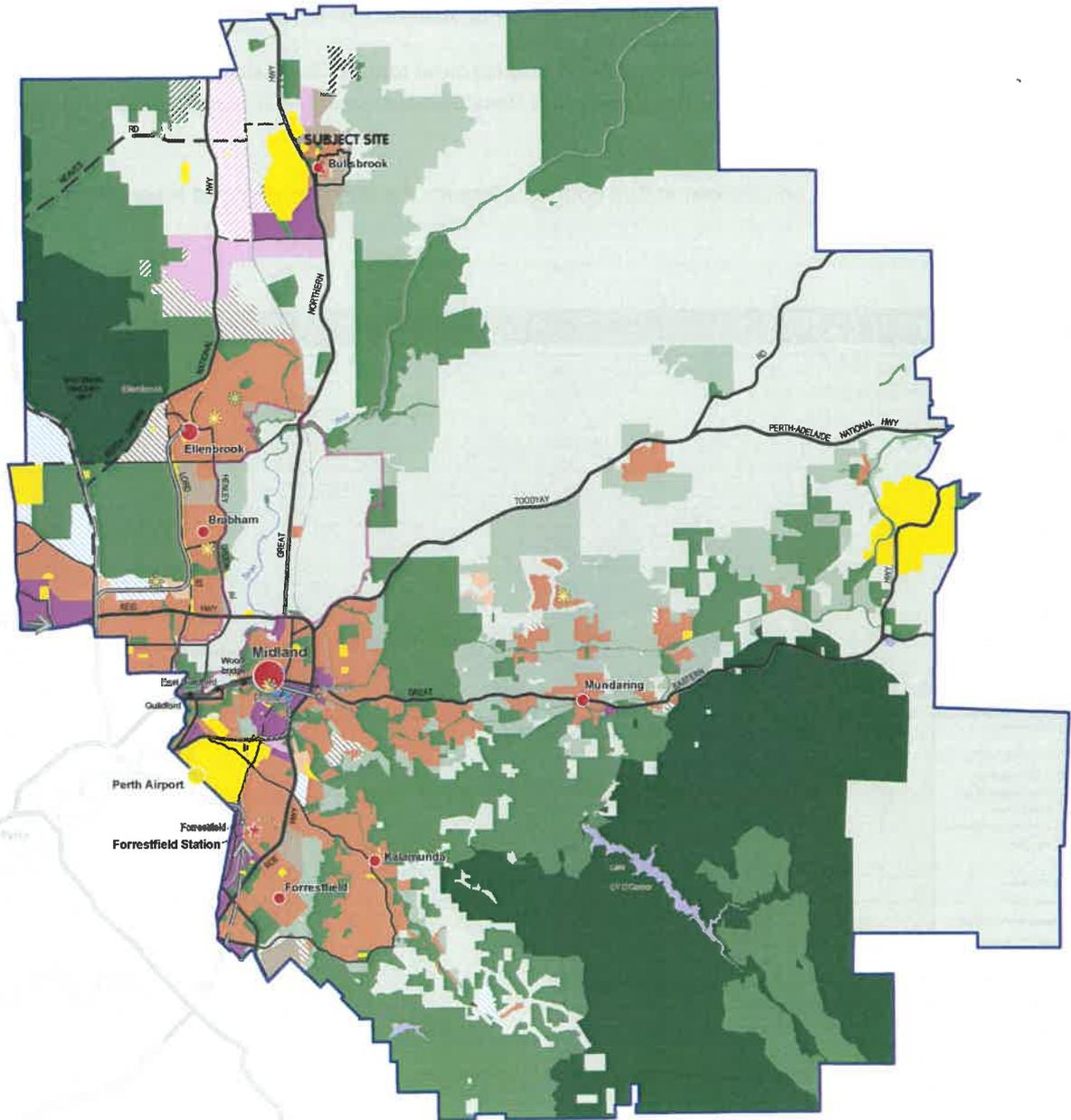
4.2 City of Swan Local Planning Scheme No. 17

The majority of the Structure Plan area is zoned 'General Rural' with portions of 'Landscape' and 'Residential Development' zoning under the City of Swan Local Planning Scheme No. 17 (LSP17).

Amendment No. 151 to LSP17 was recently gazetted and rezoned land to 'Residential Development' for Portions of Lots 2, 900, 901, 1165, 1354 & 1396. The Residential Development' zoning will establish general development provisions for the Structure Plan area.

Future amendments will be undertaken in due course to ensure the LSP17 zoning and reservations reflect any amendments to the MRS.





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Base information supplied by Western Australian Land Information Authority SLIP 244-2017-1

Legend

- Sub-region boundary
- Swan Valley Planning Act boundary

Framework land uses

- Railway
- Urban
- Urban deferred
- Urban expansion
- Urban investigation (Refer to Table 3 for key considerations)
- Industrial
- Industrial expansion
- Industrial investigation (Refer to Table 3 for key considerations)
- Rural residential
- Rural
- State forest
- Open space
- Open space investigation

- City centre
- Waterway
- Planning investigation (Refer to Table 3 for key considerations)
- Regional roads (MRS)
- Existing
- Proposed
- Rail
- Passenger rail station - existing
- Passenger rail station - proposed Stage 1 METRONET
- Passenger rail - further investigation
- Freight rail - proposed

- Public purposes
- Public purposes - proposed
- Proposed open space - sport
- Activity centres
- Strategic metropolitan
- Secondary
- District
- Other (Classification to be determined by more detailed planning)
- Specialised

NOTE: This is a conceptual representation of broad planning intentions within the sub-region. Further planning processes and decision-making under relevant legislation will need to be undertaken, including with reference to amendment of statutory instruments and detailed planning.

4.3 Sub-regional + District Structure Plans and Strategies

- North -East Sub regional Planning Framework

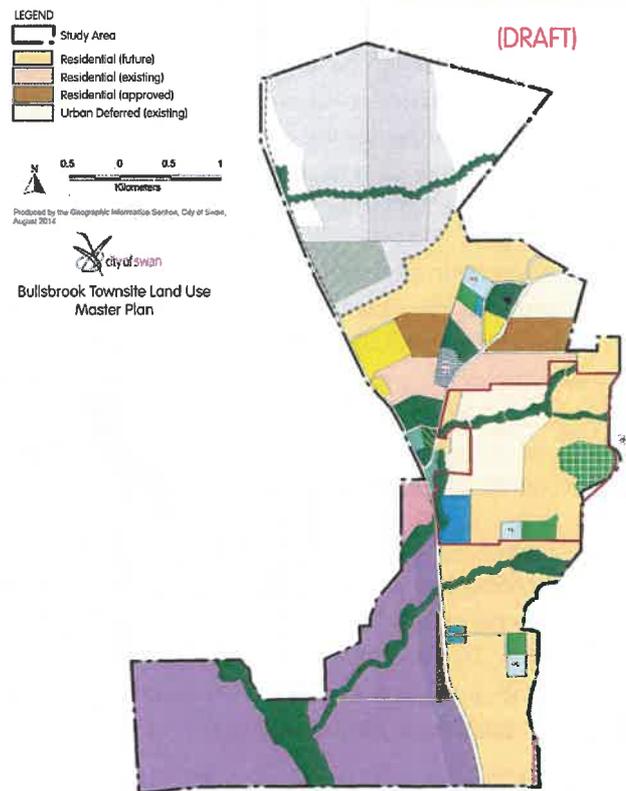
The sub-regional Planning Framework defines the urban form for the Perth metropolitan region for the next 30 years. The NW sub-regional Planning Framework identifies the Central Bullsbrook land as 'Urban undeveloped (MRS)' and 'urban deferred undeveloped (MRS)'

- Bullsbrook Land Use Management Plan (BLUMP) (Draft advertised version) Identifies the subject land as 'Future Residential', 'District Centre' and 'District Open Space'. The District Open Space (DOS) area was located on the eastern boundary of the land holding on the existing landfill operation. The planning logic at the time being any remediation of the landfill operation would only result in the land being suitable for recreational use. However, with the relocation of the DOS to the Town Centre, further geotechnical studies have confirmed the ability to deliver residential lots on this land.
- Bullsbrook Townsite District Structure Plan (City of Swan + WAPC approved)

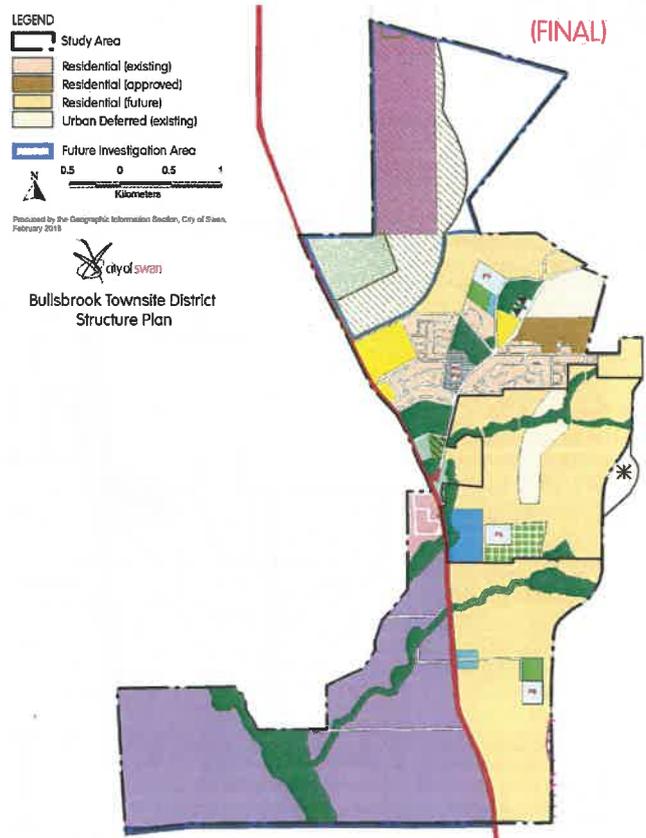
Identifies the subject land as 'Future Residential', 'District Open Space' 'District Centre' and 'Primary School'. The endorsed structure plan reflects the relocation of the District Open Space (DOS) adjacent the Town Centre and primary school. However, the eastern boundary of the central Bullsbrook Urban Precinct has been relocated to the west thereby reducing the size of the structure plan area. The final report provided no explanation or justification for this boundary relocation.

The endorsed structure plan identifies the Town Centre as a District Centre which Amex is seeking to deliver in the early stages of the project. The first step in the delivery of the Town Centre is for the land to be zoned 'Urban' under the Metropolitan Region Scheme.

BULLSBROOK TOWNSITE LAND USE MASTER PLAN (DRAFT)



BULLSBROOK TOWNSITE DISTRICT STRUCTURE PLAN (FINAL)



5.0 Planning Justification

5.1 District Open Space

The District Open Space (DOS) has been consolidated adjacent the Town Centre and primary school on flat land that will allow for the appropriate delivery of the playing fields and associated infrastructure (i.e. Clubrooms, parking, lighting, etc).

The co-location of the DOS and primary school will allow for the shared use of public space and community infrastructure. The location adjacent the Town Centre will provide for a reciprocity of benefits in terms of weekend visitors and patrons for the retail uses while residents can access the amenity and facilities of the DOS.

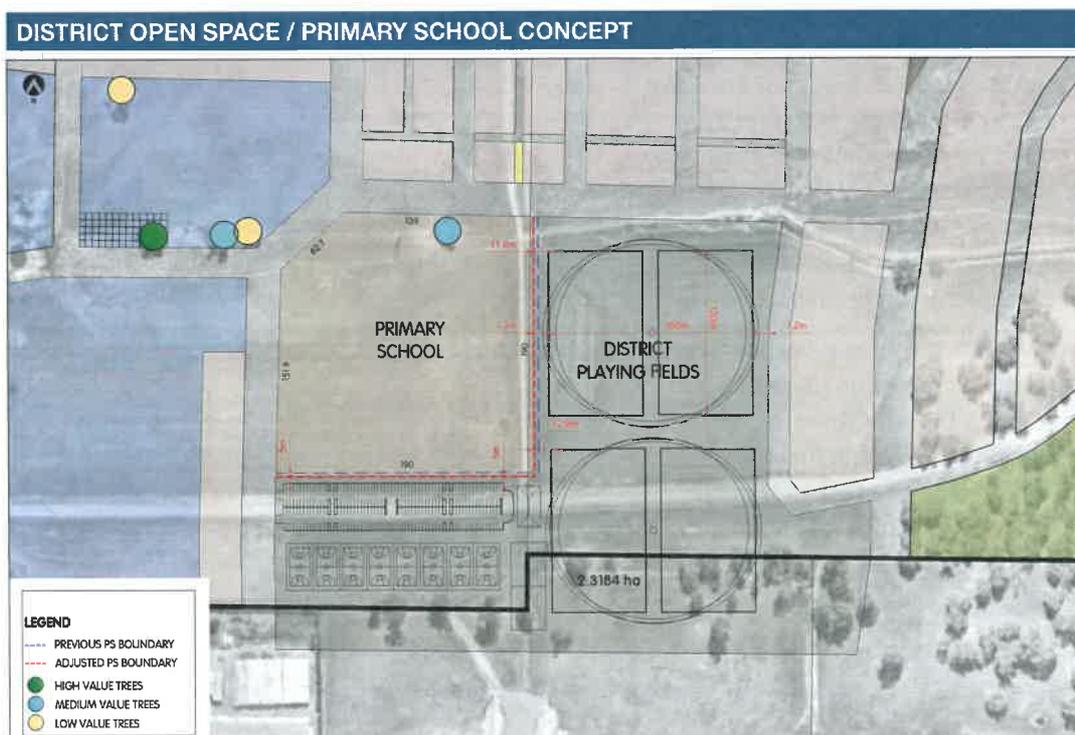
The co-location of the DOS, primary school and Town Centre will deliver; economic, community and amenity benefits to the existing and future Bullsbrook residents. This outcome has been driven by Amex Corporation in order to deliver the vision for the Central Bullsbrook land being:

'Nested within the awe-inspiring beauty of the foothills, Kingsford celebrates the past and embraces the future to create an authentic urban village that is hallmarked by rich character, a progressive outlook and engaged community'.

In order to deliver the above benefits to the community, the land previously identified for the DOS on the eastern boundary of the subject land (approximately 12.42ha) needs to be included in the MRS as Urban Deferred. This will allow for the creation of residential lots in lieu of the land now allocated for the DOS adjacent the Town Centre. Geotechnical studies have confirmed the land previously designated for the DOS and located on the existing landfill operation, can be made suitable for residential development.

The DOS land was excluded from the MRS Amendment land for the Central Bullsbrook urban precinct and final endorsed version of the 'Bullsbrook Townsite District Structure Plan' without any discussion or justification. The exclusion of this land, which has to be remediated following the closure of the landfill operation in 2020, removes approximately 12.42ha from the structure plan site area. The area of land equates to approximately 200 residential lots, which impacts;

- ◆ The ability to deliver the residential yield being sought for the Bullsbrook land in the 'North-East sub-regional Planning Framework'.
- ◆ The commercial viability of relocating the DOS if the net result for Amex Corporation is a loss of 200 residential lots.



The landfill operation will cease operation in 2020 and in accordance with environmental approvals be rehabilitated to a standard suitable for future residential development. The landfill site is located on an elevated portion of the site (RL 114) with the Town Centre located on RL 46, thereby ensuring views over the balance of the estate and existing Bullsbrook townsite. The project engineers have confirmed the ability to provide all the necessary services to the land comprising the landfill site.

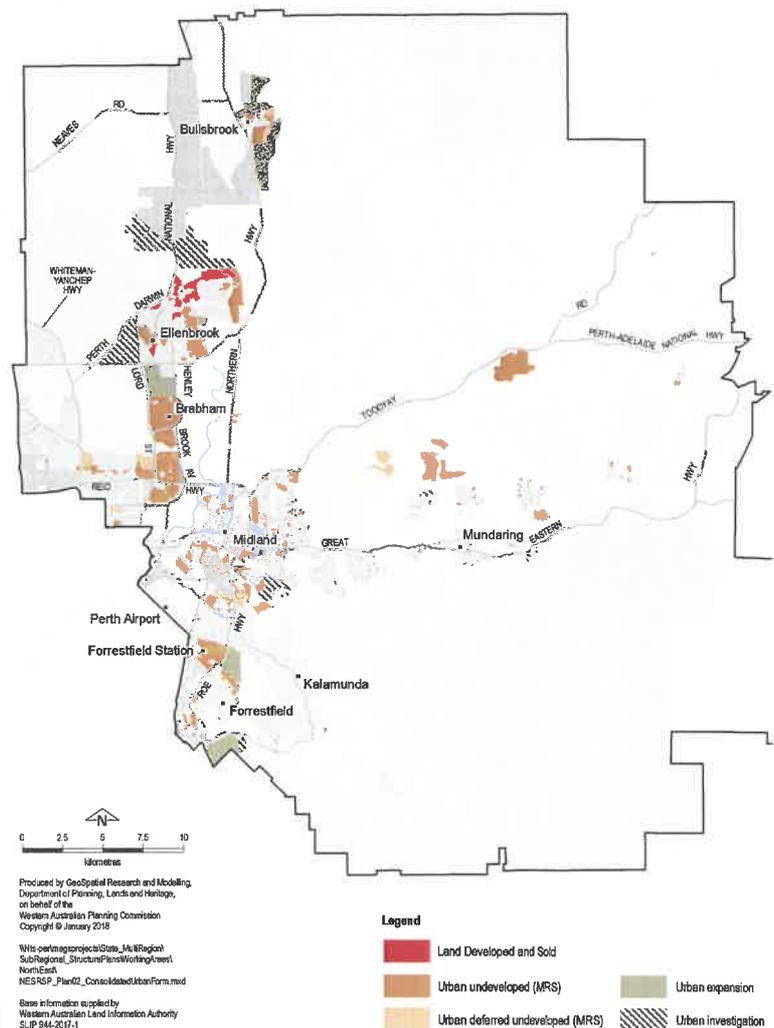
Based upon the above, the 12.42 ha of land that was removed from the final Bullsbrook Townsite District Structure Plan and currently excluded from this MRS Amendment, is suitable for future residential development, can be adequately serviced and represents quality urban land that will ensure the attainment of yield targets as set out in the NE sub-regional Planning Framework. For these reasons we seek the Commission's support for the 12.42ha of land to be zoned 'Urban Deferred' under the Metropolitan Region Scheme.

5.2 Delivery of Affordable Land within the NE Corridor

The NE sub-regional Planning Framework seeks to accommodate an additional 200,000 people by 2050, in a consolidated urban form. However, the 'consolidated urban form' plan 2 in the Planning Framework is not a true reflection of the 'Urban undeveloped land', as it includes;

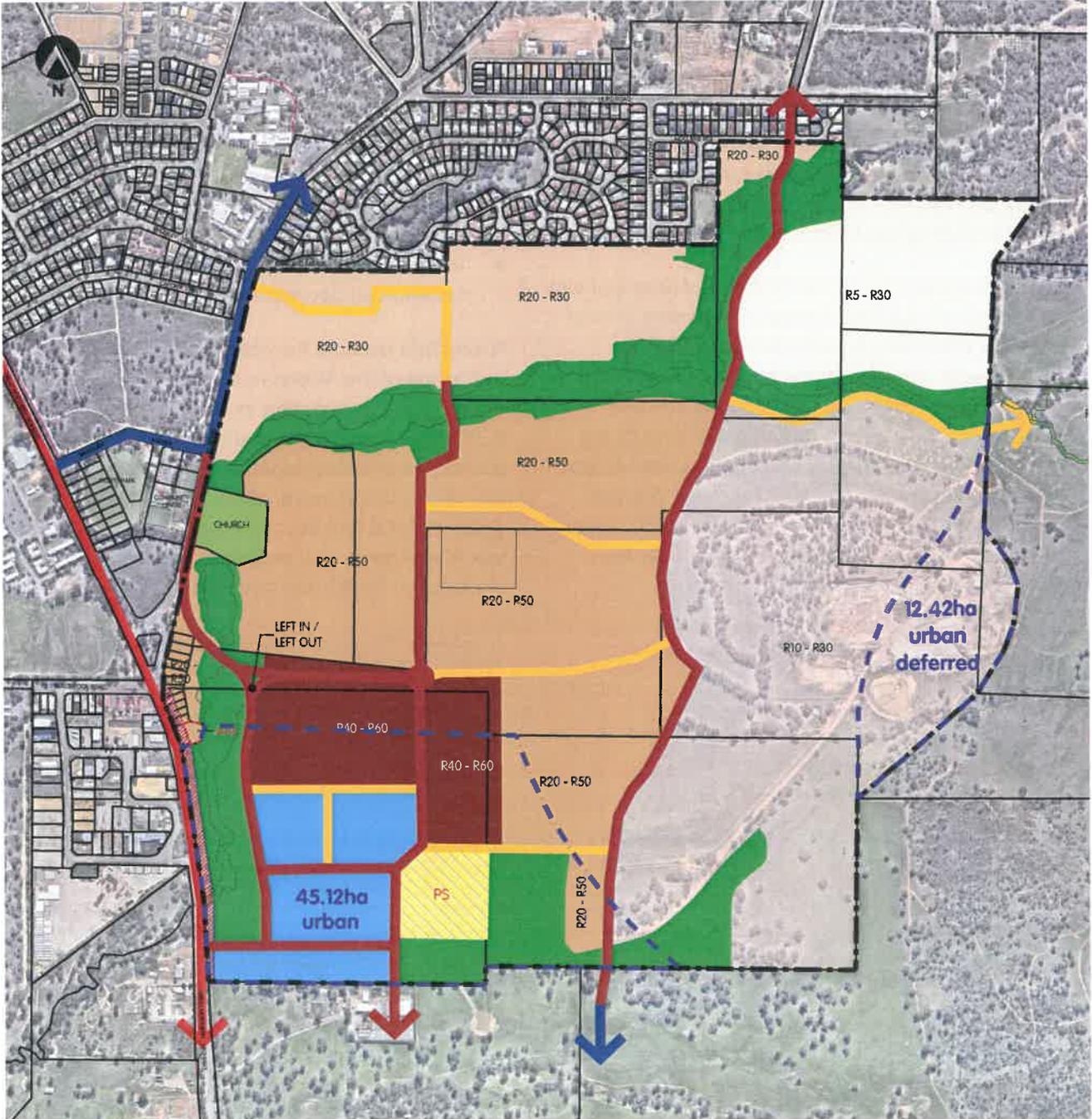
- ◆ Land already created and sold
- ◆ Town Centre land designated for retail/commercial development

Taking into account the above exclusions and that some of the 'Urban Investigation' areas may not progress to rezoning and development, the Bullsbrook land becomes critical for the on-going delivery of affordable land in the NE corridor. In this regard the removal of the 12.42ha of urban deferred land and the corresponding 200 residential lots is contrary to the orderly and proper planning undertaken for the site and locality.



FUTURE URBAN LAND

CENTRAL BULLSBROOK LSP



LEGEND

LOCAL STRUCTURE PLAN BOUNDARY

ZONES

- RESIDENTIAL (R5-R30)
- RESIDENTIAL (R10-R30)
- RESIDENTIAL (R20-R30)
- RESIDENTIAL (R20-R50)
- RESIDENTIAL (R40-R60)
- GENERAL COMMERCIAL
- PS PUBLIC PURPOSE - PRIMARY SCHOOL
- RECREATION
- PRIVATE CLUBS AND INSTITUTIONS
- ROAD WIDENING
- A68 ADDITIONAL USES - SERVICE STATION

RESERVES

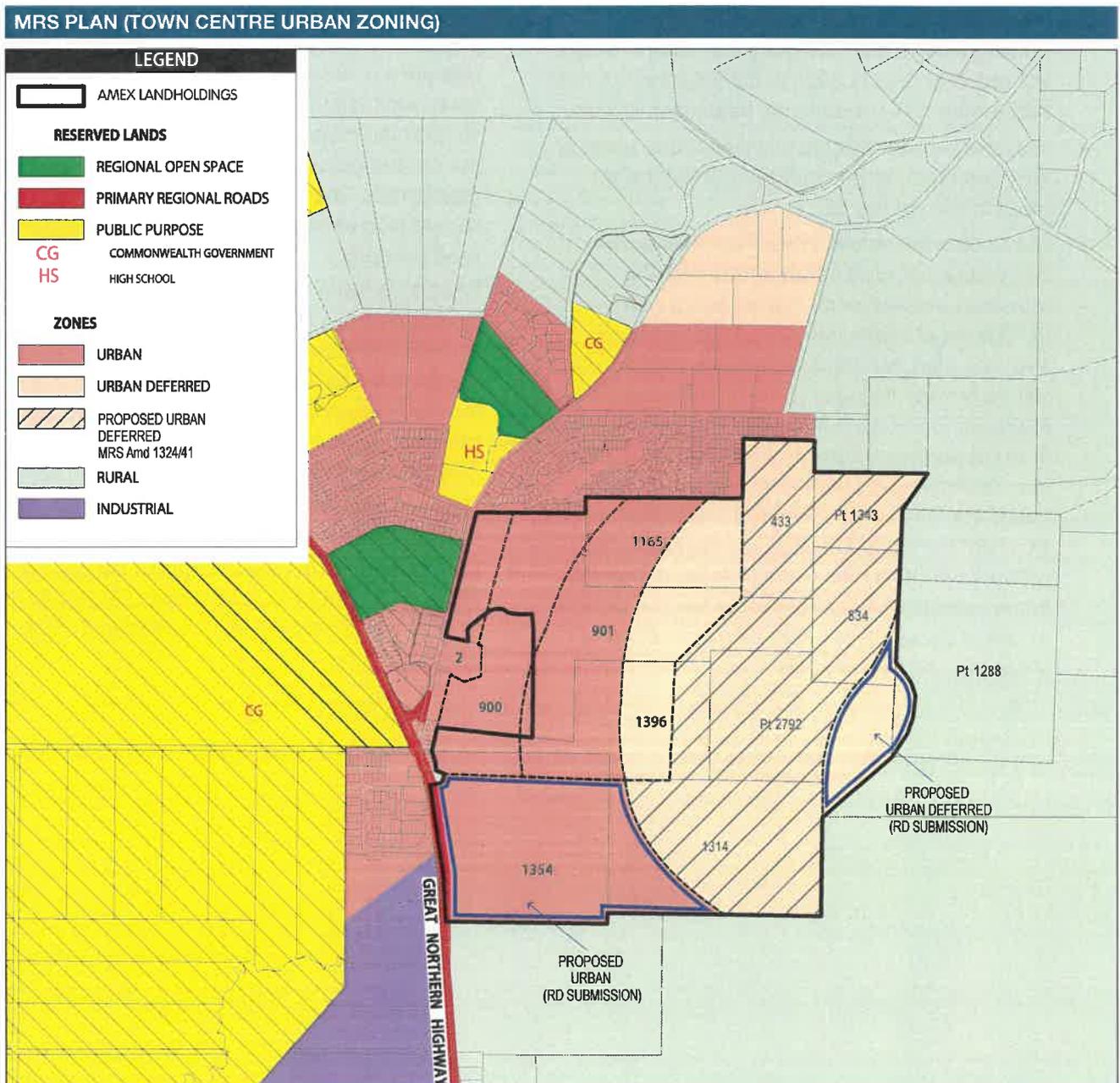
- PRIMARY DISTRIBUTOR
- INTEGRATOR B
- NEIGHBOURHOOD CONNECTOR A
- NEIGHBOURHOOD CONNECTOR B
- PROPOSED MRS ZONINGS

5.3 Town Centre Land

Amex Corporation are seeking to deliver the Town Centre early in the development to allow for the delivery of services and facilities for residents. This being in response to feedback received from the Bullsbrook community.

The MRS Amendment report specifies those requirements to be addresses prior to lifting of the Urban Deferment. We can demonstrate below that all the listed requirements can be addressed as a basis for the allocation of an 'Urban' zoning for the Town Centre land.

- The Bullsbrook Townsite District Structure Plan has been approved by the Western Australia Planning Commission to guide development of the Bullsbrook townsite. The proposed Town Centre for Central Bullsbrook is reflected as 'District Centre' in the approved District Structure Plan.
- All essential services can be provided to the subject land. The staging and financing of the services has been confirmed as outlined in the Servicing Report provided by JDSi Consulting Engineers. Refer Appendix A. Therefore servicing issues do not represent an impediment to the proposed rezoning.



- ◆ The Department of Education has confirmed: the existing District High School (K-12) will be transitioned into a Senior High School (years 7-12). The existing primary school component will be relocated to one of the sites identified in the endorsed Bullsbrook Townsite District Structure Plan. In terms of timing the primary school site in the Central Bullsbrook Town Centre will be available first.
- ◆ The subject land directly abuts the current Bullsbrook townsite residential development. This proposal is therefore a logical progression of development.
- ◆ With regard to the operational Class I Inert Landfill, the Town Centre land is wholly outside of the 1,000m generic buffer distance for crushing operations. The existing landowner (Vispo Holding Pty Ltd) has confirmed that all operations will cease by 3 June 2020 in accordance with the Department of Environmental Regulation license.
- ◆ The land is not subject to any significant, adverse environmental conditions which inhibit urban development of the site.
- ◆ The Central Bullsbrook project will deliver an interconnected road network to service the proposed development in accordance with the approved District Structure Plan and Local Structure Plan. Neighbourhood connector roads will provide linkages to the landholdings to the south, north, east and west. The intersection to Great northern Highway will be constructed in consultation with the City of Swan and Main Roads WA. The subject land will therefore have excellent access to the local and regional road network which has the capacity to accommodate future residents of Central Bullsbrook and provide excellent accessibility to key employment areas, shopping and Perth Airport.
- ◆ The Central Bullsbrook land is located in close proximity to Northlink WA which will provide further enhancement to the regional road network. Based upon the traffic report prepared for the Central Bullsbrook LSP the vehicle traffic generated can be adequately accommodated on the existing regional road network. Access to Northlink WA for future residents will be via stock road to the south. The connection of Stock Road to Northlink is not generated or required as a result of the Central Bullsbrook development.
- ◆ The connection of Stock Road to Northlink will improve the existing regional road network. Accordingly, all future urban development in the Bullsbrook locality (i.e. North, South and Central Bullsbrook Urban Precincts) should be involved in the improved Regional road network. At present the MRS Amendment Report only makes reference to the transfer of land to the Urban zone requiring the 'upgrading requirements to support the proposed scale of development' for the Central Bullsbrook Urban Precinct which is not appropriate. The North and South Urban Precincts should also be required to address the regional road network.
- ◆ The City of Swan with the assistance of Amex Corporation has lodged a submission for the Federal funding of the Stock Road upgrade via the Regional Growth Fund. The intention is for the Stock Road upgrade to be undertaken based upon a combination of Federal funding + DCP contributions from all future development within the Bullsbrook locality being both industrial and residential development.
- ◆ Based upon the above information the zoning of the Town Centre land at Central Bullsbrook to 'Urban' will not impact the upgrading of Stock Road.

6.0 Concept Plan

We have prepared a concept plan for the Town Centre in conjunction with Taylor Robinson Chaney Broderick Architects (refer Appendix B). The concept design demonstrates the ability to deliver a Town Centre based upon a Main Street with an enhanced public realm and interconnected road network. The Town Centre will be developed as a pedestrian orientated environment for future residents.

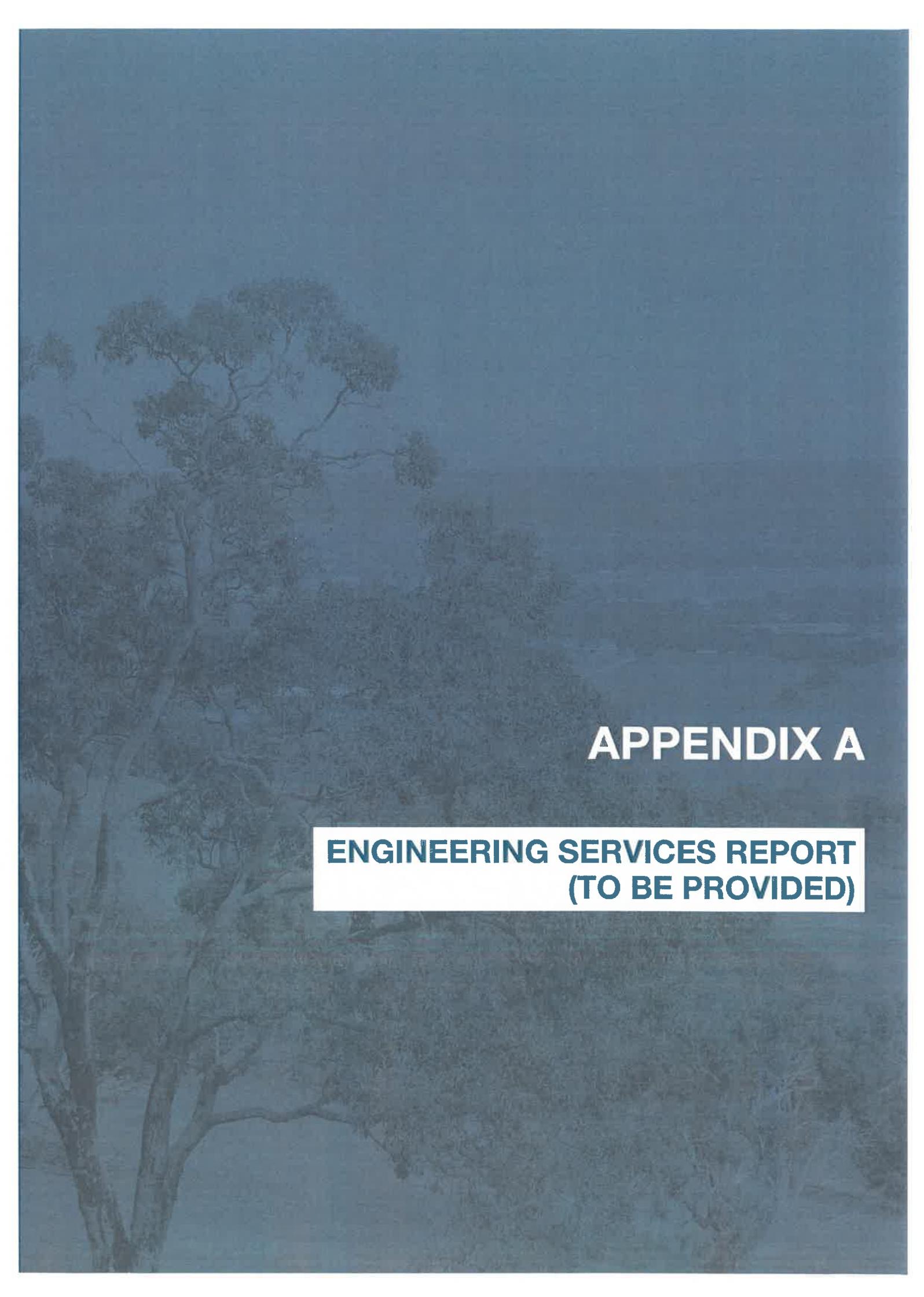
7.0 Conclusion

Amex Corporation is seeking to deliver a community focused estate with the early provision of services and facilities for residents. Amex are the 'pioneer' developer in the Bullsbrook town site locality who will be extending services and establishing a market for residential growth. The role of the planning system is to provide a degree of certainty to allow for the commitment of funds for the early provision of the services and facilities. The certainty for Central Bullsbrook will be provided by securing the appropriate zonings under the MRS as follows.

- ◆ The 12.42 ha of land that was removed from the final Bullsbrook Townsite District Structure Plan and currently excluded from this MRS Amendment, is suitable for future residential development, can be adequately serviced and represents quality urban land that will ensure the attainment of yield targets as set out in the NE sub-regional Planning Framework. For these reasons we seek the Commission's support for the 12.42ha of land to be zoned 'Urban Deferred' under the Metropolitan Region Scheme.
- ◆ The MRS Amendment report specifies those requirements to be addresses prior to lifting of the Urban Deferment. We have demonstrated that all the listed requirement can be addressed as a basis for the allocation of an 'Urban' zoning for the early delivery of the Town Centre land.

There are no, transport, environmental, servicing or planning issues preventing the WAPC supporting the MRS zonings as sought in this submission.

Roberts Day and Amex Corporation would welcome the opportunity to provide the Department with a briefing on this submission.

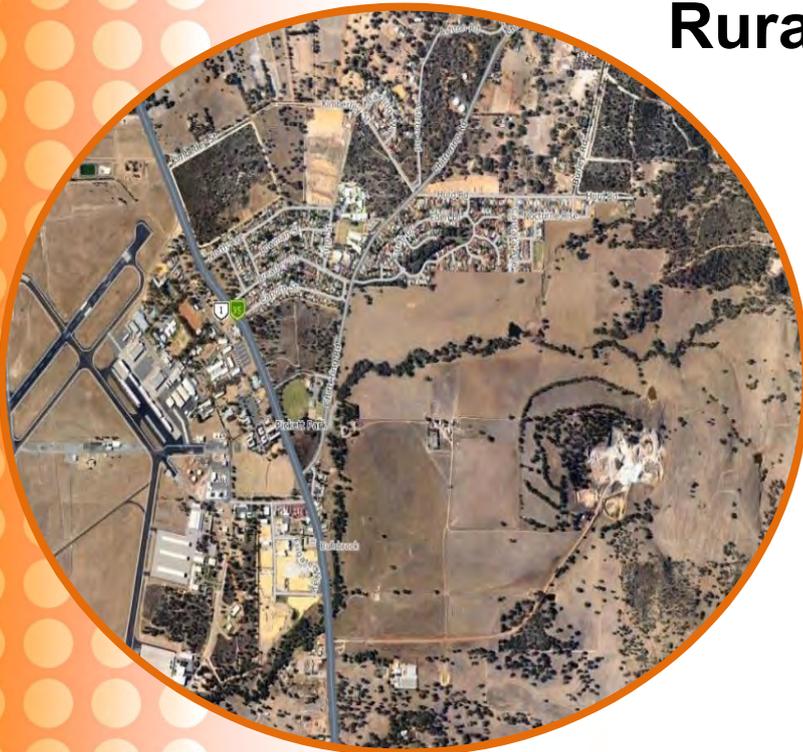


APPENDIX A

**ENGINEERING SERVICES REPORT
(TO BE PROVIDED)**

Submission to Amex Corporation

SERVICING REPORT Bullsbrook Landholdings Urban Deferred to Urban & Rural to Urban Deferred



JDS15920

June 2018

INTEGRITY

We are open, honest, and consistent in our principles and conduct, so we're able to build trusted relationships with our clients and partners.

RESPECT

We treat everyone with respect and dignity and develop relationships founded on understanding and trust.

ACCOUNTABILITY

We always assume responsibility for our actions and make decisions in line with our economic, social, and ethical obligations.

EXCELLENCE

We pursue excellence in everything we do, challenging ourselves to look beyond the obvious and ensure ongoing improvement.

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Appendices

Appendix A: Water Corporation Correspondence

1 Introduction

The Bullsbrook Landholdings (the development) is located approximately 40km north east of the Perth CBD. The site is located between the existing RAAF Pearce Airbase and the Darling Scarp, delineated by Great Northern Highway and Chittering Road to the west and Taylor Road to the east.

Amex Corporation owns approximately 269 hectares with a planned total development yield of 2500+ residential lots. This report is to support the rezoning of approximately 45Ha from Urban Deferred to Urban and 12.4Ha from Rural to Urban Deferred. Refer plan which to show the areas being considered.

This report has been prepared by JDSi Consulting Engineers to assist Amex Corporation with the rezoning of the landholdings. It summarises the results of a review of the civil engineering issues which have influenced the form of the concept plan and which are related to the future servicing of the residential development of the concept plan area.

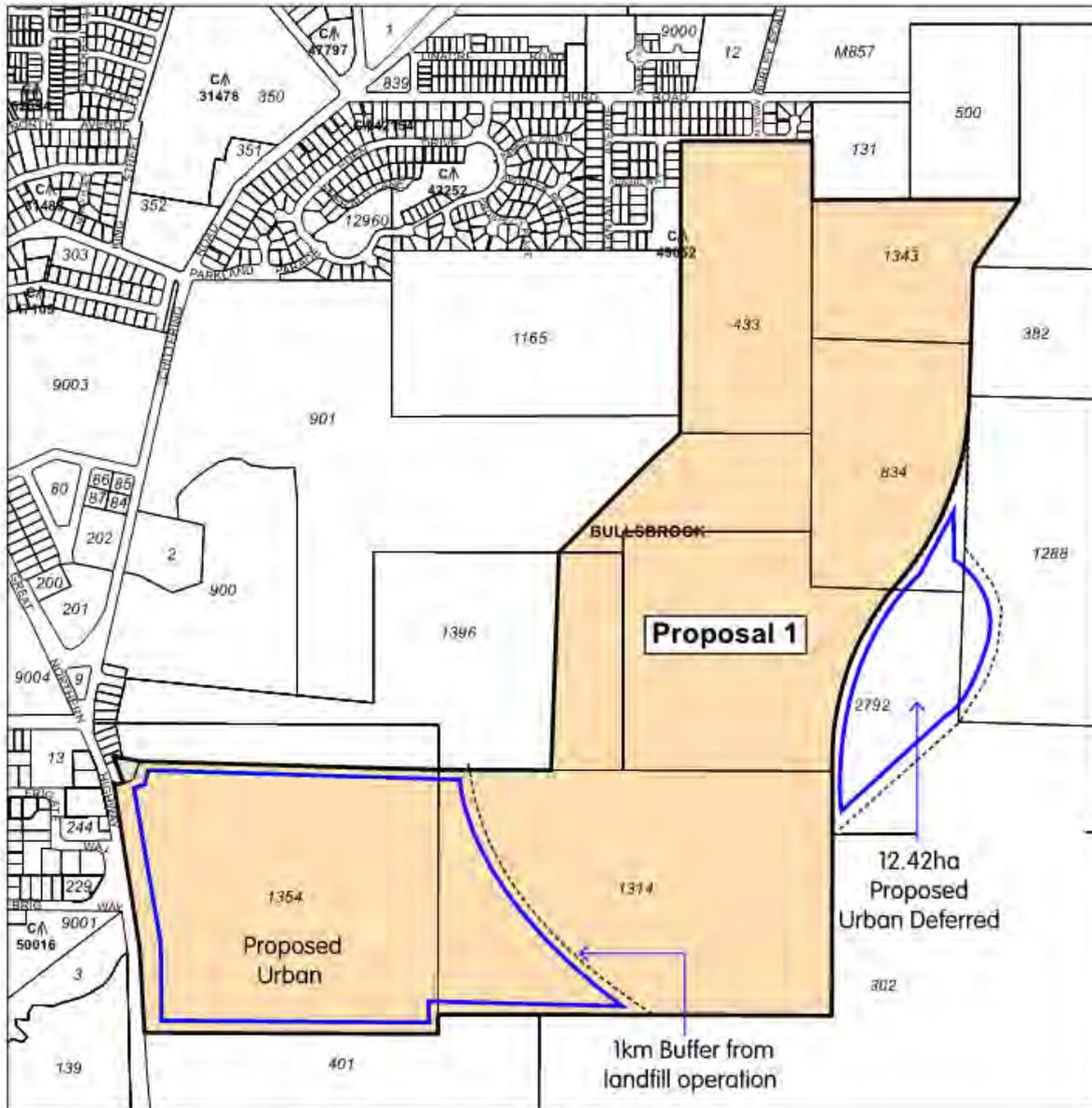
The key objectives of this report are to highlight:

- ▶ Existing infrastructure assets.
- ▶ Advise on infrastructure requirements for the planned development.
- ▶ Demonstrate the development can be serviced in the short to medium term.
- ▶ Advise on the implementation of key infrastructure requirements.
- ▶ Existing road networks and planned road networks are cable of supporting residential development in the short to medium term.

It is proposed the site will be developed for residential purposes with the specific aim of delivering an estate that achieves housing density targets aligned with the WAPC strategic directions for the region, as outlined in the “Sub Regional Structure Plan” documents. This includes the provision of residential, transitional and residential rural lifestyle lots in conjunction with primary schools, aged care facilities, commercial retail centres and district recreation facilities.

This report has been based on the civil engineering aspects of urban land uses. The report covers the engineering infrastructure requirements to service the proposed development. The engineering review has covered earthworks, roads, stormwater drainage and utility services with a particular emphasis on outlining how all major utility services will be available once the rezoning of the landholding has been completed. This report will outline completed studies or studies currently underway and show that utility services are not an impediment on the development.

The investigations and preparation of the report are largely based on preliminary advice from the various service authorities. The information is current as of May 2018 and is subject to change as development proceeds in the Perth north east corridor resulting in the extension of service infrastructure and the creation of new capacity.



**Central Bullsbrook Urban Precinct
 Proposed major amendment
 as advertised**

27th April 2017

Proposal 1

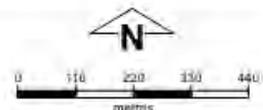
Proposed Amendment

 Urban deferred zone

Oracle reference no: 2907
 File number: 609/02/21/0041
 Version number: 4



DATE: 10/10/2017
 Produced by Geospatial Research and Mapping, Department of Planning, Lands and Heritage (Perth) WA.
 Base information supplied by Western Australian Land Information Authority (L1942/2011)



2 The Study Area

The development Study Area has a total land area of approximately 57.4 hectares. This site is located to the east of Great Northern Highway and south of the existing Bullsbrook townsite.

The Study Area is broken into the following 2 areas:

- The UD to Urban land is predominantly cleared open pasture with confined areas of trees and vegetation. The KI-IT Brook flows from the east/Darling Scarp through the west side of the landholding and under the Great Northern Highway via a bridge.
- The Rural to UD land forms part of the existing land fill quarry operations and is predominantly cleared.

2.1 Topography

The UD to Urban land is located at the foothills of the Darling Scarp and is generally steep in nature with contours ranging from RL45 to the west to RL70 to the east. The Rural to UD land has been extensively altered and ranges from RL110 to RL 85 in the southern portion. The RL110 is along the boundary adjacent to the neighbouring land holdings.

2.2 Ground Conditions

The following is a summary of the due diligence investigative reporting provided by Galt Geotechnical Consultants and is an overview of the likely soil types that will be encountered and proposed remedial measures;

The Muchea sheet of the 1:50,000 scale Environmental Geology series of maps shows that the site is underlain by a variety of soil and rock types. The western part comprises mainly soil deposits while the eastern part of underlain by shallow rock and rock outcrop. The following notes are relevant:

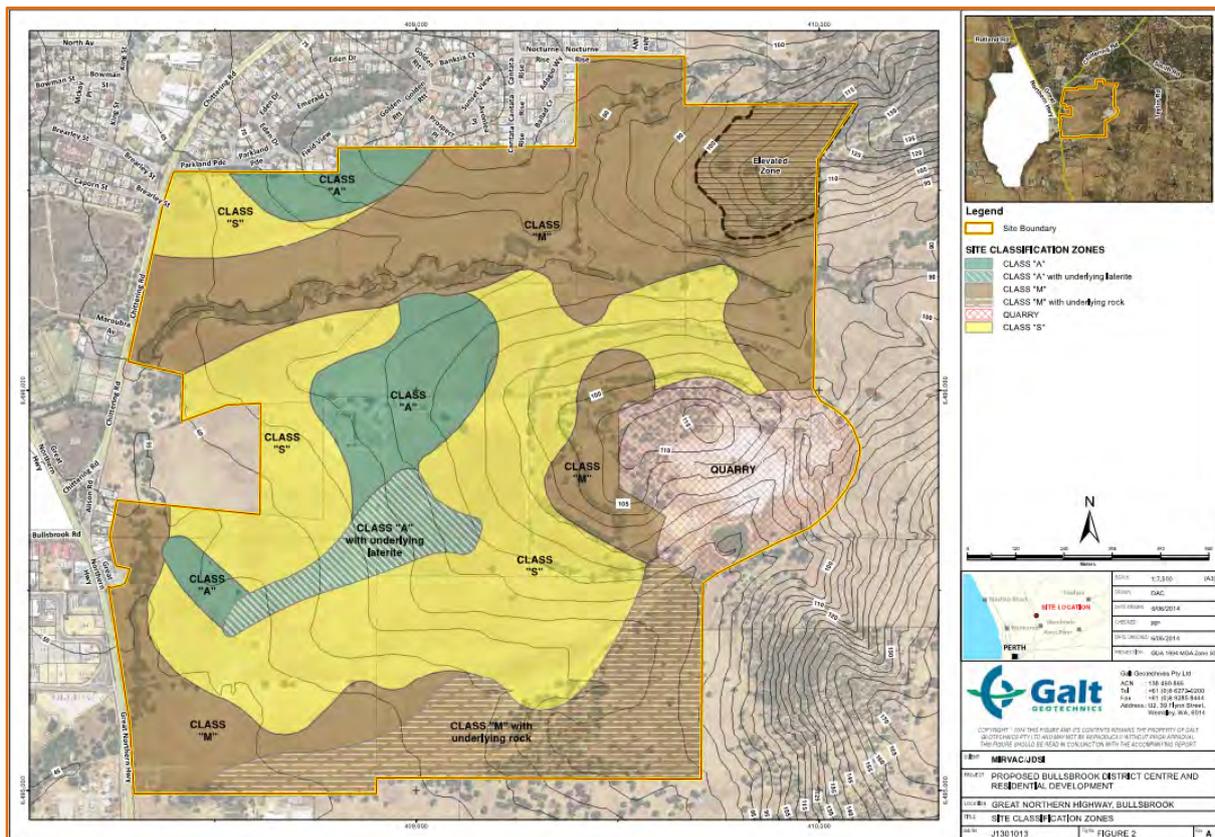
1. Generally, soils over the western portion of the site are sandy overlaying clay/sandy clay. Test trenches were excavated to depths of 2.5m, typically with 0.5 to 1.0m of sand/gravelly sand cover.
2. Generally, soils over the eastern portion of the site are clays/clayey sand overlaying rock (siltstone/gravel/gneiss). Test trenches were refused at depths of 1.1 to 2.0m.
3. The soils are generally moderate to high reactive clay/clays soils with high percentage fines and low permeability.
4. The site is predominantly classed as M, with some existing class A in the northern portion of the site.
5. The general remediation suggested is:
 - ▶ Strip 100mm topsoil and grub, remove deleterious material.
 - ▶ All excavated sand shall be reused as inert structural fill. The underlying clayey sand can be used for bulk fill (non structural) only.
 - ▶ Proof roll and lay inert clean structural fill with less than 5% fines at depths relevant to required classifications (>1.8m fill for class A, 1-1.8m fill for class S).

6. For areas where subgrade has >0.5m inert structural fill a CBR of 12 can be adopted for pavement design.
7. Drainage can be managed via infiltration only where clean sandy fill is present to a depth of 1.2m.
8. Detailed Geotechnical investigations are required prior to further development.

We would recommend that an allowance is made to fill the class M areas of the site by either 0.7m or 1.5m respectively to achieve class S or A classifications in accordance AS2870-2011 "Residential Slabs and Footings". This is based on the conservative assumption there is an average of 300mm of sandy fill overlaying the site. Ultimately this will have to be confirmed by intrusive geotechnical investigations.

Furthermore, detailed geotechnical work will be required at the time of land subdivision to confirm the assumptions and resulting building site classifications.

Refer to Galt Geotechnics drawing J1301013 002 R Rev1 (05 October 2015) for Preliminary Site Classification.



3 Wastewater

The Water Corporation advised JDSi that the development is located within the current scheme planning and a connection to gravity sewer has been provisioned for. The following provides a summary of the current advice.

The existing Bullsbrook wastewater treatment plant (WWTP) only caters for the existing urban zoned land within the Bullsbrook area and is currently close to full capacity. The Corporation is monitoring flows to the WWTP. Recent forecasting indicates that flows may reach capacity in about 2020. The flow monitoring will be used to decide activation of the PS and pressure main to divert waste water southwards to Ellenbrook. The Corporation's plan is to ultimately close the Bullsbrook WWTP when it approaches its maximum capacity and to the pump the town's wastewater southwards via a long pressure main to discharge into the Ellenbrook Sewer District.

The land which is the subject of this report will require a pump station which is planned to be located within the south west corner of the site, adjacent to the future town centre. At a recent meeting with the Water Corporation they confirmed this pump station was to be placed on their capital works program. JDSi is also waiting on receipt of the information pack from the Water Corporation to begin the design of this pump station. It is anticipated this pump station will be commissioned by FY22 at the latest. JDSi can confirm that servicing the landholdings via gravity sewer is possible and is not an impediment to development.

The Water Corporation have indicated they have no objection to the proposed rezoning as servicing issues have been resolved and have provided a letter of support to the WAPC. A copy of this letter can be found in Appendix A.

4 Water Supply

The Water Corporation has advised JDSi that the development is located within the current scheme planning and a connection to water reticulation has been provisioned for under an upgrade of the existing infrastructure located within Great Northern Highway (GNH). The following provides a summary of the advice.

The WC have recently completed the planning study for the delivery of additional water services to the Bullsbrook area. This included supply to the residential area on the eastern side of Great Northern Highway and Chittering Road including the proposed development site. WC advised that supply to the project area would be via a new DN300 distribution main between Great Northern Highway and Hurd Road installed to the west of the site along Chittering Road.

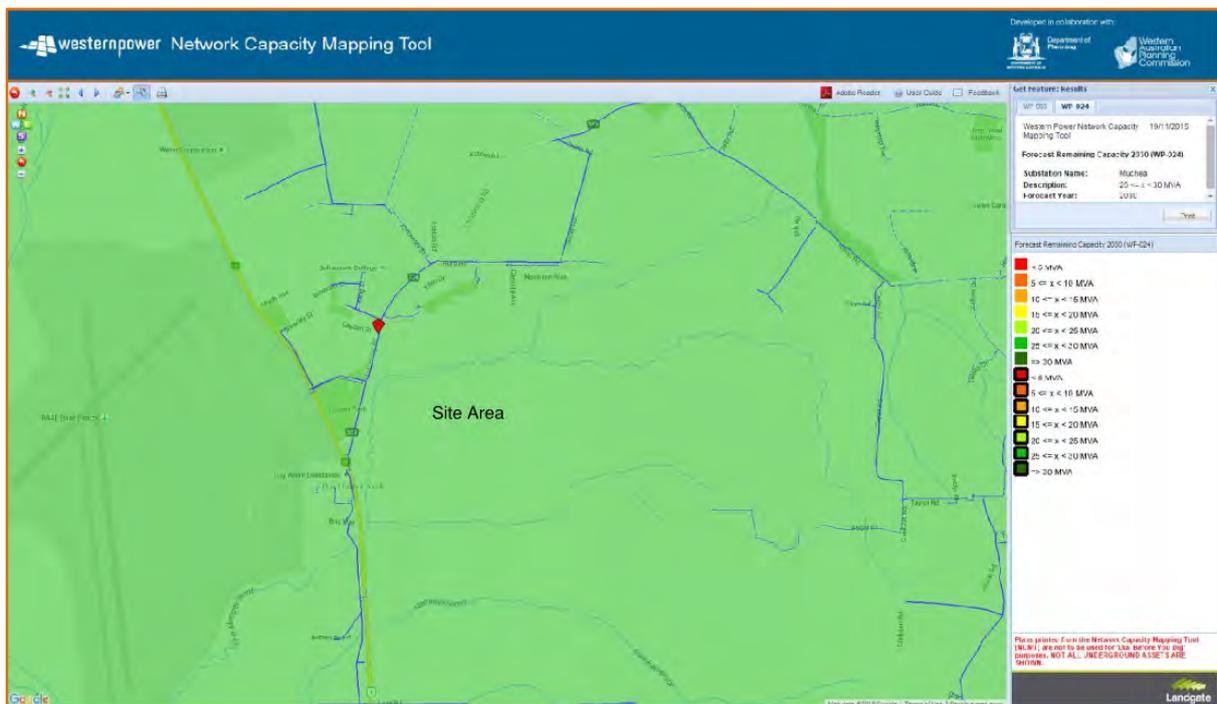
Provision of the new distribution main would include the installation of a new high level tank with 2km of DN300 inlet mains and associated pump station to convey the water from the existing Bullsbrook tank to a new tank proposed at the intersection of Quinn & Smith Roads, and 2km of DN350 outlet mains to distribute the water back down to Chittering Road. JDSi can confirm that servicing the landholdings for water reticulation is possible and is not an impediment to development.

5 Power Supply

The Distribution network in this area currently provides power supply to mostly large rural lots. These lots are serviced by an existing three phase 22kV high voltage aerial network with small, lightly loaded pole top transformers. These feeders emanate from the Muchea substation. The development site is located approximately 20km south east of the Muchea 132kV / 22kV zone substation.

It will be a requirement that all existing aerial distribution lines are converted to underground cables within and bordering this development. Western Power's Network Capacity Mapping Tool indicates that there is enough capacity to feed the estimated ultimate 2500+ lots. JDSi can advise that a feasibility study was recently undertaken that indicates the remaining capacity on the existing 22kV feeder adjacent to the development was approximately 4MVA. Beyond the initial supply, reinforcement of the upstream 22kV feeder line, and voltage regulator may also be required. The development will also require a number of transformers, switchgear units and associated low voltage cable and pillar infrastructure to service the lots.

An extract below from Western Power Network Capacity Mapping Tool indicates that the forecast 2030 capacity for the area will be between 20 to 30 MVA.



6 Gas Supply

The Bullsbrook area currently has no reticulated gas network. Reticulated gas is not considered to be an essential service and as such is not required as a condition of subdivision. It is usual practice to install gas reticulation network for the subdivision within a common civil trench at no cost to the developer. If there is an extension required to connect to the nearest high pressure gas main the developer will be required to pay for the trenching to the gas main as a headworks cost.

The nearest high pressure mains are located some 13km away to the south in Ellenbrook and as such is not currently incorporated within ATCO's planning scheme or capital works programme in the near future. The cost to currently extend this main to the development makes gas prohibitive.

It is recommended consideration be given to the option of the developer funding the installation of a "dormant" internal gas network to the subdivision vested with ATCO Gas that could be connected into ATCO mains at some point in the future. ATCO have agreed in principle to assess such a proposal and ensure the design meets with ATCO standards. In the short term if gas is required for the initial stages of the development they could be supplied with portable gas tanks.

JDSi recently contacted ATCO to obtain updated information. ATCO has advised that they are currently undertaking an assessment to determine what mains extensions and network reinforcements would be required to service the development.

7 Telecommunications

JDSi has approached the national broadband installation initiative, NBN Co. to determine if the development site is located with the NBN rollout footprint. NBN Co, has advised that the development can be serviced from their existing infrastructure in the vicinity of the site. They have advised that they already have permanent equipment in the Bullsbrook exchange as well as a live network as part of the Bullsbrook Landing development.

As the development is close to the Bullsbrook exchange, NBN Co. has confirmed that there is no requirement for backhaul charges for the development.

The NBN standard process will apply to this development and therefore an application from the developer will be required prior to NBN Co commencing feasibility assessment process to provide early planning information and costing of any backhaul link.

After NBN connectivity for the development has been established at the boundary of the development, connections of subdivision lots to the network will thereafter be managed stage by stage. NBN deployment contribution fees of \$600 per premises for Single Dwelling Unit lots and \$400 per premises for Multi Dwelling Unit lots will apply.

8 Roads and Traffic

This site is located between the existing RAAF Pearce Airbase and the Darling Scarp, delineated by Great Northern Highway (GNH) and Chittering Road to the west and Taylor Road to the east. The site has excellent access to road transport infrastructure.

Chittering Road is the main connector to the local road network. It has direct access to the primary distributor for the area, the Great Northern Highway, and also acts as a district bypass providing northward connections to the regional suburbs of Western Australia between Bullsbrook and Chittering before reconnecting to GNH at Lake Chittering.

The Great Northern Highway provides the southwards road connection to the Perth Metropolitan Area. It also provides the northwards connection to the rest of Western Australia.

MRWA/CPB are constructing Perth Darwin National Highway (PDNH) which will be a new long term transport route between the Perth Metropolitan Area and Northwest of Western Australia that will ultimately reduce traffic loads on the Great Northern Highway. The highway will be located approximately 3.5km to the west of the development site. MRWA have indicated that the PDNH is estimated for completion in 2019.

The traffic movement patterns for the Bullsbrook area will change substantially when the PDNH is constructed with most heavy vehicle traffic moving to PDNH from GNH. This change will reduce the movements of heavy vehicles adjacent to the development site, will promote improved traffic conditions for local vehicles and enhance the attraction of the development as the new residential townsite for Bullsbrook.

8.1 Existing Traffic Conditions

The site is bounded on two sides by existing roads, namely:

1. The Great Northern Highway lies on the western side of the development site and this road is classified as a primary distributor under the Perth metropolitan road hierarchy and is the national highway linking Perth and Darwin. The road is currently constructed as a two lane undivided paved highway with various passing lanes and turning pockets associated with intersections. The existing intersections are treated as intersections with low volume local roads.
2. Chittering Road lies on the western side of the development site and this road is classified as a district distributor B under the Perth metropolitan road hierarchy. The road is currently constructed as a two lane undivided paved road with various turning pockets associated with intersections. The existing intersections are treated as intersections with low volume local roads.

8.2 Road and Intersection Improvements

The existing roads will require improvements and upgrades which can be progressively completed to match the rate of development. As the development will be staged, the increase in traffic volumes on the GNH and Chittering Road can be managed. This will be achieved by implementing reduced speed zones, provision of controlled accesses along the frontage of the development with the GNH & Chittering Road. This will be achieved by complementing the existing GNH Access Strategy for the connections to GNH and will involve joint liaison with MRWA, the Client and relevant stakeholders.



The internal roads are proposed to be to the City of Swan's standards and are proposed to have 6.0m pavements in 16.0m road reserve for urban access roads, increasing to a 7m pavement within a 23m road reserve for Neighbourhood Connector type roads. Intersections, sweeps/corners, and roundabouts will be designed for vehicle turning movements defined in AUSTRROADS design guidelines.

The subdivision roads within the development area will need to be constructed in accordance with the IPWEA Subdivision Guidelines and read in conjunction with the City of Swan's subdivisional "Guidelines and Standards". All internal roads are owned and maintained by the City of Swan.

9 Drainage

Urban Water Management (UWM) is now a key part of any development process incorporating principles of integrating water and land use planning, considering all water sources in water planning, integrating water use and natural water processes and a total catchment integration of natural resource use and management (Ref. Stormwater Management Manual for Western Australia, DOW, April 2004 the State Water Strategy 2003 and the State Water Plan 2007).

Stormwater drainage management is a major component of an overall UWM strategy for which achievement of the principals of the plan may be facilitated through the application of Water Sensitive Urban Design (WSUD) techniques during planning, design and construction of urban development projects. Objectives of WSUD include but are not limited to the following:

- ▶ Detention of stormwater rather than rapid conveyance to maintain pre development flows for quantity management;
- ▶ Use of vegetation for filtering purposes and nutrient stripping for quality management;
- ▶ Use of stormwater to conserve potable water; and
- ▶ Water efficient landscaping.

Currently the main drainage system for the site consists of an existing creek (KI-IT Brook) that runs through the centre of the site and collects and distributes sheet flows from the Darling Scarp. The creek grades from east to west and contains a natural dam towards the centre providing detention and retardation of flows. At the western boundary of the site the creek changes direction and traverses in a north to south direction through a series of existing culverts of varying size beneath the Sacri Church land before being conveyed beneath GNH into the RAAF Pearce Airbase site.

Some of the proposed strategies that will be implemented on the site are:

- ▶ Managing runoff via a piped and pit system within road reserves with outfall into bioretention swales incorporated into POS areas adjacent the existing creek and wetlands/ponds.
- ▶ Lot runoff will be managed via onsite infiltration where it is possible to achieve 1.2m depth of clean permeable sandy soils.
- ▶ Bio retention swales will provide storage and infiltration for the 1 year 1 hour runoff volumes, with overflow into the creek for conveyance into the existing drainage system.
- ▶ Rehabilitation of the KI-IT Creek, including existing floodways / weirs, with upgrading as necessary.
- ▶ Given the natural groundwater level is some distance below existing ground level it is not expected management of a controlled ground water via subsoil drainage will be required.
- ▶ In development areas adjacent to the existing creek with perceived perched water table it is recommended at least 1.2m separation is achieved to finished earthwork levels.

10 Disclaimer

JDSi have undertaken this assessment based on limited information and subsequently assumptions have been made which, if incorrect, have potential to change costs. Major cost implications exist through factors which cannot be assured at this time including upgrading and provision of utility services, WAPC conditions of development, Local Authority Scheme Requirements, ground conditions, timing of adjacent developments, etc.

While JDSi has taken all care in the preparation of the likely development requirements and has noted key assumptions, JDSi accepts no responsibility for the accuracy of this report and provides it only as an indicative summary of engineering requirements.

If any further information is required or should you wish to clarify any issue, please contact our office.



Appendix A:

Water Corporation Correspondence

Your Ref: 809-2-21-41 Pt1 (RLS/0694) (Central)
Our Ref: JT1 2007 06075 V01 (MRS352859)
Enquiries: Brett Coombes
Direct Tel: 9420 3165
Fax: 9420 3193

24 May 2018

Secretary
Western Australian Planning Commission
LOCKED BAG 2506
PERTH WA 6001

Attention: Anthony Muscara

Metropolitan Region Scheme Amendment Bullsbrook (Central) Urban Expansion Area

Further to our previous correspondence dated 20 March 2018 regarding the proposed MRS amendments for the Bullsbrook south, central and north urban precincts.

The consulting engineer representing AMEX Corporation, which is currently planning to develop the central urban precinct, has recently undertaken conceptual wastewater planning in consultation with the Water Corporation for the servicing of the proposed first subdivision stages of the central precinct. The planned wastewater solution will be staged and will involve some wastewater from the north-western parts of the precinct being gravitated to existing wastewater pump stations located at North Road and on Great Northern Highway within the adjoining light industrial area immediately to the west of the central precinct. Wastewater from the bulk of the central precinct will need to be gravitated south and southwest via gravity sewers towards a new wastewater pumping station to be located within the western edge of Lot 1354 Great Northern Highway. The construction of the new WWPS will be required to serve the subdivision of the southern parts of Lots 900 and 1396 as well as Lots 1354 and 1314.

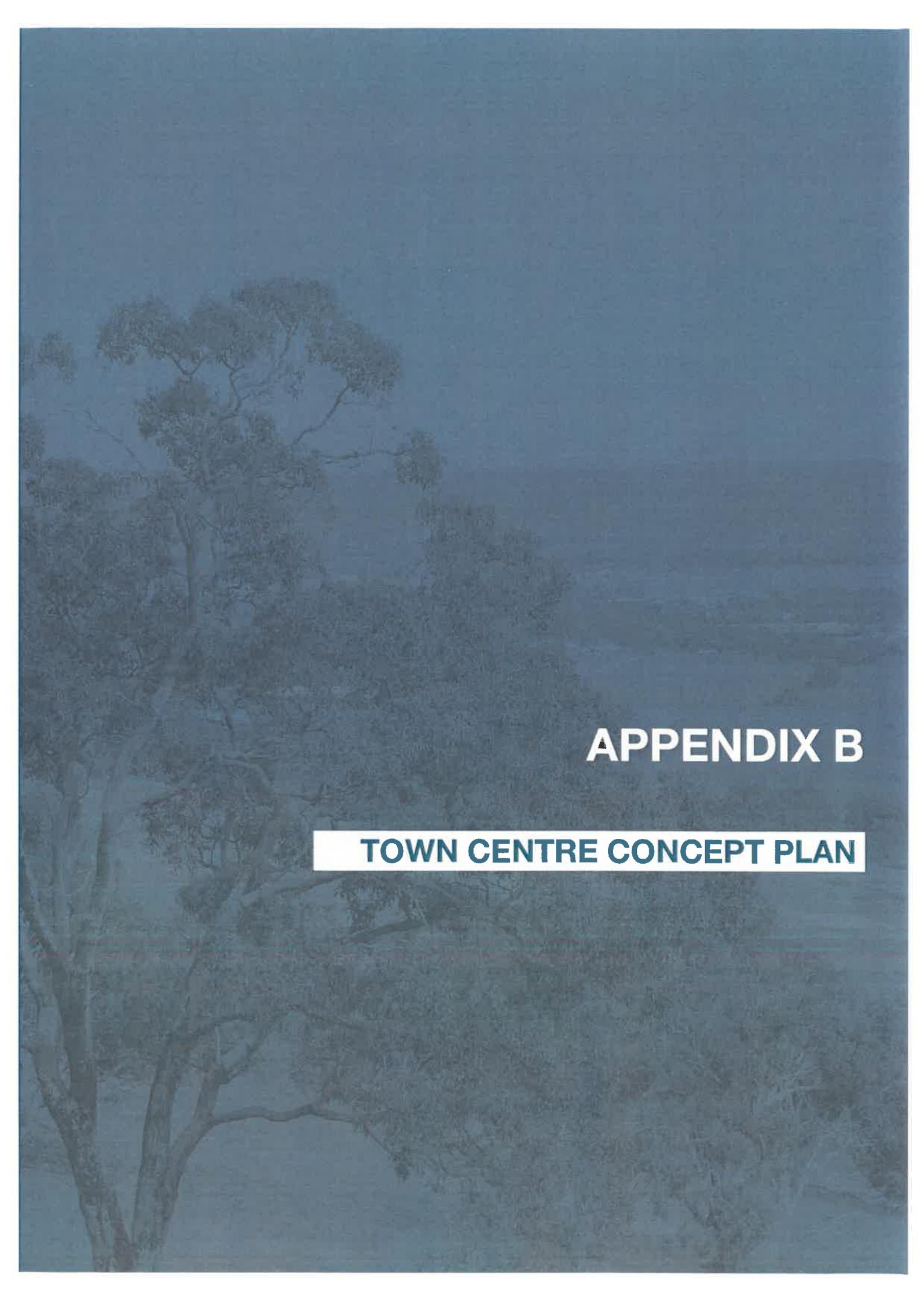
The Water Corporation has recently received correspondence from AMEX requesting the Corporation's support for Lot 1354 and the eastern portion of Lot 1314 (as depicted on the attached plan) to be included in the "Urban" zone in order to facilitate the establishment of sewers and the proposed WWPS within Lot 1354.

While it is acknowledged that there may be other planning issues behind the inclusion of Lots 1354 and 1314 within the MRS "Urban Deferred" zone, the Water Corporation would have no objection to this modification being made to the Central Precinct amendment, as it would facilitate the construction of the WWPS within Lot 1354 and the construction of gravity sewers traversing adjoining land.

If you have any queries or require further clarification on any of the above issues, please contact me on Tel. 9420-3165.

A handwritten signature in black ink that reads "B. Coombes." The signature is written in a cursive style with a large, stylized initial 'B'.

Brett Coombes
Senior Planner
Development Services



APPENDIX B

TOWN CENTRE CONCEPT PLAN



BULLSBROOK TOWN CENTRE CONCEPT



0 25 50 75 100 125
metres
SIZE A3 1:2500

GREAT NORTHERN HIGHWAY

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planning.design.place

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Melbourne

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Melbourne VIC 3000
T +61 3 9620 5421

Brisbane

Level Four, 99 Creek Street
Brisbane QLD 4000
T +61 7 3221 1311

Bubanic, Marija

From: Tim Trefry <Tim.Trefry@robertsday.com.au>
Sent: Monday, 18 June 2018 1:29 PM
To: andrew.thomas@dplh.wa.gov.au
Cc: mrs
Subject: Re: Submission - MRS Amendment 1324/41
Attachments: JDS15920 Servicing Report[1].pdf

Andrew

Find attached the engineering services report for our submission on Bullsbrook MRS Amendment 1324/41 - the report also includes a letter from the Water Corporation raising no objection to the proposed zoning of the Town Centre to 'Urban' under the MRS - FYI.

Please phone if you have any queries.

Regards
Tim Trefry
partner

m +61 412 221 440
t +61 8 9213 7333 (direct)

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On 8/06/2018, 4:35 PM, "Tim Trefry" <Tim.Trefry@robertsday.com.au> wrote:

>Andrew
>
>Find attached our submission on MRS Amendment 1324/41 lodged on behalf
>of Amex Corporation.
>
>The engineering report (Appendix A) has been delayed due to the project
>engineer being sick this week. We will forward the engineering services
>report early next week.
>
>Regards
>Tim Trefry
>partner
>
>m +61 412 221 440
>t +61 8 9213 7333 (direct)
>
>
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WESTERN AUSTRALIA

Enquiries: Ms Assunta Dinardo on 9323 4163
Our Ref: 15/9443 (D18#486045), 16/7100 (D18#486261) & 15/5328 (D18#486709)
Your Ref: 809-2-21-39; 809-2-21-41 & 809-2-21-42

7 June 2018

Western Australian Planning Commission
Via Email

ATTENTION: ANTHONY MUSCARA

Dear Anthony

MRS AMENDMENT 1323/41 – SOUTH BULLSBROOK URBAN PRECINCT
MRS AMENDMENT 1324/41 – CENTRAL BULLSBROOK URBAN PRECINCT
MRS AMENDMENT 1325/41 – NORTH BULLSBROOK URBAN PRECINCT

I refer to your correspondence dated 27 February 2018 requesting Main Roads comments on the above proposals.

Main Roads has now completed its assessment and advises that it provides its support to the above MRS Amendments to rezone the subject lands from the "Rural" zone to the "Urban Deferred" zone.

However, Main Roads does not support the rezoning to the "Urban Deferred" zone for the future land requirement identified as future Primary Regional Road as depicted on the attached Land Protection Plan 1.1409. This future land requirement must remain as per the current zoning of "Rural".

Advice to the Applicant

It is acknowledged that ultimately these three precincts with the intensification of land use from what is currently rural pursuits to achieving a higher density/intensification of land use will be one of the major contributors of increased traffic pressures to the local and primary regional networks.

Therefore it is Main Roads expectation that the following requirements **must** be addressed in detail prior to an application to the WAPC for the lifting of Urban Deferment:

- A detailed District Structure Plan (DSP) for the Bullsbrook Townsite Land Use Masterplan (BTLUMP) being approved by the WAPC to guide the development of the Bullsbrook townsite.
- Indicative Local Structure Plans with a supporting strategy for the timing of land releases/staging plan and required local and primary regional road network upgrades.



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- A robust transport modelling assessment including addressing all forms of transport modes for these three precincts including assessment of the broader regional road impacts in accordance with the requirements of the WAPC's Transport Impact Assessment guidelines.

In this regard, on many previous occasions Main Roads has advised the WAPC that it did not support the rezoning of the subject lands to the "Urban" zone. This was primarily due to the significant and increased demands generated from the land use intensification of these precincts and the uncertainty surrounding the delivery of supporting local and primary regional road infrastructure.

All key stakeholders (that is the developer(s), transport modelling consultant, the WAPC and the City of Swan) need to appreciate that the scale of development envisaged represents a significant risk to the local and Primary Regional Road infrastructure requirements due to the demands that will impact these networks.

- A robust developer contribution plan which addresses such requirements such as the approximate scale of costs for the above mentioned local and regional network upgrades, the likely timing of these upgrades and an agreement on a strategy to deliver these outcomes.

In this regard, Main Roads is willing to offer its assistance to the developer and the City of Swan in formulating such a strategy.

For background information, I attach Main Roads previous correspondence for the South and Central Bullsbrook Precincts (14 January 2016, 31 August & 25 October 2016 respectively) which raised previous concerns when the applicant requested that the lands be rezoned to "Urban".

North Bullsbrook Urban Precinct

As this area signifies a much smaller precinct (63 hectares) for redevelopment, Main Roads provided previous support to the 'Urban' zone as per the attached correspondence dated 23 September 2015.

It is recognised that this northern precinct represents a logical extension and progression of development for the existing Bullsbrook townsite.

However, to progress the "Urban" zone for this precinct the applicant is required to provide details as per the above mentioned requirements and a robust revised traffic impact assessment report, addressing Main Roads comments as highlighted in correspondence dated 23 September 2015.

The developer should note that Main Roads is currently developing a roundabout treatment for Great Northern Highway and Rutland Road with provision for high wide loads (10 metres x 10 metres).

Please forward a copy of the Commission's final determination on these proposed MRS Amendments 1323/41, 1324/41 & 1325/41 quoting file references 15/9443 (D18#486045), 16/7100 (D18#486261) & 15/5328 (D18#486709) respectively.



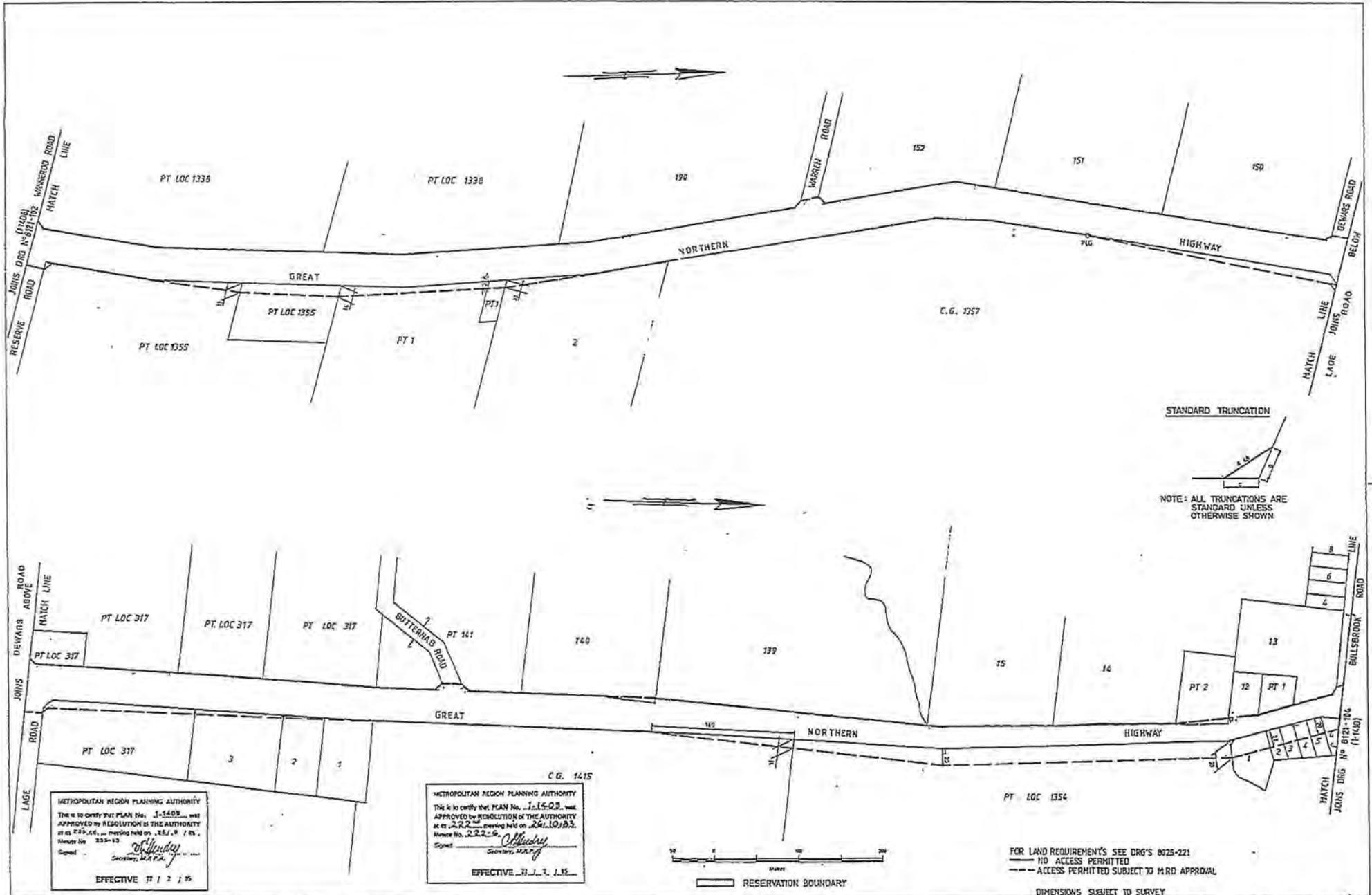
If you require any further information please contact Ms Assunta Dinardo on (08) 9323 4163 or email assunta.dinardo@mainroads.wa.gov.au

Yours faithfully

A handwritten signature in black ink, appearing to read 'L Broadhurst'.

Lindsay Broadhurst
DIRECTOR ROAD PLANNING & DEVELOPMENT

Encl: Main Roads correspondence dated 14 January 2016 (South Bullsbrook Urban Precinct)
Main Roads correspondence dated 31 August & 25 October 2016 (Central Bullsbrook Urban Precinct)
Main Roads correspondence dated 23 September 2015 (North Bullsbrook Urban Precinct)
Land Protection Plan 1.1409



STANDARD TRUNCATION

NOTE: ALL TRUNCATIONS ARE STANDARD UNLESS OTHERWISE SHOWN

METROPOLITAN REGION PLANNING AUTHORITY
 This is to certify that PLAN No. 1-1409 was APPROVED by RESOLUTION of THE AUTHORITY at its 235th C.O. meeting held on 26/10/83. Minute No. 235-13
 Signed: *[Signature]*
 Secretary, M.R.P.A.
 EFFECTIVE 17/2/85

METROPOLITAN REGION PLANNING AUTHORITY
 This is to certify that PLAN No. 1-1409 was APPROVED by RESOLUTION of THE AUTHORITY at its 232nd C.O. meeting held on 26/10/83. Minute No. 232-5
 Signed: *[Signature]*
 Secretary, M.R.P.A.
 EFFECTIVE 21/1/85

FOR LAND REQUIREMENTS SEE DRG'S 8025-221
 - - - NO ACCESS PERMITTED
 - - - ACCESS PERMITTED SUBJECT TO M.R.D. APPROVAL

DIMENSIONS SUBJECT TO SURVEY

THE METROPOLITAN REGION PLANNING AUTHORITY, PERTH, W.A.

GREAT NORTHERN HIGHWAY—OTHER MAJOR HIGHWAY
 WANNEROO ROAD TO BULLSBROOK ROAD
 PROPOSED LAND REQUIREMENT

00344077
 1-1409

DRYDEN M. DEVLIN
 DRAWING
 REVISED
 AUTHORIZED REPRESENTATIVE
 DRAWING
 APPROVED
 DATE

NORTH
 SCALE 1:10000

PLAN REF 882-2-1-22,
 PLAN REF 882-2-1-23,
 1983, 2-1984
 PLAN NO.
 1-1409



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Enquiries: Lynne Wrigglesworth on 9323 4544
Our Ref: 15/9443 (D16#23367)
Your Ref: 809/02/21/0039 (RLS/0590/1)

14 January 2016

The Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6000

'Proposal 1'

ATTENTION: ANTHONY MUSCARA

Dear Anthony

**PROPOSED MRS AMENDMENT – CITY OF SWAN – SOUTH BULLSBROOK
URBAN PRECINCT – REZONE FROM RURAL TO URBAN**

Thank you for your letter of 1 December 2015 inviting Main Roads comments on the above proposed amendment.

Main Roads provides the following comments and request these to be addressed before finalising the proposed MRS amendment.

- There is an existing future land requirement for Great Northern Highway at the north western end of Lot 401. This land requirement is currently included within the existing MRS, however the proposed amendment appears to attempt to rezone this land requirement to Urban – a copy of plan 1.1409 highlighting this portion is attached for your reference.
- The proposed concept master plan for this eastern portion of Great Northern Highway needs to align with the master plan and various structure plans already in place for the western side of the highway.
- The concept master plan shows a Neighbourhood Centre at the intersection of Great Northern Highway and Lage Road. As no direct vehicle access will be given to Great Northern Highway, this neighbourhood centre should be relocated eastwards to the proposed north/south neighbourhood connector road.
- The City of Swan, Department of Planning, Department of Transport and Main Roads collaboratively prepared and endorsed an Access Strategy for Great Northern Highway - a copy of which is attached for your ease of reference. Also attached is a further plan from CLE showing further detail of the preferred treatment for the Dewar Road/Lage Road intersection potentially being relocated and realigned south of its existing location.

Having reviewed the current MRS plan there is a large area abutting the existing townsite which has already been zoned as urban deferred that appears to remain undeveloped. Should this rezoning amendment proceed, this would leave a portion of rural land between the two parcels.

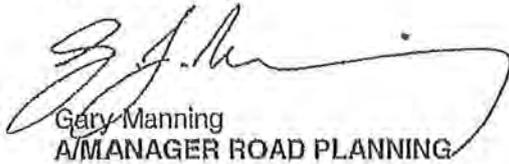


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It is Main Roads view that before rezoning any of this land, proper planning should be reviewed/considered from the existing Bullsbrook Town Centre outwards and then progressively rezoned accordingly rather than from the south towards the existing town centre. This will ensure that proper holistic planning occurs rather than piece meal isolated development.

Should you require any further information, please contact either A/Urban Road Planning Manager (North) Ashis Parajuli on 9323 4286 or A/Planning Information Manager Lynne Wigglesworth on 9323 4544.

Yours sincerely



Gary Manning
A/MANAGER ROAD PLANNING

Enc.



mainroads
WESTERN AUSTRALIA

Enquiries: Lynne Wrigglesworth on 9323 4544
Our Ref: 16/7100 (D16#678944)
Your Ref: 809-2-21-41 (RLS/0629/1)

25 October 2016

The Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Proposal 2

ATTENTION: ANTHONY MUSCARA

Dear Anthony

BULLSBROOK CENTRAL URBAN PRECINCT

Thank you for your letter of 29 September 2016 inviting Main Roads comments on the proposed rezoning of the above precinct from Rural to Urban.

Whilst it is acknowledged that the Perth Darwin National Highway – now the NorthLink WA project - will attract and divert some freight traffic away from Great Northern Highway, Great Northern Highway will remain a major freight route and distributor road from these precincts.

It is likely that Great Northern Highway will need to be upgraded through the Bullsbrook area in order to cater for the proposed increased traffic volumes. Future planning work for this has not yet commenced.

Access to the NorthLink will be via either Stock Road to the south of this precinct or via Rutland Road to Neaves Road to the north. Both of these roads will need to be upgraded to highway standard or possibly four lane dual carriageways.

Therefore, Main Roads is unable to support the rezoning of this land until such time as the surrounding road network is able to support the scale of development proposed by not only the Bullsbrook Central Urban Precinct but also the Bullsbrook East and South Bullsbrook Urban precincts.

Main Roads supports the intent of the Bullsbrook Townsite Land Use Master Plan to develop this area. In order to realise this outcome Main Roads considers it necessary to have some foundation infrastructure in place to support the development. The connection of Stock Road to the Perth Darwin National Highway is considered integral to this situation.

Should you require any further information, please contact either Planning Information Officer Lynne Wrigglesworth on 9323 4544 or myself on 9323 4991.

Yours sincerely

Justin McKirdy
MANAGER STRATEGIC ROAD PLANNING



Enquiries:

Ms Assunta Dinardo on (08) 9323 4163
Email: assunta.dinardo@mainroads.wa.gov.au
15/5328 (D15#563055)

Our Ref:

Your Ref:

833-2-21-122 (RLS/0570/1)



ABN: 50 860 676 021

23 September 2015

Western Australian Planning Commission

Via Email

Proposal 3

ATTENTION: ANTHONY MUSCARA

Dear Sir

PROPOSED MRS AMENDMENT – NORTH BULLSBROOK PRECINCT – REQUEST FOR PRELIMINARY COMMENT

Thank you for your letter dated 30 July 2015 requesting Main Roads comments on the above proposal.

The proposed MRS amendment is acceptable to Main Roads.

Advice to Applicant

1. The Transport Impact Assessment (TIA) has identified the road networks and the intersections that will form part of the ultimate road design. This needs to be clearly identified and explained that Over Mass and Over Size Vehicles (OSOM) will continue to utilise the Great Northern Highway (OSOM Vehicles are also known as High Wide Loads).
2. The TIA makes assumptions about the volume of traffic that will come off the Great Northern Highway.
"The PDNH will take most of the heavy vehicle traffic from the GNH, along with most of the regional traffic." This would need to be substantiated -- particularly if the MRS develops into a community where there will be a perception on what the "most of" value actually is. The "most of" value needs to be substantiated further.
3. The report has stated that: *MRWA forecasts reveal the GNH is expected to carry between 9,000 and 12,000 vehicles per day (vpd) through Bullsbrook in 2031, slightly less than currently experienced. Heavy vehicle volumes will be significantly lower.*

This is a generic statement and how was this calculated? It is important to note that High Wide Loads/OSOM will continue to use the Great Northern Highway and the TIA should define the dimensions of such High Wide Loads and the expected vehicles dimensions that will utilise the PDNH compared to those that will use the Great Northern Highway.



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- a. Intersection designs will be required to accommodate an appropriate design vehicle which will be informed by the RAV networks.
- b. Once the TIA identifies the High Wide Loads dimensions, these vehicles will also need to be accommodated to utilise the Great Northern Highway.

Information on OSOM can be found on the Main Roads website>Using Roads>Heavy Vehicles>Over Size Over Mass Unit and further information for the High Wide Loads can be found on the Main Roads website>Building Roads>Standards and Technical>Road and Traffic Engineering>Guide to Road Design> Guide to Design and Operation of High Wide Load Corridors

4. The TIA states the northern connection of the MRS amendment will attract heavy vehicle volumes between 10-20% due to the raw material contained within the land to the north of the MRS area. However the report has not stated the type of minerals and the types of heavy vehicles. This will be a consideration for future design and to consider noise and dust issues that are associated with Heavy Vehicles. If these volumes are predicted, the SIDRA modelling will be required to be modelled with the appropriate length and mass of the vehicles.
 - a. The intersection of Great Northern Highway/Rutland Road and the proposed Northern connection will introduce new heavy vehicle noises which previously would not of been present. This is due to Heavy Vehicles coming to a halt than trying to accelerate. Round-a-bouts should be investigated to compare performance of the intersection.
 - b. The Northern Boundary road is anticipated to attract 5000vpd, how was this calculated/determined? Information available to Main Roads WA has indicated this volume could be two to three times higher.
 - c. For the Northern boundary road, it is recommended to undertake an Alignment Selection Study and Alignment Definition Study.
 - d. Volumes anticipated to use the ultimate network are quoted and is the likelihood that new road connections are long term. As a result, what consideration has been given to the capacity of the existing networks to accommodate the demand generated from this area?
 - e. Main Roads WA considers the extension of Kimberley Street to GNH as a minimum requirement to realise the potential of this area. This will be a key outcome/requirement from the local structure plan process.

It is requested that the applicant address the above concerns with a revised TIA for further assessment in this regard. If you require any further information please contact Justin McKirdy Urban Road Planning Manager (North) on (08) 9323 4991 quoting file reference 15/5328 (D15#563055).

Yours faithfully



Lindsay Broadhurst
MANAGER ROAD PLANNING



mainroads
WESTERN AUSTRALIA

Enquiries: Ms Assunta Dinardo on 9323 4163
Our Ref: 16/7100 (D16#548907)
Your Ref: 812-2-21-30

31 August 2016

WAPC
Via Email

Proposal 3

ATTENTION: ANDREW THOMAS

Dear Sir

**PROPOSED LIFTING OF URBAN DEFERMENT – BULLSBROOK EAST –
PORTIONS OF LOTS 3, 1165, 1396, 1354 AND 60**

Thank you for your correspondence dated 5 August 2016 requesting Main Roads comments on the above proposal.

Main Roads has assessed this proposal and cannot support the Lifting of the "Urban Deferment" zoning and transferring the subject lands to the "Urban" zone at this stage until the surrounding road network supports the scale of this development.

The planning report whilst making reference to the Perth-Darwin National Highway (PDNH) (North Link WA project) several kilometres to the west, fails to identify how connectivity from this precinct will be achieved for passenger and heavy vehicles.

Main Roads previously provided comment on the industrial precinct bounded by Railway Road/Stock Road/Great Northern Highway (GNH). It was advised at that time that it was critical that Stock Road (south of the subject lands) be constructed to a highway standard two-lane road between Great Northern Highway to PDNH. This would then create an important strategic east-west transport link. The upgrading of Stock Road from GNH to PDNH is considered critical to connecting these two locations. It should also be noted that this link (Stock Road) may ultimately need to be upgraded to a four-lane dual carriageway.

Similarly, an alternative connection providing an east-west link between this precinct and PDNH is Rutland Road (slightly north of this area) which provides connectivity via the future Neaves Road interchange. However, it is noted that Rutland Road operating in its current form is nearing capacity and may become even more problematic in the future providing this strategic connectivity.

These links will be important in servicing this area and accordingly it is Main Roads view that it is considered imperative that the connection from PDNH to GNH is achieved to support the development of this area. This may need to be in the form of developer contributions for all precincts in the area (including this one). Developers are requesting a higher land use through the rezoning process which ultimately equates to increased traffic on the road networks.



Without the network connectivity to PDNH, Main Roads is of the view that GNH cannot adequately cater for the demands likely to be generated from this area.

Main Roads advises that if such timely connectivity cannot be achieved then the lifting of "Urban Deferment" of the land should be delayed until such time as this connection is achieved.

If you require any further information please contact Ms Assunta Dinardo on 9323 4163 or email assunta.dinardo@mainroads.wa.gov.au, quoting reference 16/7100 (D16#548907).

Yours faithfully

A handwritten signature in black ink, appearing to read "Justin McKirdy".

Justin McKirdy
MANAGER STATUTORY ROAD PLANNING

Submitted to MRS Amendments 1323/41, 1324/41 & 1325/41 - Bullsbrook
Submitted on 2018-06-08 11:00:25

Introduction

1 What is your name?

Name:
Rowe Group

2 What is your email address?

Email:
darren.evans@rowegroup.com.au

3 What is your address?

address:
3/369 Newcastle Street, Northbridge WA 6003

4 Contact phone number:

phone number:
92211991

Submission(s)

5 Which amendment(s) would you like to provide feedback on? Please select one from the list below. Note: once you have completed your submission you will be able to return to this page to make a submission on another precinct.

1325/41 – North Bullsbrook Urban Precinct

1323/41 – South Bullsbrook Urban Precinct

6 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Yes

7 Submission text:

submission text:
Please see attached for full submission.

8 Upload any supporting documentation eg. reports here.

file upload here:
4790_18jun01L_de_binder.pdf was uploaded

9 Would you like to make a submission on another precinct?

Yes

1324/41 – Central Bullsbrook Urban Precinct

10 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Yes

11 Submission text:

feedback Central Bullsbrook:
We confirm our Client's support for the Amendment and the on-going coordination of planning in the Bullsbrook area.

12 Upload any supporting documentation eg. reports here.

file upload here:
No file was uploaded

13 Would you like to make a submission on another precinct?

Yes

1325/41 – North Bullsbrook Urban Precinct

14 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Yes

15 Submission text:

submission text:

We confirm our Client's support for the Amendment and the on-going coordination of planning in the Bullsbrook area.

16 Upload any supporting documentation eg. reports here.

file upload here:

No file was uploaded

17 Would you like to make a submission on another precinct?

No

Hearing of submissions

18 Please choose one of the following:

Yes, I wish to speak at the hearings. (Please complete the details below)

19 If you answered yes, please indicate who you will be represented by:

Myself

20 If you are representing yourself, please provide a contact phone number:

hearing contact phone:

92211991

21 If you are being represented by a spokesperson, please provide their details

Name of spokesperson:

Contact phone number (business hours):

Postal address:

22 I would prefer my hearing to be conducted in:

Private (only people nominated by you or the hearings committee will be permitted to attend).

Additional information

23 You should be aware that:

Submitted to MRS Amendments 1323/41, 1324/41 & 1325/41 - Bullsbrook

Submitted on 2018-06-08 09:03:15

Introduction

1 What is your name?

Name:

Anne Sibbel

2 What is your email address?

Email:

secretary.brra@gmail.com

3 What is your address?

address:

PO Box 513 Bullsbrook WA 6084

4 Contact phone number:

phone number:

0418940848

Submission(s)

5 Which amendment(s) would you like to provide feedback on? Please select one from the list below. Note: once you have completed your submission you will be able to return to this page to make a submission on another precinct.

1325/41 – North Bullsbrook Urban Precinct

1324/41 – Central Bullsbrook Urban Precinct

10 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Yes

11 Submission text:

feedback Central Bullsbrook:

Bullsbrook Residents and Ratepayers Association Inc supports the proposed amendment provided the EPA's advice on protection of CCWs, Ki-it Brook and other drainage lines is followed. Mature trees that provide habitat for endangered Black Cockatoos must be protected at all cost as must the natural setting of Ki-it Brook. It should not end up looking like an over designed, manufactured and manicured urban water course. Bullsbrook is a rural area and the integrity of the area should be reflected in this development.

12 Upload any supporting documentation eg. reports here.

file upload here:

No file was uploaded

13 Would you like to make a submission on another precinct?

Yes

1325/41 – North Bullsbrook Urban Precinct

14 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

No

15 Submission text:

submission text:

The Bullsbrook Residents and Ratepayers Association Inc (BRRRA) does not support this proposed amendment in its current form for the following reasons:

1. The proponent owns less than 50% of the amendment area.

2. A number of BRRRA members have had their properties included in this amendment without their permission. They do not want their properties rezoned and

indeed want to be excised from the proposal - BRRRA supports them in this.

3. The amendment area includes significant good quality habitat for endangered species including carnabys and red tail black cockatoos. These areas need to be protected - the cost of the loss of these trees would be too great given the great loss of habitat occurring across the MRS area. The importance of protecting these smaller areas is now understood and recognised. There needs to be more detail as to how this could be achieved if the development went ahead.

4. Given MRS 1323/41 and 1324/41 will provide significant numbers of urban housing lots of various sizes for Bullsbrook in the near future, and given the issues raised in points 1, 2 and 3 this small amendment area should not be considered until the above issues are addressed.

BRRRA would be willing to reconsider this proposal if it was amended to address the issues of protection of the environment, in particular the habitat for black cockatoos, and those landowners who do not want to be included could have their properties excised from the amendment area.

16 Upload any supporting documentation eg. reports here.

file upload here:

No file was uploaded

17 Would you like to make a submission on another precinct?

No

Hearing of submissions

18 Please choose one of the following:

No, I do not wish to speak at the hearings. (No further information required, please proceed to question 11).

19 If you answered yes, please indicate who you will be represented by:

20 If you are representing yourself, please provide a contact phone number:

hearing contact phone:

21 If you are being represented by a spokesperson, please provide their details

Name of spokesperson:

Contact phone number (business hours):

Postal address:

22 I would prefer my hearing to be conducted in:

Public (members from the general public may attend your presentation).

Additional information

23 You should be aware that:

Your Ref: MRS Amendments North, Central, South Bullsbrook
Enquiries: Tony Naumoski – 9278 9609
E-mail: tony.naumoski@swan.wa.gov.au

12 June 2018

Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Department of Planning, Lands and Heritage Received	
Scanned	14 JUN 2018
Attachments	<input type="checkbox"/>
Scan QA	<input type="checkbox"/>
Doc No.....	<i>RLS/0728</i>
File No.....	<i>RLS/0728</i>

RLS/0729
RLS/0730

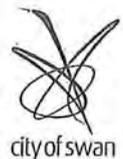
Dear Madam/Sir,

Submission on Metropolitan Region Scheme Proposed Amendments:

- 1323/41 – South Bullsbrook Urban Precinct**
- 1324/41 – Central Bullsbrook Urban Precinct**
- 1325/41 – North Bullsbrook Urban Precinct**

This is to advise that Council at its meeting held on 6 June 2018 has resolved to:

- 1) Advise the West Australian Planning Commission that it supports the Metropolitan Region Scheme Amendments 1323/41, 1324/41 and 1325/41 subject to the following modifications/considerations:
 - a. The western boundary of MRS Amendment 1325/41 (North Bullsbrook Urban Precinct) to be extended to reflect the eastern boundary of the Bullsbrook Wastewater Treatment Plant buffer distance which as identified on the endorsed Bullsbrook Townsite District Structure Plan (Refer to Attachment 3 of this report).
 - b. The eastern boundary of the MRS Amendment 1323/41 (South Bullsbrook Urban Precinct) to be extended to reflect the western boundary of the Structure Plan No.11 area (Lot 301 Stock Road and Lot 302 Lage Road, Bullsbrook) (Refer to Attachment 2 of this report).
 - c. Should it be found that sufficient water and waste water capacity currently exist, that part of Lot 1354, Bullsbrook that can be serviced, is to be included under the 'Urban' zone.
 - d. Main Roads WA's latest policy position in preference of roundabouts at all intersections should be taken in consideration prior to a final



2 Midland Square, Midland
PO Box 196, Midland WA 6936
enquiries 08 9267 9267
facsimile 08 9267 9444

decision on these MRS proposals by the WAPC. The requirement may result in extended land requirements, and therefore an extension to the 'Primary Regional Roads' reservation at intersections with Great Northern Highway.

A copy of the Council minutes is enclosed for your information.

Should you have any queries regarding this matter, please do not hesitate to contact Tony Naumoski on 9278 9606

Yours sincerely

A handwritten signature in black ink, appearing to read 'Steven Tan', with a stylized flourish at the end.

Steven Tan
EXECUTIVE MANAGER
PLANNING AND DEVELOPMENT

3.1 METROPOLITAN REGION SCHEME AMENDMENTS 1323/41 (SOUTH BULLSBROOK URBAN PRECINCT), 1324/41 (BULLSBROOK CENTRAL URBAN PRECINCT) AND 1325/41 (NORTH BULLSBROOK URBAN PRECINCT) - CITY OF SWAN SUBMISSION

Ward: (Pearce Wards) (Strategic Planning)

Authorised Officer: (Executive Manager Planning and Development)

KEY ISSUES

- The Western Australian Planning Commission (WAPC) has advertised Metropolitan Region Scheme Amendments 1323/41, 1324/41 and 1325/41 for South Bullsbrook, Bullsbrook Central and North Bullsbrook Urban Precincts for public comment.
- The purpose of the amendments is to rezone all three amendment areas (refer to Attachment 1) from the 'Rural' zone to 'Urban Deferred' zone under the Metropolitan Region Scheme (MRS).
- Under the City's Local Planning Scheme No.17 (LPS17) the three amendment areas are zoned 'General Rural'.
- The North-East Sub-Regional Planning Framework and the City's Draft Local Planning Strategy identify the three amendment areas as land for Urban Expansion.
- Council adopted the Bullsbrook Townsite Land Use Master Plan (BTLUMP) on 6 October 2014. The subject amendment areas are identified as Future Residential in the BTLUMP. A district centre is identified in the Bullsbrook Central amendment area (MRS Amendment 1324/41).
- The BTLUMP has formally been endorsed as a District Structure Plan under the *Planning and Development (Local Planning Schemes) Regulations 2015*, by the WAPC on 11 April 2018.

That the Council resolve to:

- 1) Advise the West Australian Planning Commission that it supports Metropolitan Region Scheme Amendments 1323/41, 1324/41 and 1325/41 subject to the following modifications/considerations:
 - a. The western boundary of MRS Amendment 1325/41 (North Bullsbrook Urban Precinct) to be extended to reflect the eastern boundary of the Bullsbrook Wastewater Treatment Plant buffer distance as identified on the endorsed Bullsbrook Townsite District Structure Plan.
 - b. The eastern boundary of the MRS Amendment 1323/41 (South Bullsbrook Urban Precinct) to be extended to reflect the western boundary of the Structure Plan No.11 area (Lot 301 Stock Road and Lot 302 Lage Road, Bullsbrook).

- c. Should it be found that sufficient water and waste water capacity currently exist, that part of Lot 1354, Bullsbrook that can be serviced, is to be included under the 'Urban' zone.
- d. Main Roads WA's latest policy position in preference of roundabouts at all intersections should be taken in consideration prior to a final decision on these MRS proposals by the WAPC. The requirement may result in extended land requirements, and therefore an extension to the 'Primary Regional Roads' reservation at intersections with Great Northern Highway.

BACKGROUND

On 2 March 2018, the Western Australian Planning Commission (WAPC) commenced the public advertising of Metropolitan Region Scheme Amendments 1323/41, 1324/41 and 1325/41 for South Bullsbrook, Central Bullsbrook and North Bullsbrook Urban Precincts. The purpose of the amendments is to rezone the three precincts from the 'Rural' zone to the 'Urban Deferred' zone under the Metropolitan Region Scheme (MRS). (refer to Attachment 1)

The amendment areas abut existing Urban, Industrial and Rural zoned land and Primary Regional Road Reserve. Ownership in the Bullsbrook North and South Urban Precincts are fragmented, whilst the majority of the Bullsbrook Central Urban Precinct is owned by one developer.

The Amendment Areas have been largely cleared for rural pursuits and primarily large lot rural residential living. It contains scattered areas of remnant vegetation, generally along fence lines, and a number of dwellings and outbuildings. Bush Forever areas are not present within the Amendment Area.

1. Strategic Context

1.1 North-East Sub-Regional Planning Framework (Planning Framework)

The Planning Framework identifies the three amendment areas as **Urban Expansion**, with an urban staging indication of Medium-Long term (2022+). In this regard, the subject MRS amendments are consistent with the Planning Framework, noting that development is anticipated to commence prior to 2022.

1.2 Draft Local Planning Strategy (LPS)

The three amendment areas are consistent with the Urban Expansion areas identified in the draft Local Planning Strategy.

The following is further noted in the Draft LPS relevant to the Bullsbrook Town Centre:

'3. The Strategic Plan

STRATEGIES AND ACTIONS

3.2.1 Support residential development in Greenfield areas

Implement the Bullsbrook Townsite Land Use Master Plan (BTLUMP) through future amendments to the MRS and the local planning scheme.

3.4.5 Support the establishment of a District Centre in Bullsbrook to cater for future population growth

The Bullsbrook Townsite Landuse Master Plan identifies a future district centre for the study area.'

1.3 Bullsbrook Townsite Land Use Master Plan (BTLUMP) –Now known as Bullsbrook Townsite District Structure Plan

Council adopted the BTLUMP on 6 October 2014. It has now formally been endorsed as a District Structure Plan under the *Planning and Development (Local Planning Schemes) Regulations 2015*, by the WAPC on 11 April 2018.

The Bullsbrook Townsite District Structure Plan provides planning guidance for the future urban growth of the Bullsbrook Townsite and relates to the MRS proposals as follows:

- The majority of the South Bullsbrook Urban Precinct is identified for Future Residential including a Neighbourhood Centre, Primary School, Conservation areas and Activity Corridor.
- The Bullsbrook Central Urban Precinct is also identified for Future Residential including a District Centre, Conservation areas, Primary School and an Activity Corridor. Although Lots 131 and 500 Hurd Road, Bullsbrook are also identified as Future Residential under the District Structure Plan, it has been excluded from the proposed Central Bullsbrook Urban Precinct.(MRS Amendment 1324/41). There has been no request from these landowners to be included in any MRS amendment. Any requests for these lots to be included in the MRS will be dealt with as and when received by the WAPC in future.
- The North Bullsbrook Urban Precinct is identified for Future Residential including Playing Fields and a Primary School. The western boundary of this precinct is recommended to be extended to reflect the boundary of the wastewater treatment plant buffer boundary as shown in Plan No. DZ30-1-7 Issue C, approved by the Water Corporation (see Attachment 3). This recommended extension of the western boundary is consistent with the Planning Framework and District Structure Plan. (Refer to 'Water and Wastewater' under '2.4 Environment' of this report for further information regarding the requirement to extend the western boundary of the North Bullsbrook Precinct.)

1.4 Amendment to Structure Plan No.11 (Rural Residential proposal east of the South Bullsbrook Urban Precinct)

On 22 March 2018, a proposed amendment to Structure Plan No.11, Lot 301 Stock Road and Lot 302 Lage Road, Bullsbrook, was submitted to reconfigure road and lot layouts and the structure plan boundary. This reconfiguration has resulted in a gap between the western boundary of the structure plan area and the eastern boundary of the proposed South Bullsbrook Urban Precinct (MRS Amendment 1323/41). This gap leaves approximately 17 hectares of land without any designated zoning. (Refer to Attachment 2 – Proposed MRS Amendment vs Proposed Amendment to Structure Plan No.11 Map.)

It is recommended that the eastern boundary of the South Bullsbrook Urban Precinct (Amendment 1323/41) be extended to reflect the western boundary of Structure Plan No.11 area. This will rezone an extra 17 hectares of land from Rural to Urban Deferred under the MRS.

2. Statutory Context

2.1 Metropolitan Region Scheme (MRS)

Under the current MRS the three amendment areas are within the Rural Zone. The purpose of the amendments is to rezone the areas from the Rural zone to the Urban Deferred zone under the Metropolitan Region Scheme (MRS).

2.2 Local Planning Scheme No. 17 (LPS17)

The three amendment areas are currently zoned 'General Rural' under LPS17.

Following the proposed MRS amendment, the 'General Rural' zone under LPS17 will remain until a further MRS amendment to rezone the subject areas from 'Urban Deferred' to 'Urban' is endorsed.

2.3 State Planning Policies (SPP)

A number of State Planning Policies have effect on the future planning of the subject land. In particular the following is noted:

- **SPP 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning**

SPP5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning addresses transport noise from within major transport corridors, including primary freight routes, and its impact on nearby noise-sensitive land uses. It also considers the need to strategically locate freight handling facilities.

Under SPP 5.4, it is identified that the western boundaries of the Bullsbrook Central and South Bullsbrook Urban Precincts adjoin a Primary Freight Road (Great Northern Highway). Therefore, there is the potential for noise attenuation to be required. These studies will need to be addressed in upcoming local structure plans, as well as during the potential MRS rezoning of these two precincts.

- **SPP 2.4 – Basic Raw Materials**

This policy sets out the matters which are to be taken into account and given effect to by the WAPC and local governments in considering zoning, subdivision and development applications for extractive industries (for the extraction of basic raw materials) and zoning, subdivision and development applications in the vicinity of identified basic raw material resource areas.

It is important to note that the Department of Mines, Industry Regulation and Safety has advised the WAPC that the eastern portion of the South Bullsbrook Urban Precinct amendment area is partly located within the 500m separation buffer from clay resources. The clay extraction is required to be completed prior to a potential Urban Deferred Lifting Request.

- **SPP 4.1 – State Industrial Buffer Policy**

The purpose of SPP 4.1 is to provide a consistent State wide approach for the protection and long-term security of industrial zones, transport terminals (including ports) other utilities and special uses. It will also provide for the safety and amenity of surrounding land uses while having regard to the rights of landowners who may be affected by residual emissions and risk.

Prior to the potential rezoning of the 3 amendments areas to the 'Urban' zone under the MRS, further studies will be required to demonstrate appropriate interface between the amendment areas and adjoining zones. In particular, suitable interface considerations will need to be given to 'Industrial' zoned land to the west and land-fill operations to the east of the Central and South Bullsbrook Urban Precincts. There is a transitional land use area required under the District Structure Plan to provide an interface between the Industrial zone and the Residential zone.

- **SPP 3.7 – Planning in Bushfire Prone Areas**

The intent of this policy is to implement effective, risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.

In accordance with the State Planning Policy, a Bushfire Management Plan has already been approved for the 3 amendment areas by the Department of Fire and Emergency Services.

2.4 Environment

- **Water and Wastewater**

In February 1999, the Water Corporation approved the Bullsbrook Wastewater Treatment Plant's buffer distance (Plan No. DZ30-1-7, Issue C). The proposed western boundary of MRS Amendment 1325/41 (North Bullsbrook Urban Precinct) is within close proximity of the buffer zone, however it is not directly abutting it. The current design of the amendment area results in a discrepancy and a loss of approximately 10 hectares of land identified as 'Urban Expansion' under the Planning Framework and 'Future Residential' under the District Structure Plan.

It is recommended that the western border of MRS Amendment 1325/41 (North Bullsbrook Urban Precinct) is increased to reflect the boundary of the wastewater treatment plant buffer boundary. This recommended increase of the amendment area is consistent with the Planning Framework and District Structure Plan.

Urban Water Management

A Regional Water Management Strategy (RWMS) was prepared in 2012 to support the Bullsbrook District Structure Plan which encompasses the three MRS amendment areas. It was identified in the Bullsbrook Townsite District Structure Plan that drainage was likely to be a major constraint to development in the area. This issue was required to be further addressed in a District Water Management Strategy (DWMS). A DWMS was prepared for each MRS amendment area and the City considers them to be in line with the principles and objectives of the RWMS.

- A DWMS for the area covering MRS Amendment 1323/41 (South Bullsbrook Urban Precinct) has been granted a preliminary approval by former Department of Water in April 2016.
- A DWMS for the area covering MRS Amendment 1324/41 (Bullsbrook Central Urban Precinct) has been approved by former Department of Water in February 2017.
- A DWMS for the area covering MRS Amendment 1325/41 (North Bullsbrook Urban Precinct) has been granted a preliminary approval by former Department of Water in May 2016.

The Department of Water and Environmental Regulation has advised that they are fully supportive of the District Water Management Strategies for the three MRS Amendment areas.

The anticipated drainage outcomes for the future urban areas will require that where there are fragmented ownership (North and South Bullsbrook Urban Precincts) a future Developer Contribution plan will have to include drainage infrastructure as shared contribution items.

- **Perth and Peel Green Growth Plan for 3.5 million (draft)**

The draft Perth and Peel Green Growth Plan for 3.5 million (Green Growth Plan) delivers a comprehensive environmental program for the protection of both Commonwealth matters of national environmental significance and State environmental values.

According to the Green Growth Plan online mapping service, the 3 amendment areas contain a number of small portions of 'Specific Commitments' and 'Broad Commitments and Values' areas. The City has no objection to the proposed amendment subject to the retention of the above conservation areas consistent with the work undertaken for the draft Green Growth Plan.

- **Environmental Protection Authority Advice**

The proposed amendments were referred to the Environmental Protection Authority (EPA) for advice on whether environmental assessment would be required.

It was advised by the EPA that the proposed amendments do not require formal assessment under Part IV of the *Environmental Protection Act 1986*. However, it has provided advice on the key environmental factors for the amendments. Copies of the notices from the EPA are included In the WAPC's Amendment Report as Appendix A for each amendment.

3. Guidance on future consideration on lifting the 'Urban Deferred' zoning

Under the advertised proposal, the subject land is proposed to be zoned Urban Deferred under the MRS, subject to the following requirements being addressed prior to lifting of 'Urban Deferment':

- A District Structure Plan (DSP) or the Bullsbrook Townsite Landuse Masterplan (BTLUMP) being approved by the Western Australian Planning Commission (WAPC) to guide the development of the Bullsbrook townsite.
- Confirmation of water and wastewater infrastructure;
- Confirmation on the location of a High School site;
- Confirmation of road upgrading requirements to support the proposed scale of development;
- Confirmation that the existing landfill operations and associated buffer has ceased;(Bullsbrook Central Urban Precinct) and
- The eastern portion of the site is partly within a 500 metre separation buffer for clay resources. The clay extraction is to be completed, prior to the transfer of this land to the Urban zone.(South Bullsbrook Urban Precinct)

It is noted that the proposed 'Urban Deferred' zoning applicable to the Central Bullsbrook Urban Precinct includes most of Lot 1354, Bullsbrook. This land is however earmarked to accommodate the main access and future District Centre which will not only provide an important amenity function to the new residential estate but will also act as a trigger for development to progress. Considering the above requirements to be addressed to get

the 'Urban Deferred' zoning lifted, the only constraint on this confined area is the need to confirm availability of water and wastewater infrastructure. Not being privy to the latest comments from Watercorp in this regard, the City propose to recommend to the WAPC that should it be found that sufficient water and waste water capacity currently exist, that part of Lot 1354, Bullsbrook that can be serviced, is to be included directly under the 'Urban' zone. It will lead to an improved, more balanced development.

4. Great Northern Highway (GNH) Intersections:

It is noted that the MRS proposals do not specifically identify the Great Northern Highway Primary Regional Roads reservation and how it may impact these proposals. In this regard, Main Roads WA's latest policy to require roundabouts at all intersections should be taken in consideration prior to a final decision on these MRS proposals by the WAPC. The requirement for roundabouts may result in extended land requirements, and therefore an extension to the Primary Regional Roads reservation at road intersections with Great Northern Highway.

CONCLUSION

The City is supportive of the proposed MRS amendments subject to the following recommended modifications/considerations:

- The western boundary of MRS Amendment 1325/41 (North Bullsbrook Urban Precinct) to be extended to reflect the eastern boundary of the Bullsbrook Wastewater Treatment Plant buffer distance which is stipulated on the Bullsbrook Townsite District Structure Plan.
- The eastern boundary of the MRS Amendment 1323/41 (South Bullsbrook Urban Precinct) to be extended to reflect the western boundary of Structure Plan No.11 area. (Lot 301 Stock Road and Lot 302 Lage Road, Bullsbrook). This is shown on Attachment 2.
- Should it be found that sufficient water and waste water capacity currently exist, that part of Lot 1354, Bullsbrook that can be serviced, is to be included under the 'Urban' zone. It will lead to an improved, more balanced development.
- Main Roads WA's latest policy to require roundabouts at all intersections should be taken in consideration prior to a final decision on these MRS proposals by the WAPC. The requirement for roundabouts may result in extended land requirements, and therefore an extension to the 'Primary Regional Roads' reservation at intersections with Great Northern Highway.

PUBLIC CONSULTATION

The WAPC has advertised Metropolitan Region Scheme Amendments 1323/41, 1324/41 and 1325/41 and is seeking public comment. Submissions are to be made to the WAPC on or before Friday 8 June 2018.

Council's resolution on this proposal, together with this report will be forwarded to the WAPC as the City's submission.

ATTACHMENTS

Attachment 1 – Proposed MRS Amendments

Attachment 2 – Proposed MRS Amendment 1323/41 vs Proposed Amendment to Structure Plan No.11 Map.

Attachment 3 - Boundary of waste water treatment plant buffer.

STRATEGIC IMPLICATIONS

The proposed MRS amendment is generally consistent with the City's Local Planning Strategy and the draft North-East Sub-regional Planning Framework.

A developer contributions plan will be required to be prepared for the 3 amendment areas for necessary infrastructure cost sharing.

STATUTORY IMPLICATIONS

Following the proposed MRS amendments, the 'General Rural' zone under LPS17 will remain until a further MRS amendment to lift the subject areas from 'Urban Deferred' to 'Urban'.

FINANCIAL IMPLICATIONS

A developer contributions plan will be required to be prepared for the subject areas for necessary infrastructure cost sharing.

VOTING REQUIREMENTS

Simple Majority

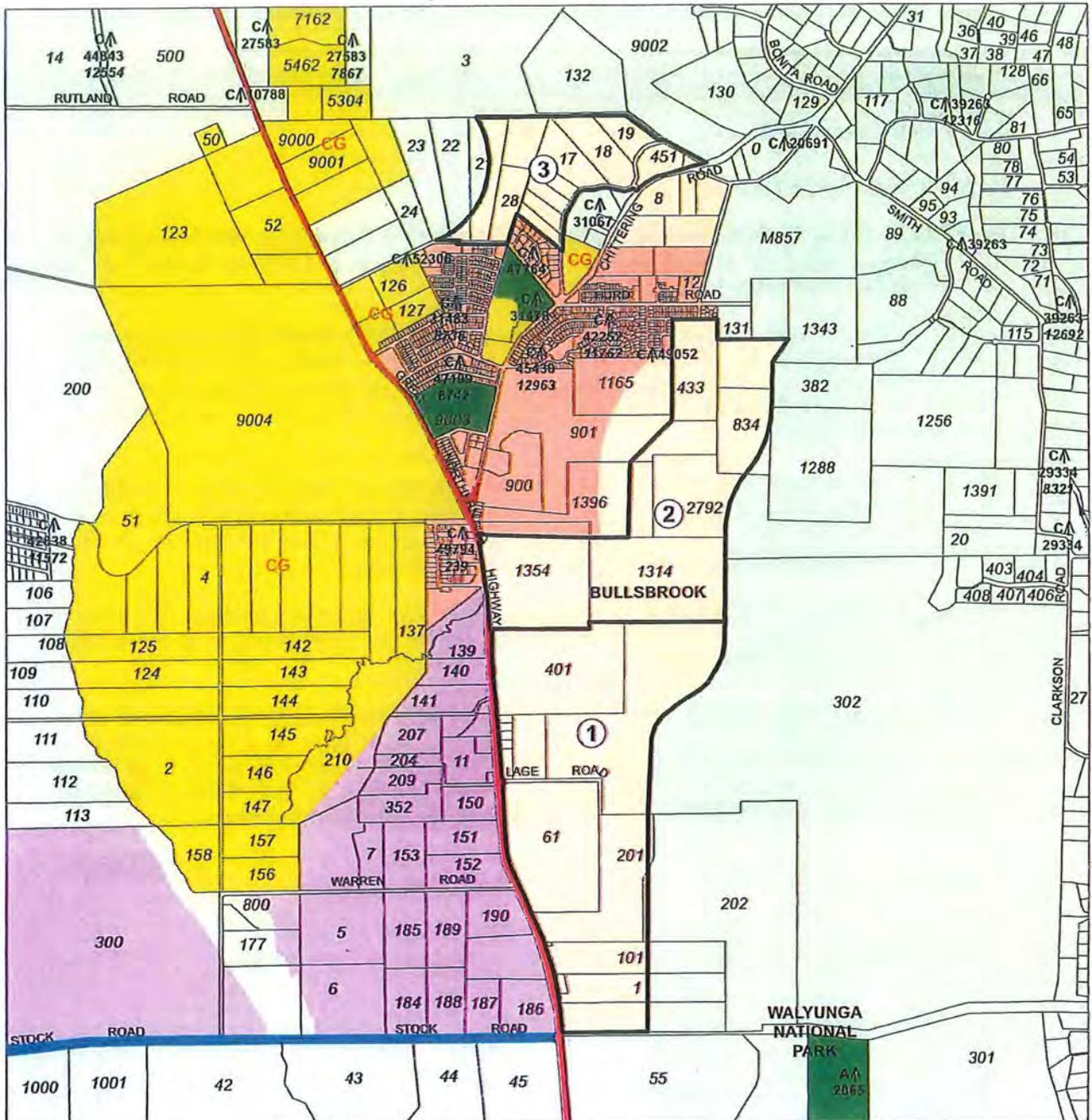
RECOMMENDATION

That the Council resolve to:

- 1) Advise the West Australian Planning Commission that it supports the Metropolitan Region Scheme Amendments 1323/41, 1324/41 and 1325/41 subject to the following modifications/considerations:
 - a. The western boundary of MRS Amendment 1325/41 (North Bullsbrook Urban Precinct) to be extended to reflect the eastern boundary of the Bullsbrook Wastewater Treatment Plant buffer distance which as identified on the endorsed Bullsbrook Townsite District Structure Plan (Refer to Attachment 3 of this report).
 - b. The eastern boundary of the MRS Amendment 1323/41 (South Bullsbrook Urban Precinct) to be extended to reflect the western boundary of the Structure Plan No.11 area (Lot 301 Stock Road and Lot 302 Lage Road, Bullsbrook) (Refer to Attachment 2 of this report).
 - c. Should it be found that sufficient water and waste water capacity currently exist, that part of Lot 1354, Bullsbrook that can be serviced, is to be included under the 'Urban' zone.
 - d. Main Roads WA's latest policy position in preference of roundabouts at all intersections should be taken in consideration prior to a final decision on these MRS proposals by the WAPC. The requirement may result in extended land requirements, and therefore an extension to the 'Primary Regional Roads' reservation at intersections with Great Northern Highway.

CARRIED

Proposed MRS Amendments 1323/41, 1324/41 and 1325/41



Metropolitan Region Scheme Amendment Nos. 1323/41, 1324/41 & 1325/41

Proposed:

- ① amendment 1323/41
- ② amendment 1324/41
- ③ amendment 1325/41

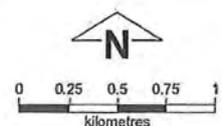
Metropolitan Region Scheme Legend

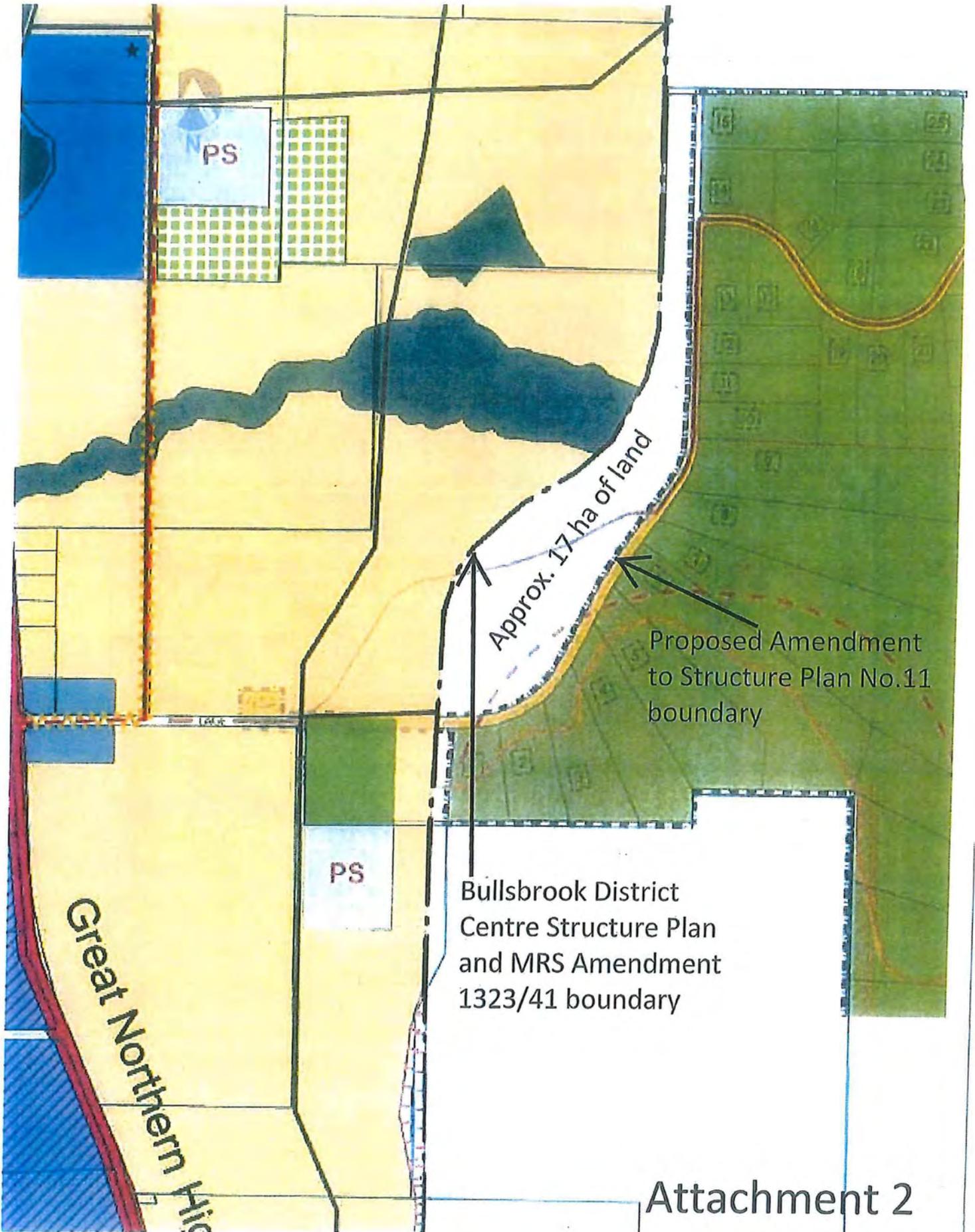
Reserved Lands	Public purposes - denoted as follows:	Zones
Parks and recreation	Hospital	Urban
Restricted public access	High school	Urban deferred
Railways	Technical school	Central city area
Port installations	Car park	Industrial
State forests	University	Special industrial
Water catchments	Commonwealth Government	Rural
Civic and cultural	State Energy Commission	Rural - water protection
Waterways	Special uses	Private recreation
Roads:	Water Authority of WA	
Primacy regional roads	Prison	
Other regional roads	Bush forever area	

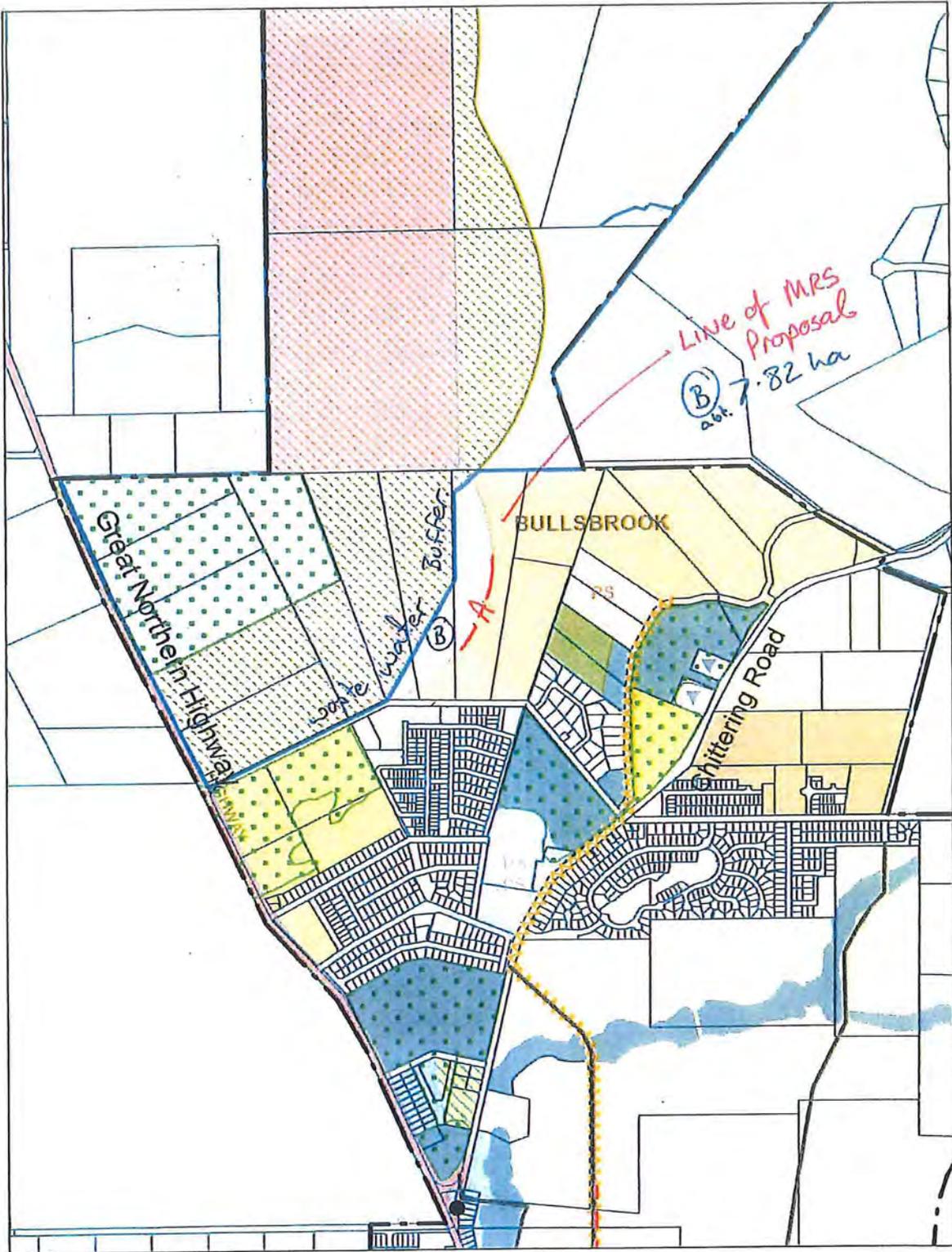


Created on date: Thursday, 27 July 2017
 Document Name: MRS_2865_v2_locality_plan
 Produced by Geospatial Research and Modelling, Department of Planning, Lands and Heritage, Perth WA
 Base information supplied by Western Australian Land Information Authority LI 867-2016-1

Attachment 1







Attachment 3



Government of Western Australia
Department of Fire & Emergency Services



Our Ref: D05129
Your ref: 1323/41;1324/41;1325/41

Anthony Muscara
Western Australian Planning Commission (WAPC)
referrals@planning.wa.gov.au

Dear Mr Muscara

RE: PROPOSED METROPOLITAN REGION SCHEME (MRS) AMENDMENTS - 1323/41 SOUTH BULLSBROOK URBAN PRECINCT; 1324/41 CENTRAL BULLSBROOK URBAN PRECINCT; 1325/41 NORTH BULLSBROOK URBAN PRECINCT

I refer to your letter dated 27 February 2018 regarding the referral of the above MRS Amendments. The Department of Fire and Emergency Services (DFES) advises comments with regard to *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7) and the *Guidelines for Planning in Bushfire Prone Areas* (Guidelines) has been previously sought and provided to the WAPC in relation to the three precincts:

- **1323/41 South Bullsbrook Urban Precinct** - DFES provided advice on the Bushfire Management Plan (BMP) (Version 4), prepared by FirePlan WA and dated 12 September 2016, on 28 October 2016 (DFES Reference D00937).
- **1324/41 Central Bullsbrook Urban Precinct** - DFES provided advice on the BMP (Revision 1), prepared by Strategen Environmental and dated 17 November 2016, on 7 April 2017 (DFES Reference D00974).
- **1325/41 North Bullsbrook Urban Precinct** - DFES provided advice on the Bushfire Hazard Level Assessment (Version 1.0), prepared by RUIC and dated 12 June 2017, on 16 August 2017 (DFES Reference D02390).

The referral to DFES for these precincts did not include references to any new or revised BMP's, and therefore it appears the previously reviewed BMP's remain current and valid for the three proposed MRS Amendments. Accordingly, DFES provides no further comment.

If you require further information, please contact Land Use Planning Officer, Sherrie Nicholas on 9482 1777.

Yours sincerely

MICHELLE NEIL
DIRECTOR ADVISORY SERVICES

13 June 2016



Our Ref: D00974
Your Ref:

Anthony Muscara
Western Australian Planning Commission
mrs@planning.wa.gov.au

Dear Anthony

BULLSBROOK CENTRAL URBAN PRECINCT – REVISED BMP

I refer to your letter dated 27 February 2017 regarding the submission of a Bushfire Management Plan (BMP) Revision 1 by Strategen Pty Ltd for the above region scheme amendment. DFES provide the following comments with regard to *State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)* and the *Guidelines for Planning in Bushfire Prone Areas (Guidelines)*:

Recommendation – Support subject to minor modifications

DFES advises that the proponent has adequately identified issues arising from the bushfire risk assessment and considered how compliance with the bushfire protection criteria can be achieved within the submitted BMP. However, minor modifications to the BMP are necessary prior to its' endorsement.

- The BMP currently assigns a moderate BHL rating to certain Class B Woodland within the site. Class B Woodland should be given a hazard level of extreme as per Table 3 (page 50) in the Guidelines.

As this modification is minor in nature and will not affect the overall scheme amendment, this modification should be undertaken prior to gazettal. Please note the revised BMP does not need to be forwarded to DFES for further consideration.

Should you require further information, please contact me on telephone number 9482 1761.
Yours sincerely

Sandeep Shankar
LAND USE PLANNING OFFICER

7 April 2017



Department of Biodiversity,
Conservation and Attractions



Your ref: 809-2-21-39 Pt 1 RLS/0693
Our ref: PRS 42280
Enquiries: Michael Roberts
Phone: 9303 7755
Email: Michael.Roberts@dbca.wa.gov.au

Ms Kerrine Blenkinsop
The Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001



Attention: Anthony Muscara

MRS AMENDMENTS – 1323/41, 1324/41 & 1235/41- BULLSBROOK URBAN PRECINCT (SOUTH, CENTRAL AND NORTH)

I refer to your correspondence of 28 March 2018 requesting comments on the above MRS Amendments application. The Parks and Wildlife Service of the Department of Biodiversity, Conservation and Attractions (the department) provide the following advice.

1323/41 South Bullsbrook Urban Precinct

Native Vegetation

Whilst it is acknowledged that the majority of the amendment area is cleared or completely degraded, there are pockets of remnant vegetation and isolated paddock trees which may provide Carnaby's Black Cockatoo habitat. This species is listed as 'Endangered' under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act), and is also listed as 'Specially Protected' under the Western Australian Wildlife Conservation Act 1950. Accordingly, future proposals which may impact these areas should be discussed with the Federal Department of the Environment and Energy as there may be a requirement to refer the application under the EPBC Act.

Wetland Values

There are several geomorphic wetlands in the amendment area identified in the department's geomorphic wetlands database, the majority of which are classified as multiple use wetlands. In addition to the mapped wetlands, the portion of the Nambad Brook in the southern portion of the amendment area has not been mapped in the department's geomorphic wetlands database, however it is recommended that further investigations are undertaken to determine the condition and values within the wetland.

The department advises that EPA Guidance Statement 33 recommends that wetlands that are to be protected in the planning system are afforded a 50 metre minimum wetland buffer. If a buffer of less than 50 m is proposed from the wetland boundary to areas of development, a buffer study in accordance with the draft Guideline for the Determination of Wetland Buffer Requirements (WAPC, 2005) may need to be conducted to accurately determine the buffer required to protect the wetland values. The purpose of a site specific buffer study would be to identify the values, functions and processes of the wetland, the threats posed by the proposed changes, and the buffer required to mitigate

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Cnr Australia II Drive and Hackett Drive, Crawley WA 6009
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Phone: (98) 9303 7755 Email: michael.roberts@dbca.wa.gov.au
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these threats. This buffer study would then be able to assist you in providing justification to decision makers to demonstrate the reasoning for the buffer distances in this case. It should be noted that department is not a decision maker in regard to the implementation of wetland buffers; however, the department can provide advice to decision makers as requested.

Where the wetland buffer/foreshore reserve is part of public open space (POS), its treatment should be appropriate and contribute towards the maintenance of ecological functioning within the wetland; that is the buffer should be revegetated with appropriate native vegetation species of local provenance. Vegetation of natural structure including groundcovers, mid-storey and over-storey around wetlands is critical for filtering and absorption of nutrients and pollutants, provision of fauna habitat, abating nuisance insect issues and restricting the spread of rubbish into the wetlands. Therefore, while some passive recreation may be acceptable in defined areas of the wetland buffer, the placement of lawns, playgrounds and other active recreation areas are generally not considered appropriate.

It is recommended that a wetland or foreshore management plan is prepared as part of future structure plan process. It is recommended that the contents and format of the wetland management plan be prepared in accordance with Guidelines checklist for preparing a wetland management plan (DEC 2008) available on DBCA's website. It is also important to engage with the Department of Water during the preparation of the wetland management plan.

1324/41 Bullsbrook Central Urban Precinct

The department advises that as with the Bullsbrook South amendment area the majority of the amendment area is completely cleared or in a degraded condition with the only areas of remnant vegetation evident along the Ki-it Monger Brook. This wetland has not been mapped in the department's geomorphic wetlands database, however it is recommended that further investigations are undertaken to determine the condition and values within the wetland. The department reiterates that wetlands that are to be protected are afforded a 50 metre minimum wetland buffer. It is recommended that a wetland or foreshore management plan is prepared as part of future structure plan process.

1325/41 Bullsbrook North Urban Precinct

Threatened Ecological Community

The department notes that Lot 17 and 18 Ashton, Road Bullsbrook contains remnant vegetation in 'Very Good' condition and which according to supporting documentation may potentially contain a Threatened Ecological Community (TEC) known as SCP 3c – *Corymbia calophylla* - *Xanthorrhoea preisii* woodlands and shrublands. The department advises that further targeted surveys are required to adequately determine the presence of this TEC within the subject lots.

The department notes that the Environmental Protection Authority (EPA) advised in its submission of September 2017 that it is the EPA's expectation that flora and vegetation surveys will be undertaken prior to the local scheme amendment being referred to the EPA. In addition, it is the EPA's expectation that the local scheme amendment will provide mechanisms to retain, protect and managed areas of native vegetation which contain threatened flora and vegetation such as areas of TEC. The department supports the EPA's position and recommends that the local scheme amendment for the subject properties are not finalised without first verifying the presence of the TEC. In the event that this TEC is confirmed to be present on site it is the expectation of the department that the TEC is retained and protected in public open space.

Thank you for the opportunity to comment on this proposal. Please contact Michael Roberts at Parks and Wildlife Service's Swan Coastal District on 9303 7755 or by email at michael.roberts@dbca.wa.gov.au if you have any queries regarding this advice.

Yours faithfully

Benson Todd
A/REGIONAL MANAGER

18 June 2018