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Western Australia.*

May 2020

**Metropolitan Region
Scheme Amendment
1353/57 (Minor Amendment)**



Lot 33 Hopkinson Road, Cardup

Report on Submissions
Submissions

Shire of Serpentine-Jarrahdale

**Metropolitan Region Scheme
Amendment 1353/57
(Minor Amendment)**

Lot 33 Hopkinson Road, Cardup

**Report on Submissions
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Shire of Serpentine-Jarrahdale



May 2020

Introduction to Metropolitan Region Scheme minor amendments

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

The Metropolitan Region Scheme (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.

An amendment 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 non-substantial amendment, often referred to as a minor amendment (made under section 57 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 for approval. The amendment takes legal effect with Gazettal of the Minister's approval.

In the process of making a non-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. While formal assessment would be unlikely for a non-substantial amendment, were it required then an environmental review would be 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 WAPC's recommendations 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.

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Submissions

Report on Submissions

Metropolitan Region Scheme Amendment 1353/57

Lot 33 Hopkinson Road, Cardup

Report on Submissions

1 Introduction

At its December 2018 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 57 of the *Planning and Development Act 2005*.

The amendment was initiated as a minor amendment to the MRS as the proposal was considered to be relatively minor in nature. The reasons for that decision are included in the previously published *Amendment Report* for this amendment.

2 The proposed amendment

Purpose

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 an approximately 118.4 ha area from the Rural zone to the Urban Deferred zone in the MRS.

The proposed amendment will facilitate future residential development, interspersed with public open space corridors, centred around a local centre and primary school.

Requirements to lift the Urban Deferment

The amendment was initiated to an Urban Deferred zone, as the following requirements were to be addressed prior to the lifting of Urban Deferment:

- Confirmation on the provision of water and wastewater services.
- Confirmation regarding the need for a 60 m wide Water Corporation infrastructure corridor within the western side of the land.

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. On 18 February 2019, the EPA determined that the amendment should not be assessed under *Part IV Division 3* of the *Environmental Protection Act 1986*, and that it is not necessary to provide any advice or recommendations.

A copy of the notice from the EPA is in *Appendix A* of the *Amendment Report*.

4 Call for submissions

The amendment was advertised for public submissions from 5 April 2019 to 14 June 2019.

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

- i) Western Australian Planning Commission in 140 William Street, Perth
- ii) Shire of Serpentine-Jarrahdale
- iii) State Reference Library, Northbridge.

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

5 Submissions

Eighty submissions (includes two late submissions) were received on the amendment. An alphabetic index of all the persons and organisations lodging submissions is at *Schedule 1*.

Sixty-nine submissions objected to the amendment, three supported and eight submissions contained neutral comments, non-objections or general comments on the amendment (primarily from government agencies).

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 Main issues raised in submissions

(a) Amenity Impacts

- The proposal will negatively impact upon the existing and future amenity of the locality.

WAPC Comment: The amendment is consistent with the South Metropolitan Peel Sub-regional Planning Framework which identifies the amendment area as Urban Expansion and suitable for urban development. While the Shire's Serpentine-Jarrahdale SJ2050 is a visioning document and does not form part of the current planning framework, it does show the amendment area being located within the Shire's Eastern Growth Corridor as well as being shown as Medium Density suggesting future urban development.

The suggestion of providing large Special-Rural lots is contrary to WAPC policy, with this development type being inefficient in terms of land use, infrastructure and service provision. Nonetheless, the proponent has indicated that larger 'lifestyle' residential lots will be provided on the southern edge of the amendment area, providing a transition between the Special-Rural lots to the south and future residential development. This will help retain the rural look and feel for nearby residents.

All other matters of potential impact on amenity, including but not limited to traffic, density, interface with surrounding areas and land use and open space is typically

addressed in the subsequent local structure planning stage (subject to separate public consultation) and may result in subdivision and development approval conditions.

- The equine industry will be negatively impacted by the proposed amendment.

WAPC Comment: The proposed amendment is expected to have a minimal or no impact on current equine activities within the locality. Existing equine facilities are located approximately 3 km to the north at Byford (surrounded by urban development) with development of the subject land having no effect on the use of these facilities. The proponent has shown a low density 'lifestyle' interface with the similarly sized Special-Rural lots to the south ensuring an appropriate interface.

The comments regarding using Cardup Nature Reserve for equine activity is noted, and notwithstanding the merits of using this environmentally significant site for this activity, future urban development will be required to provide an appropriate interface to this nature reserve and not encroach within its boundaries.

- Priority should be given to other areas which could accommodate housing such as: Byford, Mundijong etc.

WAPC Comment: The amendment is consistent with state directives for the locality and follows the South Metropolitan Peel Sub-regional Planning Framework which identifies the site as Urban Expansion.

Comments that there is sufficient undeveloped land classified as Urban and Urban Deferred to meet the forecast housing requirements for the next 50 years in the south-eastern sector is misleading, as this forecasting includes land identified Urban Expansion and Urban Investigation, meaning that the amendment area has been accounted for in landuse modelling.

- The future development of the site should not be less than 2,000 m² or 1 - 1.5 acres in area to retain the existing amenity and restrict the amount of housing.

WAPC Comment: The amendment is consistent with the South Metropolitan Peel Sub-regional Planning Framework which identifies the amendment area as Urban Expansion and suitable for urban development. The exact number of lots and densities will be confirmed by the Shire of Serpentine-Jarrahdale and the WAPC in the subsequent local structure planning stage which is subject to separate public consultation.

Nonetheless, the proponent has indicated that larger residential lots will be provided on the southern edge of the amendment area, providing a transition between the Special-Rural lots to the south and the proposed residential development.

- High density housing will result in social problems; crime will increase and additional police resources will be needed.

WAPC Comment: The purpose of the MRS amendment process is to determine whether the land is suitable in a general sense for urban uses, which can include dwellings, public open space, shops, community uses etc. The precise number of dwellings that will be permitted will be determined at later stages of the planning process such as the local structure planning (subject to separate public advertising)

and the subdivision approval stages by the Shire of Serpentine-Jarrahdale and the WAPC.

Whatever the case, there is no evidence that urban development directly correlates with increased crime, with best practice planning and design of spaces to assist in reducing crime opportunities through the type and layout of landscape treatments, lighting, fencing types and surveillance of public spaces. The WAPC Designing Out Crime Planning Guidelines will need consideration in subsequent stages of the planning and development process.

(b) State and Local Strategic Planning Context

- *Perth and Peel@3.5million and associated South Metropolitan Peel Sub-regional Planning Framework identifies the site as Long Term (Beyond 2031) and not for immediate development. The amendment will lead to an oversupply of urban land.*

WAPC Comment: *The Perth and Peel@3.5million and associated South Metropolitan Peel Sub-regional Planning Framework provides a broad guide to what was the anticipated staging and sequencing of urban development, to ensure that development is undertaken in a sequential manner as logical extensions to existing development fronts and to ensure an adequate supply of land. The Framework sets out criteria which should be addressed if development was to proceed ahead of its indicative staging. The WAPC carefully considered the relevant criteria and resolved that the amendment could be progressed ahead of its identified staging timeframe.*

In this instance, the criteria was to demonstrate that the site could be connected to all essential services efficiently and economically, with focus on sewer and reticulated water. The proponents engineering report has been considered by relevant state government agencies, and demonstrates that the amendment area can be connected to essential services in an efficient, timely and economical manner. In most cases, the provision of these services is a logical extension to existing infrastructure networks, with sewer, water, power, gas and telecommunications all in close proximity. This has been confirmed by service agencies including the Water Corporation which has made provision in its water and wastewater infrastructure servicing for the future development and subdivision of the amendment area.

The proponent has also acknowledged the need to fund temporary works and to pay the costs for the extension of services to the amendment area and with the 60 m wide pipe corridor to be identified on the local structure plan and set aside at the subdivision stage for future acquisition by the Water Corporation.

- *The Shire of Serpentine-Jarrahdale SJ2050 document promotes this area for Semi Rural/Rural Living, and included an extensive consultation process and must be upheld to ensure the integrity of the Shire and maintain the rural amenity of the locality.*

WAPC Comment: *The amendment is consistent with the South Metropolitan Peel Sub-regional Planning Framework which identifies the amendment area as Urban Expansion and guides the progression of MRS amendment. The Shire's SJ2050 is a visioning document and does not form part of the current planning framework. Nonetheless, SJ2050 shows the amendment area being located within the Shire's Eastern Growth Corridor as well as being shown as Medium Density suggesting some form of urban development.*

The Shire's draft Byford District Structure Plan provides additional detail on the subject land as accommodating 1,610 future dwellings with a population of 4,653 residents, clearly setting aside the land for urban development.

- The Byford District Structure Plan was developed to ensure that the Byford cell was confined to the Cardup Brook/Tonkin Highway intersection and no urbanisation south of Cardup Brook.

WAPC Comment: *The proposed amendment is not located within the Byford District Structure Plan (DSP) area. However, the draft Byford DSP identifies the amendment area as Development Investigation Area 1, identifying the site as an opportunity for urban expansion to increase the number of dwellings within the Shire of Serpentine-Jarrahdale.*

In addition, the draft DSP identifies Development Investigation Area 1 as accommodating 1,610 future dwellings with a population of 4,653 residents, indicating that the amendment area is planned to be developed as a residential community.

- The Shire of Serpentine-Jarrahdale's Rural Strategy envisaged that the large lot to the south of Cardup Siding Road would be subdivided into rural lifestyle lots.

WAPC Comment: *The Shire of Serpentine-Jarrahdale Rural Strategy identifies the amendment area as Subject to Further Investigation. The Shire's SJ2050 does show the amendment area being located within the Eastern Growth Corridor as well as being shown as Medium Density suggesting future urban development.*

The recommendation to provide large rural lifestyle lots conflicts with WAPC policy, as this development type being inefficient in terms of land use, infrastructure and service provision. The provision of dwelling diversity is typically undertaken at the local structure planning stage where density and lots types are established.

Nonetheless, the proponent has indicated that larger residential lots will be provided on the southern edge of the amendment area, providing a transition between the Special-Rural lots to the south and the proposed residential development.

(c) Environmental Matters

Submissions advise that the introduction of more people will negatively impact on existing vegetation and wildlife (e.g. Carnaby's Black Cockatoos).

WAPC Comment: *The biodiversity qualities of the site have been given consideration via the proponents' environmental investigations which were provided to state and local government authorities. On 18 February 2019, the EPA determined that the proposed amendment should not be assessed under Part IV Division 3 of the Environmental Protection Act 1986. The EPA did not provide any advice or recommendations.*

The proponent has demonstrated that an interface to the adjacent Cardup Nature Reserve will be provided, with further details to be provided as part of subsequent more detailed structure planning stage. The proponent has also indicated that larger 'lifestyle' residential lots will be provided on the southern edge of the amendment area, providing a transition between the Special-Rural lots to the south and future residential development.

The proponent has also advised that further detailed environmental investigations will be undertaken at the local structure plan stage (subject to separate public consultation). Whatever the case, the proposed development of the site will need to comply with State and Federal environmental legislative requirements.

(d) Traffic and Movement Networks

- The proposed amendment will exacerbate traffic congestion and that public transport services are inadequate in the locality.

WAPC Comment: *The rezoning of the land to Urban and the subsequent development of the land for residential purposes over time will be accompanied by consideration of traffic and access issues and the modification and upgrading of the road network (as required). The upgrades to the road network will be considered in the subsequent local structure plan stage (subject to separate public consultation) by the Shire of Serpentine-Jarrahdale and the WAPC.*

Traffic impact and management matters will need to be addressed in accordance with relevant State and Local Government requirements. This will require consultation with MRWA and the Shire of Serpentine-Jarrahdale in the subsequent stages of the planning and development process, and may result in conditions at the subdivision and development approval stages.

- There is the need to extend or rationalise the local road network.

WAPC Comment: *In relation to the potential extension/rationalisation of the local road network, the proposal seeks to amend the MRS and matters relating to the local road network are outside the scope of an MRS amendment. However, such matters are given further detailed consideration in the subsequent local structure plan stage (subject to separate public consultation) by the Shire of Serpentine-Jarrahdale and the WAPC and may result in subdivision and development approval conditions.*

- The proposal will need to be consistent with *State Planning Policy 5.4 - Road and Rail Noise* (SPP 5.4)

WAPC Comment: *The proponent has acknowledged that at the time of local structure planning a Road Traffic Noise Assessment will be undertaken to gain an understanding of future road noise associated with the Tonkin Highway, as set out in SPP 5.4. This document will then inform noise mitigation methods to ensure an appropriate interface for future residents through the use of appropriate interface treatments such as Quiet House Design criteria.*

(e) Urban Zoning

The proponent has requested that the amendment area be modified to an Urban zone as all lifting of Urban Deferment requirements have been addressed.

WAPC Comment: *The WAPC supports the modification of the amendment to an Urban zone as the lifting of Urban Deferment requirements have been addressed as follows:*

(i) Confirmation on the provision of water and wastewater service.

The Water Corporation has made provision in its overall water and wastewater infrastructure planning for the servicing of the future subdivision and development of the land.

The developers of this land will need to fund and undertake temporary works including extensions of water mains from the north and east, possibly some upgrades to the feeding water reticulation network, and installation of a temporary wastewater pump station within the western edge of the development area.

The details of these arrangements, in particular infrastructure staging issues and the capacity and availability of a suitable point for the wastewater pressure main discharge from the pump station, will need to be further examined at the structure planning and subdivision stages in consultation with the Corporation.

The extension of a water main/s southwards from Byford relies on the prior development of other land in Byford to the north of Orton Road, as well as the need for a road reserve and a road bridge connection across the Cardup Brook. This matter is noted in the proponents servicing report and needs further consideration at the structure plan and subdivision stages.

(ii) Confirmation regarding the need for a 60 m wide Water Corporation infrastructure corridor within the western side of the land.

The Water Corporation has had separate correspondence and agreement with the proponents regarding the identification of a 60 m wide regional pipe corridor along the western side of the amendment area. The corridor is required in the long-term for major water and wastewater trunk infrastructure. The corridor will be identified on the local structure plan and set aside at the subdivision stage for future acquisition by the Corporation.

The WAPC notes that the proposed modification of the amendment to an Urban zone does not require re-advertising as the intent of the advertised amendment remains the same (i.e. urbanisation of the site) and no additional land is being included.

(f) Other Matters

- There aren't enough jobs, amenities or infrastructure in the locality to support a new Urban area.

WAPC Comment: *The amendment area has access to the local and future regional road and rail networks. The future Tonkin Highway extension follows the western boundary of the site with Main Roads Western Australia planning an interchange off Orton Road, providing a future regional connection. The subject site is linked to Orton Road via a future connection over Cardup Brook as provided in the South Metropolitan Peel Sub-regional Framework and district structure planning.*

These infrastructure initiatives provide for a level of road transport investment, improving regional access for the subject land and the general locality. Further detail of the planned road network will be determined through the subsequent local structure planning stage, including appropriate traffic movements around educational facilities.

With the amendment area located approximately 4 km from the Byford Station, it provides a critical catchment for the METRONET system and will offer residents access to the Perth metropolitan public transport system.

- There is a lack of education facilities in the locality, particularly High School facilities.

WAPC Comment: *The amendment area has been identified as requiring a primary school site, and this has been accommodated in the proponents concept plan.*

During the advertising period of the amendment, the Department of Education (DoE) raised the possibility of requiring land for a high school in the general locality, including within the amendment area, given secondary student number pressures at Byford. The proponent has agreed in writing to work with the DoE to create a new high school site within the subject land, should the DoE confirm that portion of the site is required for a high school.

- Property values are likely to be negatively affected.

WAPC Comment: *There is no evidence to suggest that property values will be negatively impacted, whatever the case land values are not related to the individual planning merits of MRS amendment proposals considered by the WAPC.*

- Livestock will be affected by dog attacks from more population and feral fish will be introduced into lakes.

WAPC Comment: *The Shire of Serpentine-Jarrahdale has a local law relating to the keeping of dogs and actively encourage responsible pet ownership. In relation to the introduction of feral fish into lakes, this is a matter of compliance by the Shire of Serpentine-Jarrahdale and is not within the scope of a MRS amendment process.*

- The proposal will impact on Fremnells Dairy which has local historical significance.

WAPC Comment: *The Fremnells Dairy is not located-within the amendment area, but was located within the adjacent Tonkin Highway Primary Regional Roads reservation. Whatever the case, the development of the subject site is not expected to impact on the former Fremnells Dairy.*

- The amendment was not referred to South West Aboriginal Land and Sea Council (SWALSC); Aboriginal heritage considerations need consideration.

WAPC Comment: *The proposed amendment was formally referred to the SWALSC and no comments were received. The Department of Planning, Lands and Heritage, Aboriginal Heritage Inquiry System lists one registered site within the amendment area and another site in the adjacent Tonkin Highway reservation.*

The WAPC notes that it is during the preparation of a detailed structure plan that specific consideration is given as to whether identified significant sites should have some form of protection from development. This may include, for example, an open space area or interpretive signage. Specific sites requiring protection from development are identified by way of Section 18 of the Aboriginal Heritage Act 1972, based on detailed archaeological / ethnographic studies by the proponent at the subsequent structure planning stage.

7 Modifications

The amendment has been modified by zoning the land to an Urban zone as the matters to be addressed at the Urban Deferred stage are addressed, and there is no impediment to the site being zoned Urban. The modified amendment does not require re-advertising as it does not change the intent of the advertised amendment (i.e. urbanisation) and does not include any new areas. It is recommended that the modified amendment be adopted for finalisation.

8 Determinations

The responses to all submissions are detailed in *Schedule 2 - Summary of submissions and determinations*. The submissions of objection are recommended to be dismissed. Minor modification to the amendment has been undertaken as discussed above.

9 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 a "Development" zone (or similar) in the corresponding Town Planning Scheme (TPS). As the amendment has been modified to an Urban zone, the concurrent LPS amendment of the site to a "Urban Development" zone under the Shire of Serpentine-Jarrahdale TPS No. 2 is supported.

10 Conclusion and recommendation

This report summarises the background to minor MRS amendment 1353/57 and examines the various submissions made on it. The WAPC, after considering the submissions, is satisfied that the modified amendment as shown generally on the Amending 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.

The WAPC recommends that the Minister for Planning approves the modified amendment.

11 Ministers decision

Amendments to the MRS using the provisions of section 57 of the *Planning and Development Act 2005* require the WAPC to provide a report and recommendation to the Minister for Planning and Infrastructure for approval. The Minister may approve, approve with modification or decline to approve the proposed amendment.

The Minister determined that the modified amendment should be approved.

The Minister considered the WAPC's recommendation, had regard to all submissions and other relevant information, and sought that the following should apply in the subsequent Local Structure Plan:

1. The proposed residential density of the site and associated lot mix/configuration is to have particular regard to the existing amenity of the locality, including the provision of appropriate community, education and public open space facilities.

2. Appropriate transition arrangements to be considered to the abutting Urban zone to the north, Special-Rural area to the south and Bush Forever site 352 to the east (e.g. public open space, appropriate lot sizes, interface roads etc.).

MRS Amendment 1353/57 is now finalised as shown on WAPC Amending Plan 3.2725/1 (and in more detail in Detail Plans 1.6763, 1.6764, 1.6777 & 1.6778), and has effect in the Metropolitan Region Scheme from the date of notice in the *Government Gazette* on 22 May 2020.

Schedule 1

Alphabetical listing of submissions

Alphabetical Listing of Submissions

MRS Amendment 1353/57

Lot 33 Hopkinson Road, Cardup

Submission Number	Name
27	Abrahams, Rhys
3	ATCO Gas
45	Baker, Mathew & Karina
30	Baker, Romy
6	Barry, Paul
49	Brown, Donna
44	Bruce, Nigel & Julia
18	Bryce, Robbe
39	De Antoni, John
31	De Jager, Francoise
58	De Jager, Jan
33	Dennison, Allan & Sandra
2	Dobson, Mal
10	Duffy, Victoria
59	Education, Department of
53	Essex, Melissa
26	Flynn, Joanne
77	Freight and Logistics Council of WA
8	Galliers, Maria
36	Grzetic, Ashley
75	Health, Department of
42	Hegarty, Wendy
47	Hunt, Beverley
46	Hunt, Beverley (on behalf of the local residents of Cardup)
4	Jobs, Tourism, Science and Innovation, Department of
23	Johnston, Felicity
60	Marriott, Susan
61	Marriott, Wayne
43	Michie, Emily
13	Millman, Natalie
22	Mondon, Debra
9	<i>Name removed at the request of the submitter</i>
12	<i>Name removed at the request of the submitter</i>
15	<i>Name removed at the request of the submitter</i>
16	<i>Name removed at the request of the submitter</i>
17	<i>Name removed at the request of the submitter</i>
19	<i>Name removed at the request of the submitter</i>
20	<i>Name removed at the request of the submitter</i>
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29	<i>Name removed at the request of the submitter</i>
32	<i>Name removed at the request of the submitter</i>
34	<i>Name removed at the request of the submitter</i>
35	<i>Name removed at the request of the submitter</i>

38 *Name removed at the request of the submitter*
41 *Name removed at the request of the submitter*
48 *Name removed at the request of the submitter*
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65 *Name removed at the request of the submitter*
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69 *Name removed at the request of the submitter*
70 *Name removed at the request of the submitter*
71 *Name removed at the request of the submitter*
72 *Name removed at the request of the submitter*
37 Nicholls, Kirsty
11 Numan, Jonathan
57 Ranieri, Charelle
54 Roy, Pauline
73 Sabine, Judith
76 Serpentine Jarrahdale, Shire of
14 Stamp, Karen
67 Sturges, Katherine
68 Summers, Shannon
40 Taylor Burrell Barnett (on behalf of LWP Property Group)
74 Tinguely, Marine
1 Transport, Department of
51 Vandermeer, Travis
7 Visser, Kerry
5 Water and Environmental Regulation, Department of
50 Willett, Daniel
52 Woodman, Maree

Late Submission	Name
79	Biodiversity Conservation and Attractions (Parks and Wildlife Service, Swan Region), Department of
78	Mines, Industry Regulation and Safety, Department of
80	Water Corporation

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, 3, 4, 5, 75, 78

Submitted by: Department of Transport, ATCO Gas, Department of Jobs, Tourism, Science & Innovation, Department of Water and Environmental Regulation, Department of Health, Department of Mines, Industry Regulation and Safety

Summary of Submission: COMMENT

The above State Government agencies and infrastructure providers raise no objections, no comment or provide general comments that relate to the subsequent more detailed stages of the planning and development process. Where applicable, the proponent has also been made aware of the above comments.

Planning Comment: Comments noted.

Determination: Submissions noted.

Submission: 2, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 24, 25, 26, 27, 28, 29, 31, 32, 34, 35, 36, 37, 38, 43, 62, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74

Submitted by: Mal Dobson, Paul Barry, Kerry Visser , Maria Galliers, Victoria Duffy, Johnathon Numan, *Name removed at the request of the submitter*, Natalie Millman, Karen Stamp, *Name removed at the request of the submitter*, *Name removed at the request of the submitter*, *Name removed at the request of the submitter*, Robbe Bryce, *Name removed at the request of the submitter*, *Name removed at the request of the submitter*, Debra Mondon, *Name removed at the request of the submitter* , *Name removed at the request of the submitter*, Joanne Flynn, Rhys Abrahams, *Name removed at the request of the submitter*, Françoise De Jager, *Name removed at the request of the submitter*, *Name removed at the request of the submitter*, Ashley Grzetic, Kirsty Nicholls, *Name removed at the request of the submitter*, Emily Michie, *Name removed at the request of the submitter*, *Name removed at the request of the submitter*, *Name removed at the request of the submitter*, Katherine Sturges, Shannon Summers, *Name removed at the request of the submitter*, Judith Sabine, Marine Tinguely (nearby residents)

Summary of Submission: OBJECTION

In general, the submissions object to the amendment and advise as follows:

- The quiet, peaceful lifestyle of the area will be negatively impacted, as there will be traffic problems and the environment (e.g. Black Cockatoos) will be impacted.
- People choose to live in the Cardup semi-rural locality. Larger 1, 2 or 5 acre lots may be more appropriate. Closer development should occur further away.
- There aren't enough jobs, amenities or infrastructure to support the proposed population.
- The proposal will lead to undesirable behaviour.
- Property values could fall if the rural amenity of the locality changes. The future development of the site was never envisaged.
- Most people in Cardup have livestock (e.g. sheep, chickens, alpacas & horses) that would be at a higher risk of attack from dogs if subdivision occurs.
- The Shire of Serpentine-Jarrahdale have carried out surveys which prove that people enjoy the rural feel of the Shire. The latest survey was provided, with particular interest relating to "*Most Valued Aspects of the Shire of Serpentine-Jarrahdale*".
- Whilst the proposed MRS is a State proposal, the relevance and importance of the Shire's strategic planning documents (e.g. Serpentine-Jarrahdale 2050) is supported, as they outline the wishes and requirements of residents.
- The area will become more polluted and many of the birds and animals may be displaced from the area. There is an environmental issue with people introducing feral fish into the lake in Byford. There will be more environmental issues with more residents.
- Urban development will push the equestrian people out of the area, which will be detrimental to the rural look and feel of the area, and will result in the loss of business for those supporting this industry.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submissions dismissed.

Submission: 9, 21, 39

Submitted by: *Name removed at the request of the submitter, Name removed at the request of the submitter*, John De Antoni (nearby residents)

Summary of Submission: SUPPORT

The submitters support the amendment and advise as follows:

- Any additional development is welcomed. As long as the roads and infrastructure is upgraded to accommodate the extra cars and people, given it is currently a rural area.
- It will be greatly beneficial to the area given Perth is growing. The roads will need to be upgraded before construction takes place. More proactive planning is encouraged instead of reactive planning.

- A submitter wants to sell their property (5.2 acres) to a developer. They have advertised the possibility of future development in the area, in order to lure prospective buyers.

Planning Comment: Support noted.

Determination: Submissions noted.

Submission: 23

Submitted by: Felicity Johnston (nearby landowner)

Summary of Submission: OBJECTION

- The submitter advises that their household opposes this amendment. They have chosen to live on their property for over 26 years to achieve the quiet, private lifestyle and do not wish to see this destroyed.
- To allow small housing blocks does not fit into the lifestyle of Cardup. People choose to live here to have a semi-rural lifestyle and that would be destroyed by allowing higher density housing in our suburb. Block sizes should not be permitted to be less than 1 - 1.5 acres to retain the lifestyle of the current residents.
- There aren't the jobs, amenities or infrastructure required, and will not be for many years, to accommodate the volume of people that will live in the area. This can also lead to undesirable behaviour.
- Property values could fall if the rural feel of the suburb changes.
- Most people in Cardup have livestock (e.g. sheep, chickens, alpacas & horses) that would be at a higher risk of attack from dogs, if subdivision occurs. The submitter has attached a flyer that the City of Swan has issued due to this problem.
- The Shire of Serpentine-Jarrahdale has carried out surveys which prove that people enjoy the rural feel of the Shire. The submitter has attached the latest survey, with particular interest relating to "Most Valued Aspects of the Shire of Serpentine-Jarrahdale".
- The submitter lives in Cardup to be far away from suburbia and doesn't wish for it to be brought any closer.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submission dismissed.

Submission: 33

Submitted by: Allan & Denise Dennison (nearby landowners)

Summary of Submission: OBJECTION

The submitter advises that their property is their home, lifestyle and superannuation. Their asset is at risk of devaluation if the urban sprawl is allowed to continue. It is requested that their objection be noted and that the proposed amendment be withdrawn.

Most important is the data from the Shire of Serpentine-Jarrahdale which does not assimilate to either the Serpentine-Jarrahdale *2050 Strategy Plan* or the *Themes of Rural Strategy Review 2013*. Whilst the proposed MRS is a State proposal, the relevance and importance of the following extracts from the Shire's documents support and outline the wishes and requirements of residents, who are also taxpayers:

Extract from Item 2.2 Key Themes of Rural Strategy Review 2013

"THEME 1 - Protection of Natural Assets (Local Natural Areas)

The Shire contains many natural assets which are of high importance to both the community and the Council. The importance of these natural assets is heavily featured in the original Rural Strategy, as well as in the many planning policies and strategies that have been prepared since. Key threats to these assets include nutrient export from rural areas, protection of remnant vegetation and protection of landscape values. While it is recognised and generally accepted that the Shire's population will continue to grow, associated development needs to occur in a manner that does not threaten these assets."

Extracts from Serpentine-Jarrahdale 2050 Visioning Document

"CHALLENGES TO OUR QUALITY OF LIFE

When asked about important issues that affect quality of life, poorly planned development and transport infrastructure concerns are at the top of the list.

Maintain Agricultural Land Use

Respondents respect the agricultural history of the Shire and highly value its contribution to the local economy. Respondents indicate that they would like to see agricultural land uses remain and the retention of existing large rural lots.

Rural Lifestyle - Protect and Preserve the Natural Environment and Relaxed Country Lifestyle

The rural lifestyle experienced by those living in the Shire is something the local community wish to see maintained. Respondents identified peacefulness, tranquillity and a relaxed country lifestyle as key aspects they hope to see preserved as the population grows."

End Quotes

- There are several other areas in close proximity which are identified as Urban that have not yet been developed, therefore there is no need for the proposed amendment;
- There is an area adjacent to the amendment which is defined as Cardup Nature Reserve Bush Forever. Any development in proximity to this will put endangered species at risk;
- The *2018 Equine Strategy* proved the equestrian community generates \$168 million in the area and they do not support this amendment. This area is considered "a safe area for riders with low traffic flow and tranquil bush";
- There are no amenities to support the proposed Urban zoning. The safety of people, horses and dogs is paramount. The inadequacy of road improvements prior to development (amongst others) in Abernethy Road between Soldiers and Hopkinson

Roads and Orton Road between Hopkinson and Turner Roads onto Soldiers Road. Increased traffic and trucks tearing up the bitumen and not observing speed limits or stop signs is being observed every day.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submission dismissed.

Submission: 40

Submitted by: Taylor Burrell Barnett (on behalf of LWP Property Group)

Summary of Submission: OBJECTION

Taylor Burrell Barnett, on behalf of LWP Property Group, is responsible for the development of The Glades estate and is a major landowner in the Byford town centre structure plan.

Perth & Peel@3.5million & South Metropolitan Peel Sub-regional Planning Framework

Lot 33 Hopkinson Road is identified as "Urban Expansion" with a "Long Term (Beyond 2031)" designation in the Framework. The WAPC's consideration of the amendment to progress the urbanisation of Lot 33 is regarded as premature.

The Framework states the timeframe for land identified as "Long Term" is from 2032 to 2050, with this timing being guided by a number of factors including demand for urban land, the capacity of servicing agencies and local government planning within the sub-region. As such, the proposal should consider and adequately address all of the relevant factors identified in the Framework in order to obtain support from the WAPC for urbanisation land ahead of the timeframes identified in the staging plan of the Framework. The Framework lists matters that should be addressed with regards to Urban Expansion/Investigation areas in Cardup, which include servicing of the site and integration with the METRONET network.

The Framework identifies that based on the average consumption rates for urban land within the sub-region there is sufficient undeveloped land classified as Urban and Urban Deferred to meet the forecast housing requirements for the next 50 years in the south-eastern sector. On this basis, urbanisation of Lot 33 ahead of the staging identified in the Framework is not required in order to meet forecast housing requirements for the next 50 years.

Lifting of Urban Deferment Requirements

The matters that require to be addressed as part of the lifting of Urban Deferment are the provision of water and wastewater services and confirmation of the 60 m wide Water Corporation infrastructure on the site.

The lifting of Urban Deferred should not only be predicated on the ability to provide services such as water and drainage. Rather, the relevant criteria as outlined in the WAPC's *draft Guidelines for Lifting of Urban Deferment* should be adequately addressed, as they apply to this proposal, in order to obtain support from the WAPC for any proposal that is not sequential and/or is inconsistent with the timeframe depicted in the staging plan of the Framework. The *Amendment Report* is silent in this regard and should be given further consideration by the WAPC and relevant authorities in the consideration of this amendment.

Byford District Structure Plan (DSP)

The current Byford DSP is the district level structure plan for the Byford urban growth cell located to the north of the Lot 33. The Byford DSP designated a small portion of Lot 33 as Rural Residential, however the balance of the landholding falls outside of the DSP area. As such, the DSP did not contemplate the future urbanisation of Lot 33 and therefore has not been considered within the wider strategic planning context for the Byford-Oakford locality. The following matters require consideration prior to the WAPC supporting rezoning of Lot 33 to Urban Deferred:

- Any commercial floorspace provided on Lot 33 should not detract from The Glades Village Centre, Byford Town Centre or any other existing centres in the Byford DSP area which is considered the priority for this locality;
- The urbanisation of Lot 33 should appropriately consider the surrounding traffic environment so that there is no adverse impact on local and district movement network. The proposed Byford DSP (2018) proposes upgrades to key infrastructure such as grade-separated crossings and the extension of Orton Road. Given the identified staging of Lot 33 as beyond 2031, the validity and appropriateness and functionality of this infrastructure is brought into question if the urbanisation of Lot 33 occurs prior to 2031 (beyond the timeframe of the Development Contribution Plan (DCP)); and
- The provision of land for community purposes in the Byford DSP has not considered the urbanisation of Lot 33 and associated population ahead of 2031.

The amendment also needs to recognise that the current approved Byford DSP identifies the requirement for the provision of land adjacent to the Tonkin Highway for the future Water Corporation service corridor. This land should be provided in the same way that other approved Local Structure Plans within the Byford DSP (and wider Shire of Serpentine-Jarrahdale) have, being a 60 m wide corridor.

The urbanisation of Lot 33 is inconsistent with the current district planning for the area and should be considered independently of existing urban development within the Byford Urban Cell.

Draft Byford District Structure Plan

The draft Byford District Structure Plan has been prepared as a revision to the approved Byford DSP and is yet to be advertised. The draft Byford DSP identifies Lot 33 as a Development Investigation Area (DIA). The draft Byford DSP identifies the key considerations of the DIAs which should be addressed in the future planning and development of these sites within the draft DSP report. The amendment should address these matters, and should be taken into consideration as part of WAPC's assessment.

The Glades Local Structure Plan

The Glades Local Structure Plan (LSP) provides further detail to guide development and subdivision for land within the Byford Structure Plan area, to the north of Lot 33.

The *Amendment Report* inaccurately states that the LSP provides for the future crossing of the Cardup Brook via an extension to Doley Road. It has been made clear to the Shire of Serpentine-Jarrahdale in recent discussions that the extension of Doley Road and the crossing of Cardup Brook will not be facilitated by The Glades LSP, nor was it contemplated by the LSP or current approved Byford DSP. LWP does not support the statement that the crossing of the Brook will be the responsibility of LWP.

LWP has committed to the provision of a local road for the portion of Doley Road south of Orton Road, through to the buffer of the Cardup Brook (Resource Enhancement Wetland). Given the need for the extension of Doley Road to Cardup Siding Road will be created by the development of land south of the Cardup Brook, it has always been the intent and communicated to the Shire that the construction and cost of this crossing would be borne by the landowners of Lot 33.

Therefore, the road widening, upgrade and extension (including construction of a bridge) required to facilitate the extension of Doley Road south of Cardup Brook should be borne by the landowners of Lot 33. The *Amendment Report* should recognise it is the responsibility of the landowners to fund the construction of the extension of Doley Road, and it should not be funded by the DCP.

There are significant environmental and heritage site constraints relating to the Cardup Brook that are required to be addressed in the amendment. Associated with the responsibility of bridge construction is the need for the landowners of Lot 33 to undertake the required environmental and heritage assessments to facilitate crossing of the Brook. Given the *Amendment Report* incorrectly assumes that the future crossing of the Cardup Brook would occur under The Glades LSP, the WAPC should acknowledge that the landowner is required to obtain the appropriate approvals at the relevant stages of the planning as a result of any impacts of the bridge crossing on Aboriginal Heritage and areas of environmental significance. The amendment was not referred to SWALSC but recommend that liaison/ pre-referral with the relevant government agencies occurs.

The Glades LSP does not compromise the ability for the landowners of Lot 33 to provide a crossing over the Cardup Brook at some point in the future, when required as Lot 33 is developed. LWP's position remains that the future crossing of the Cardup Brook via an extension of Doley Road should be the sole responsibility of the landowner of Lot 33 given the need and nexus is driven by the future urbanisation of Lot 33.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

In relation to The Glades LSP there is no suggestion by the proponent that structure plan is responsible for delivering the Cardup Brook crossing, with discussions on funding any such infrastructure beyond the scope of the MRS amendment process.

Determination: Submission dismissed.

Submission: 41

Submitted by: *Name removed at the request of the submitter*

Summary of Submission: OBJECTION

The submitter moved to Cardup five years ago for the semi-rural lifestyle, which is being lost to urbanisation. The area surrounding the Byford by the Brook estate is quiet and peaceful, which is already being threatened by the Wormall plastics factory, the blocks from the Glades creeping up on the other side of the brook, the upcoming Tonkin highway extension, and the inevitable train line close by. The last thing we need is low/medium density housing on the other side of the road as it will increase the noise and the traffic.

By building high/medium density housing on Lot 33 Hopkinson Road, there will be increased crime in the area and property values will drop. Monthly crime statistics from the Mundijong Police Station confirm a rise in crime in Byford and surrounds over the last few years. This makes total sense as the more people you have, the more crime there will be.

It may not seem like it, but the environmental impact will be felt largely with high/medium density housing. Not only will it become more polluted, but many of the birds and animals may be displaced from that area. There has already been an environmental issue with people putting feral fish into the lake in Byford. There will be more environmental issues with having more residents.

It is important that resident input be considered during this process. Many of the residents have lived here for a very long time and deserve to be included in this process. The submitter knows the area well and may prove helpful in making the right choices in relation to inclusive growth.

Beautiful open spaces such as Lot 33 Hopkinson Road are the entire reason people move here. This should not be compromised unnecessarily.

There is no need for high/medium density housing in this area. Rural living is what people are wanting when they choose to purchase land in areas like Cardup. It is one of the suburbs in this Shire with an "enviable rural setting", and it is hoped that it stays that way.

If development must occur, then acreage lots would be preferable. Anything smaller than this size is greedy.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submission dismissed.

Submission: 42

Submitted by: Wendy Hegarty (nearby landowner)

Summary of Submission: OBJECTION

The submission objects to the amendment as Lot 33 is a large parcel of land sitting south of Cardup Siding Road and alongside the Cardup reserve which is designated Bush Forever and has protected fauna and flora within it.

It is surrounded by 1-5 acre lifestyle lots, and is within a designated green area between the urban development of the Byford area and the proposed urban development of the Mundijong/Whitby area.

It would be better to maintain the look and feel of the area by proposing a more sensitive development plan.

Urban development will push the equestrian people out of the area, which will be detrimental to the rural look and feel of the area with resulting loss of business for those supporting this industry.

There are still areas in the Byford and Mundijong that can be developed for housing and this land should be left as Rural or Special Rural, accommodating those that wish to have more space and a quieter lifestyle.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submission dismissed.

Submission: 44

Submitted by: Nigel & Julia Bruce (nearby landowners)

Summary of Submission: OBJECTION

The submitters object to the proposed amendment as follows:

- The infill targets for Serpentine-Jarrahdale as part of the *Perth and Peel@3.5million* framework documents are open to review and refinement.
- The amendment does not comply with the wishes of the local community, as evidenced by the Serpentine-Jarrahdale 2050 vision document.
- The amendment is unnecessary as evidenced by the targets set out in the *South Metropolitan Peel Sub-regional Planning Framework*, urban infill dwelling targets by local government total infill for Serpentine-Jarrahdale Shire as 1,370. Request that the WAPC consider the existing housing developments within the Shire:
 - Cedar Woods - South Western Highway & Nettleton Road, Byford
 - Byford Meadows estate - Thomas Road & Malarky Road, Byford
 - Beenyup Grove - Doley Road & Shepparton Boulevard, Byford
 - The Glades, Abernathy Road, Orton Road, Doley Road, Byford
 - Redgum Brook estate, Thomas Road & Kardan Boulevard, Byford
- Approving the amendment will see Cardup, and the Shire, over saturated with housing development. The growth in the region has surpassed expected projections and the Shire of Serpentine-Jarrahdale is the largest growth Shire in Australia. The WAPC's targets for 2050 will be reached in the immediate to short-term due to current land developments approved and currently underway.

The proposed change will adversely affect the local community as follows:

Education

Byford Secondary College Business Plan 2017 - 2019 has projected the secondary college will achieve its maximum enrolment of over 2000 students by 2022. The amendment for land re-zoning to facilitate urban infill resulting in the creation of a new primary school on Lot 33 Hopkinson Road, Cardup has not considered the impact of the population increase and that the creation of a new feeder primary school cannot be sustained by the existing secondary school in Byford.

The state budget media statement released 09/05/2019 "Schools to benefit from investment in education" stated that the McGowan Government will invest \$452.8 million in 2019-20 to improve infrastructure in Western Australian public schools and create jobs. Funding considerations are for a new primary school only, to be constructed in Byford South for 2020. There is no funding mentioned to upgrade Byford Secondary College to cater for expansion.

Equine

There is a niche equine cluster within the Shire of Serpentine-Jarrahdale. Reference is made to the Shire of Serpentine-Jarrahdale Equine Strategy 2018 (the Strategy). The strategy seeks to establish goals and strategic actions to ensure there is continued support and development of the sector into the future. The area has more horses than any other Local Government Area in the State.

- 1) *Equine Economy* - The Shire conducted a business survey for all known equine businesses in the local government area. Annual Serpentine-Jarrahdale equine business turnover = \$21 million.

The local equine community spends at least \$84 million on horses per year and 80% of this is on local suppliers and services. This will be at risk of continued growth if the amendment is approved, as it is against the community wishes as evidenced below.

- 2) *Existing equine facility* - The Equine strategy defines the existing equine facilities and reserves which are critical to maintaining equine-based activities within the Shire. These amenities, their accessibility and proximity to equine enthusiasts sets Serpentine-Jarrahdale apart from other areas. Directly abutting the proposed amendment area is Cardup Nature Reserve. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks. The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. If the amendment is approved this will significantly impact the Cardup nature reserve's continued use as an equine facility due to the development resulting in increased traffic, noise, population and safety of riders due to dwellings abutting the reserve.

Planning Institute of Australia

The considerations identified in the Planning Institute of Australia article, are set out below and must be reviewed by WAPC, prior to any amendment of land use change. Note the following statements within the article, for consideration:

- 1) Every extra hectare of land given over to tract housing ups the ante on our already stressed natural environment, and it puts governments tasked with supplying the required infrastructure further in debt. However, imposing a solid urban growth boundary is not the answer either as this has its own unintended consequences. *There is still a place for urban growth at the fringe, but it must be done differently so that we make the most out of our diminishing land resource.*
- 2) Overcoming that means spelling out the long-term risks of unabated sprawl in plain and compelling terms: it means explaining how planning and zoning helps build more sustainable communities: it means selling the very positive aspects of urban infill - not as a necessary infill rather than as a desirable choice: *it means consulting widely and exhaustively before imposing housing targets on councils: and it means holding developers to higher design and construction standards* - in practice as well as in theory.

Lifestyle

The reason why the submitter purchased into this area is to maintain a semi-rural lifestyle which is consistent with the Serpentine-Jarrahdale Shire' s 2050 vision. Most other dwellings in the area have horses. It is only reasonable that residents who have bought into an area that supports an equine lifestyle should be able to maintain this without compromising horse and owner safety. An expansion of urban dwelling will result in increased traffic and cause chaos for us.

Discussions with equine owners who have gone through the same transition in Byford have recounted numerous injuries (and sometimes death) to horses due to increased traffic. Mass increases in urban dwelling will also eventually see an increase in crime rates. Whilst that is consistent in all communities, where it differs in our situation is that we will have urban dwellers directly adjacent to semi-rural dwellings which will directly jeopardize our horse' s welfare. We also note that there is no discussion point to have an increased police presence to accommodate such a radical increase in urban dwellings in our area.

Design WA

Stage 1 released by the Minister for Planning became operational on 24 May 2019. The impact of approving the amendment has not been considered against the 10 principles identified in *State Planning Policy 7. 0 - Design of the Built Environment* (SPP 7.0). Request the WAPC to oppose this amendment, and allow for whole-of-community consultation prior to any land zone change is considered.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

The Planning Institute of Australia's article is an opinion piece and is not part of the planning framework that guides development. Nonetheless, it is noted that the article does not advocate imposing any form of urban growth boundary, but suggests that more detailed phases of development should be undertaken in a more sustainable manner.

As the proposal seeks to amend the MRS and no actual detailed building design forms part of the MRS amendment process, SPP 7.0 is not considered relevant at this stage of the planning process.

Determination: Submission dismissed.

Submission: 45

Submitted by: Mathew & Karina Baker (nearby landowners)

Summary of Submission: OBJECTION

The submission opposes the amendment as Cardup is a unique area consisting of large equine blocks, ranging in size from 5 to 10 acres to half an acre. Dense urban development will not be in keeping with the wider area, and will be largely detached and not integrate with the community of rural and rural living lots.

Serpentine-Jarrahdale' s 2050 vision was an extensive community consultation process, and must be upheld to insure the integrity of the Shire and to maintain the rural amenity and green belt. The development will be on the fringe of the Cardup Nature Reserve which has diverse

flora & fauna (Bush Forever Site description) and would be affected by dense urbanisation, especially for endangered breeding fauna.

Cardup residents services include groundwater, rainwater, ATU and septic systems, with such dense development, the need for services required would have a costly impact to the community, especially smaller landowners.

Public transport is largely non-existent in Cardup and is serviced by buses only. METRONET will be in the Byford township which is around 4 km away, therefore it will not be easily accessible and a station in Mundijong (may not be built for 20 years). All blocks for this development should not be smaller than 2,000 m², in order to create a sense of space and allow families to move from smaller housing lots and truly enjoy the lifestyle which is disappearing. Need to maintain diverse living within the Shire, and Cardup is a perfect area for diversity.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submission dismissed.

Submission: 30, 46, 47, 52, 56, 60, 61

Submitted by: Romy Baker, Beverley Hunt (on behalf of local residents in Cardup), Beverley Hunt, Maree Woodman, *Name removed at the request of the submitter*, Susan Maniott, Wayne Maniott (nearby landowners)

Summary of Submission: OBJECTION

The submitters object to the amendment and request the WAPC to support the wishes of the community to maintain the semi-rural lifestyle for current and future generations.

Perth and Peel@3.5million

The subject land is identified as Urban Expansion under *Perth and Peel@3.5million*. Together with the *South Metropolitan Peel Sub-regional Planning Framework* the WAPC outlines the need for significant investigation into servicing, in particular, drainage, electricity supply, water supply and wastewater management. The Framework classifies land within Cardup as:

"The WAPC 's position is that further investigations, regarding a range of key planning considerations, are required to determine whether any possible change from the lands current zoning could be supported in these sectors."

Infill dwelling targets are projected for the medium to long term. Table 2.4: Urban Infill Dwelling Targets By Local Government lists total infill for Serpentine-Jarrahdale as 1,370 dwellings equating to an estimated infill population of 3,010 by 2050.

The ABS 2016 census results show the Shire of Serpentine-Jarrahdale as the fastest growing local government in Australia, a population increase of 51% from the 2011 results. If this amendment is approved, Cardup will be over-saturated with housing and WAPC dwelling and population targets for 2050 erroneously realised within the very near future. The amendment of land at this time is premature and unnecessary to meet the long term projected targets for this region by 2050.

Planning Investigation Areas - Key Considerations list the Cardup sites as being a target for integration with the METRONET network. The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, which is located approximately 4 km from the centre of this proposed amendment site. An urban population on this site cannot be supported by the planned public transport network due to its considerable distance from the proposed METRONET site.

The WAPC's infill dwelling targets listed within *The South Metropolitan Peel Sub-regional Planning Framework* that are projected for the medium to long term are noted

The *South Metropolitan Peel Sub-regional Planning Framework* specifies the dates for implementation for infrastructure staging to support urban development, and is listed in the medium to long term. The amendment does not align with the Framework as follows:

Facts

- Page 2 - 1.2 Planning Framework - retain land for rural and agricultural purposes
- Page 76 - Table 10 - infrastructure staging - Public Transport - Medium-term (2022-2031)
Expansion of the passenger rail network Armadale - Byford. Byford Station
- Page 77 - Table 10: Infrastructure staging continued - Electricity supply - Long-term (2031-2050)
- Point 9 - New 132kV Infrastructure Substation Cardup
- Page 78 - Table 10: Infrastructure staging continued - Water and wastewater- Long term (2031- 2050)
- Point 26 - Byford wastewater pressure main to wastewater treatment plant (staged)
- Point 34 - Byford second tank

Serpentine-Jarrahdale 2050 Vision

The Shire conducted extensive, community driven consultation to determine the vision for the Serpentine-Jarrahdale region and as a result the community's aspirations have provided the Shire with clear direction for the future.

Page 25: The community most value the relaxed country lifestyle. The Shire residents enjoy a lifestyle that is peaceful and quiet, they would like the tranquillity of the Shire to be maintained as growth occurs. This should be strategically retained and enhanced for the community to maintain its unique way of life.

Page 26: Sprawling residential development. Residential development has been occurring in the Shire at a substantial rate. This has resulted in little diversity in lot size and housing typology and little consideration has been given to the natural environment. As the Shire continues to grow, future development will need to be strategically planned and controlled. Maintaining the uniqueness of the Shire should be a key focus.

Page 29: Rural Lifestyle - the rural lifestyle experienced by those living in the Shire is something the local community wish to see maintained.

Amenity and Environment

The site is surrounded by semi-rural properties and a Bush Forever site, Cardup Nature Reserve. Tree lines and remnant lone standing trees provide important foraging and nesting habitat for endangered fauna (Black Cockatoo), as well as refuges to support ground based fauna movement between the Bush Forever site and coastal plain to the west. A portion of the Cardup Nature Reserve is classified as a Conservation Category Wetland and an Environmentally Sensitive Area, a portion of which extends into Lot 33 Hopkinson Road. We

ask WAPC to recognise the environmental and natural (rural) character of the land as an important consideration.

A consequence of any change to zoning of the amendment site will result in land use conflicts. At the northern boundary, along Cardup Siding Road, are lot sizes of half an acre. The southern boundary abuts Orton Estate, comprising of five and 10 acre residential properties. The Western boundary is set aside for the Tonkin Highway extension. The eastern boundary is the Bush Forever site, known as Cardup Nature Reserve.

The site is also a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is an important example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

WAPC has a responsibility to carefully consider the proposed urban growth at the fringe of the metropolitan area to overcome the risk of unabated sprawl and to ensure a sustainable community for the future. Urge the WAPC to consult widely and exhaustively before imposing any zone change, ensuring that developers will be held accountable to higher design and construction standards, and avoid any clash of amenity with existing land holders and to maintain the natural environment for future generations.

Equine Strategy 2018

There is a niche equine cluster within the Shire of Serpentine-Jarrahdale. The Shire of Serpentine-Jarrahdale Equine Strategy 2018 (the Strategy) presented at the Ordinary Council Meeting 27 August 2018 seeks to establish goals and strategic actions to ensure continued support and development of the sector into the future. The Shire has more horses than any other local government area in WA.

The local equine community spends at least \$84 million on horses per year and 80% of this is spent at local suppliers and on local services. The Equine strategy clearly defines the existing Equine Facilities and Reserves which are critical to maintaining equine-based activities within the Shire. Directly abutting the proposed amendment area is Cardup Nature Reserve. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks (estimated to be approximately 5 km in length). The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. Allowing the amendment to proceed will significantly impact the Cardup nature reserve's continued use as an equine facility due to any development resulting in increased traffic, noise, population and safety of riders as a consequence of any dwellings abutting the reserve.

Crime

Statistics show increased crime rate with urban development. Byford's crime has more than doubled since 2010 while Cardup has stayed a constant low. Possible urban development will more than likely see the increase in the crime rate extending through Cardup.

Increase in Traffic Flow

Deterioration of roads ill-equipped to cope with traffic flow with possible urban development will come increased traffic and also heavy vehicles on the roads which have not been upgraded to withstand more vehicle usage. Byford, for example, did not have any prior upgrades to the existing roads which has led to the deterioration of roads such as Orton Road, Abernathy Road (before recent upgrades which have been recently commenced), Hopkinson Road and Kargotich Road.

Increased Risk of Danger to Horse and Riders

As Cardup is a rural area with hundreds of horse properties, horse rider safety is a concern. Riding between properties and bridle trails often requires riders to be either near or on the side of a road. A significant increase in traffic flow around this area which is next door to a major riding trail, will increase the risk of horses and riders being either injured or killed by drivers who are not traditionally used to driving safely.

Education infrastructure

The amendment proposes to rezone the site from the Rural zone to the Urban Deferred zone to facilitate future residential development, interspersed with public open space corridors, centred around a local centre and primary school. The flow on impact of a new primary school on Lot 33 Hopkinson Road, Cardup has not been factored into existing Department of Education feeder primary schools into Byford secondary college. An additional primary school cannot be sustained by the local secondary school, Byford Secondary College, as enrolment projections in the colleges' IPS Business Plan 2017 - 2019 state maximum enrolment of over 2000 students will be achieved by 2022.

Request the WAPC to consider implementation of *Perth and Peel@ 3.5million* through a whole-of-community commitment. These plans are only as good as the will to implement their vision on behalf of the communities they develop, now and into the future.

A petition with approximately 166 signatures was also received and is included in the submissions section of the Report on Submissions.

Strategic Implications

The Perth and Peel suite of documents are fluid documents, open to change. This is evidenced by the message from Chairman: *"The frameworks are a first step in an ongoing process of refining and detailing planning proposals for Perth and Peel. They will be reviewed after three years and ongoing refinement will continue through local planning schemes and strategies, structure planning, subdivision and development"*

Furthermore, the following should be considered: *"While Government, in conjunction with local government, will take the lead, effective implementation can only be achieved through a whole-of community commitment. This is critical, as plans are only as good as the will to implement their vision on behalf of communities, now and into the future."*

Summary

- The infill targets listed for Cardup in the *South Metropolitan Peel Sub-regional Framework* are open to review.
- The amendment does not comply with the wishes of the community.
- The amendment is premature in nature as evidenced by the targets.
- The growth in the region has surpassed expected projections as evidenced by the ABS Census, the Shire of Serpentine-Jarrahdale is the largest growth Shire in Australia.

The evidence contained in the submission demonstrates that the amendment should not be supported. Urge the WAPC to recognise the whole of community will to oppose this amendment.

As evidenced by ABS statistics, the Shire of Serpentine-Jarrahdale was the fastest growing local government in Australia, a population increase of 51 per cent from the 2011 results. If this amendment is supported, the development of Lot 33 Hopkinson Road will see Cardup over-saturated with housing and WAPC target levels for 2050 realised within the next 5 to 7 years to the detriment of the community.

Planning Comment: Refer to Pa 6 (a) - Amenity Impacts, (b) State & Local Strategic Planning Context, (c) - Environmental Matters, (d) Traffic & Movement Networks, (e) - Urban Zoning & - Other Matters.

Determination: Submissions dismissed.

Submission: 48

Submitted by: *Name removed at the request of the submitter*

Summary of Submission: OBJECTION

The submission opposes the amendment as it is not in keeping with the development expectations of the area.

Lot Density

The location of the subject lot does not lend itself to development of any densities higher than R5. There are 5 acre Rural Living lots to the south and approx. 1 acre lots to the north with Tonkin Hwy proposed for the west separating existing 2 ha lots and an A Class Reserve on the whole eastern border. Creating development of density higher than R5 is not in keeping with the strategic vision and character for the area. Significant consideration will need to be given to transitioning lot sizes in order to reduce negative amenity impacts on adjoining landowners.

Access

For bushfire safety and amenity, future access planning to the subject lot is required. With Tonkin Highway rendering a large portion of Hopkinson Road redundant - new access will impose on existing properties in the south west and south east. In particular, an unmade road reserve exists at the rear of L27 Berrignar Elbow - it is unclear as to whether this road reserve is of sufficient width to provide road infrastructure and links to the existing bridle trail network. There is potential for this to impact our property. The developer will need to resolve this matter as soon as possible through the planning process.

Conservation of Reserve

Any future development of this lot should give due consideration to providing a buffer along the A class reserve to the east. It is an environmentally sensitive area and lot density will significantly impact the environmental and rural character.

Development of this lot cannot be considered for higher than R5 density. There are access issues that require resolution and concerns around the amenity impacts on surrounding landowners. We trust the WAPC will give high consideration to acceptable planning outcomes for this area in line with the strategic vision and character of the area.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submission dismissed.

Submission: 49, 50, 55, 63

Submitted by: Donna Brown, Daniel Willett, *Name removed at the request of the submitter*, *Name removed at the request of the submitter*

Summary of Submission: OBJECTION

The submitters oppose the proposed amendment as it is unsuitable for Cardup. The State Government's draft *Strategic Assessment of Perth & Peel Regions* identifies the subject land as "Urban Expansion" with a Long Term (Beyond 2031) designation in the Frameworks Urban staging plan. To bring forward this development is premature, unsuitable and would negatively impact the Cardup region, community & environment.

- There is no demand/requirement for such a high density proposal within this area. This region will be at risk of being saturated with an oversupply of small block sizes due to a reckless, unsuitable zoning/subdivision, with the developers & owners of this proposal clearly benefitting financially, however existing residents, who have invested in this area specifically for the rural lifestyle, will be subject to this impact on their rural lifestyle. Future development in this area should be in keeping with the "Semi Rural/ Rural Living" of which the Shire of Serpentine-Jarrahdale promote within their published document "SJ - 2050 - Visioning Document."
- Housing diversity is important, all the more reason to consider Rural/Special Rural zoning in favour of Urban zoning for Lot 33 Hopkinson Road. This region already has sufficient land surrounding Cardup of which has already been zoned Urban. The neighbouring suburb of Byford has fulfilled that requirement for Urban zoning diversity, however this area requires more Rural, Special Rural zoning to achieve this diversity.
- There are many other parcels of land across the Perth & Peel region of which would be deemed far more suitable for urban zoning.
- The developers, owners and WAPC need to be mindful that Cardup is a very unique pocket/suburb of which is clearly reflected in the quiet, Rural, Semi-Rural Living of which is the prime reason residents within this Shire reside within this area in the first instance and this needs to be protected from the extensive & invasive Urban development currently being proposed. The Urban rezoning is not suitable for this parcel of land.
- This development is not in keeping with the Semi-Rural living/lifestyle of which the Shire of Serpentine-Jarrahdale promote & what residents within this community desire for. The SJ-2050 visioning document highlights the importance of protecting this special semi-rural region. The semi-rural lifestyle is what has attracted residents to invest in larger lot sizes / acreage properties within this region.
- Should there be a requirement for development of this land, then this should be in keeping with the Shire's Rural Strategy & Town Planning Scheme. Extensive research has been undertaken by the Shire to ascertain what the community envisaged for the future of this region and this proposal doesn't align with the vision of the Shire or the local community.

Maintaining the Rural lifestyle is of the utmost importance to residents and this vision is also fully supported by the Shire.

- There is no adequate infrastructure or public transport to service & cope with a concentrated Urban development as proposed. The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, this is a considerable distance (over 4 kms) from the proposed development.
- This development will have an environmental impact on surrounding Special Rural properties. The developers have not carried out adequate research to determine the extent of this impact in the long term.
- More open space is required to create a healthier community.
- If rezoned as Urban, this would allow the developers to potentially subdivide the lots down to a minimum of 150 sqm. The developers and owners of this parcel of land will be focussing on maximising their return, therefore there is a very real, strong possibility that an Urban subdivision with block sizing of 150 sqm could potentially happen, unless this application for Urban zoning is declined. Stringent conditions should be implemented to prevent this "Urban zoned" subdivision being approved in order to protect this beautiful, quiet, semi-rural suburb of Cardup.
- Statistics have proven that the crime rate increases with high density living. We should be working towards promoting a safer Community - not put the community at risk. The Western Australian Police Department are already struggling to maintain a service to keep the community safe due to the increase in crime within this region. Referring to the WA Police crime statistic report the rate of crime has sharply increased. In 2011 there were 415 offences reported for Byford. This has escalated to 1043 offences reported in 2018. Additional, concentrated, Urban development within this region will have a direct impact on the community and place more pressure on already strained Police resources. WA Police will not be able to adequately serve this region and unfortunately, Government funding doesn't allow for additional resources to be allocated, resulting in putting the Community at risk unnecessarily.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submissions dismissed.

Submission: 51

Submitted by: Travis Vandermeer (nearby landowner)

Summary of Submission: OBJECTION

The amendment is opposed as the submitter moved to Cardup for the country lifestyle and peace and quiet.

Cardup residents have already been disregarded during the supposed Light Industrial area rezoning debacle and now have an unwanted plastics factory nearby, with surely more such industrial complexes to follow. This does not help the environment, living conditions or house

values. Therefore, more unwanted development is a complete disregard to the current residents.

This submission is made knowing that development is inevitable and that the following points are the only acceptable compromise. Current residents matter more than the profits of a developer.

The new lots to be developed need to be one acre lots at a minimum. This maintains the country feel and lifestyle that we all moved here for. It also entices a different category of likeminded resident.

One acre lots will sell quickly and provide strong profits for the developer. The lots on the other side of Hopkinson, on Bournbrook Avenue and Coleman Close, sold quickly and had a waiting list of buyers. They were very popular and highly desirable.

One acre lots in the new development will keep with the theme of the current surrounding estates such as the aforementioned area, Cardup Siding Road and Karbro Drive. The state housing idea cannot happen. It is unjust for an authority who does not reside or have any interests in the region to decide what goes on the land. This goes for residency types such as state housing and small block sizes.

If the proposed 300 m² lots get approved, evidence suggests that this will attract a different type of resident. Whilst most will be decent people looking to start a nice life together, there will be the undesirables, particularly in the state housing lots who, due to their underprivileged upbringing, have less scruples than most people. Evidence suggests that those who have come from a life of poverty, crime and/or violence find it very difficult to break the cycle, regardless of the any new areas they may move to. Thus crime in the area will increase.

It follows that the value of the existing properties will drop significantly. Many citizens of Cardup and surrounds, do not deserve to be negatively affected by corporate and government greed as that is all it is which drives the current high density housing cancer that is spreading across the city of Perth. Smaller block sizes equals more blocks to sell equals more profit.

It makes no sense whatsoever to put high density housing in the proposed area as all the surrounding estates have larger blocks. One acre blocks will have minimal impact on the environment, local flora and fauna and the current lifestyle of the area.

Tired of unaccountable developers in these areas, destroying the natural environment and ecosystems, collecting their pay checks and disappearing, leaving the existing residents to deal with the consequences of their greed. Declining house values are just one problem. Arterial routes into the newly developed estates were never designed for the new increases in traffic and traffic congestion becomes a huge issue, which the taxpayers are forced to pay to improve the roads.

If submissions are ignored and high density housing development gets approved, the developers and government will be held to account and will not be allowed to disappear, free of consequence.

The submitter and other residents are getting market appraisals and I would encourage all other Cardup residents to do the same. If the high density housing goes ahead and as a consequence, property prices in Cardup drop, the citizens of Cardup will be filing a class action against the developer and state housing authority to receive compensation to cover any losses incurred. Avoiding this messy consequence is easy. A minimum lot size of one acre is the only acceptable outcome.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submission dismissed.

Submission: 53, 54

Submitted by: Melissa Essex, Pauline Roy (nearby landowners)

Summary of Submission: OBJECTION

The submissions advise that several other areas in close proximity have already been identified as urban areas and not yet developed. There is no need to change this area for urban development.

The original plan was as areas were developed away from the centre of Byford, lot sizes were meant to increase to blend in with existing rural properties to keep the country, rural feel, what Byford was known for and why people chose to live there. If this area is to be rezoned it needs to be within the rural outlook of the Cardup area with lot sizes no smaller than 2 acres and certainly not suburban blocks of 300 m².

Rapid growth in the Byford and surrounding area has led to major traffic congestion as infrastructure is not in place to allow for the population explosion and planning of traffic management. Infrastructure changes has resulted in major roadworks that have been long in duration and are still not complete.

Even with METRONET to Byford (which may not happen if a change of state government) people will need to use their own vehicles to get to the station as there is inadequate public transport, and the proposal is not close to this area. There has been a significant increase in road accidents in the area with several fatalities in the last few years which is due to the increase of built up traffic.

With the limited employment opportunities and more small lot development (condensed population) people will be travelling to work which will add to additional strain to the already overloaded and potentially dangerous commute to work. These poorly planned developments do not provide job opportunities, public transport, and will reduce the liveability of the area by having small houses on small lots with no gardens and little green spaces.

An increase in the population will lead to an increase in student numbers which cannot be sustained by the local secondary school, Byford Secondary College, as enrolment projections in the colleges' IPS Business Plan 2017 - 2019 state maximum enrolment of over 2000 students will be achieved by 2022. This number may be reached sooner with the rapid growth that has occurred in the area recently.

Population growth has seen a significant increase in crime rates, particularly in drug offences, burglaries, stealing and assaults over an eight year period. This crime in the Byford has now infiltrated surrounding rural areas.

The Serpentine-Jarrahdale 2050 Strategy Plan asked for community feedback and the main aspirations they received was the community wanted to keep the natural environment, relaxed rural lifestyle, maintain agricultural land and existing large rural lots. The community liked the small county atmosphere, which is peaceful and quiet and they wanted the conservation and

protection of the natural fauna and flora. The planning does not assimilate to the SJ 2050 Strategy Plan in any way.

The Cardup Nature Reserve borders this amendment and will be placed at extreme risk of being damaged or permanently destroyed not to mention the kangaroos and birdlife that inhabit this area. This development will destroy existing natural assets and biodiversity.

The area is notoriously wet through the winter, so the land will have to be built up, thus causing flooding problems for surrounding properties and natural bushland. There is also no amenities like drainage, water, wastewater and electricity.

The area has local historical significance as the site is also a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is an important example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

The 2018 Equine Strategy Plan proves that the equestrian community spends \$84 million locally per year and 80% of that is at local suppliers and on local services. Many of these people have properties that will be affected by this development or they use the equine facility in this area. Without the equine community who support these local businesses and services, what will happen to these family run, local community businesses?

The evidence contained within my submission clearly demonstrates that amendment should not be approved. Request the WAPC to support the local community and oppose this amendment, as it will destroy the rural, country feel of the Cardup area and go against what the communities wishes.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submissions dismissed.

Submission: 57

Submitted by: Charelle Ranieri (nearby landowner)

Summary of Submission: OBJECTION

The submission opposes the amendment as it does not support the rural character and landscape of the region for current and future generations.

Byford Structure Plan

The Byford Structure Plan was developed to ensure that the Byford urban cell was confined up the edge of Cardup Brook / Tonkin Highway and that no urban development would occur to the south of Cardup Brook.

Land between Cardup Siding Road and Cardup Brook was permitted to be subdivided into one acre lots to act as a transition / buffer between the small lots in the Byford Urban Cell and the planned larger lots south of Cardup Siding Road.

Rural Strategy

Council's Rural Strategy 2017 shows the land surrounding this site as:

- Rural Living A and Bon west side of Tonkin Highway
- Rural Living B - Along Hopkinson Road

The large lot on the south side of the Cardup Siding Road was originally envisaged to be subdivided into rural lifestyle lots. This has now changed to an investigation areas as the land has been purchased by a land developer. The community's expectations for many years was that land on the south side of Cardup Siding Road would be developed into larger lifestyle lots as has occurred on all the surrounding land and not developed into small urban lots.

The Shire of Serpentine 2050 Strategy also supports this expectation by stating the community values the beauty of the landscape and believes it requires proper integration into residential development. The urban growth must align with the Shires strategy, and be sympathetic to rural lifestyles by incorporating low density living.

Interface to surrounding land

Development of this site into small residential lots will create major interface and buffer issues for local residents and the community as outlined below:

- Large lifestyle lots to the east and south. These lots contain rural land uses such as horses, animals and rural activities that could create a nuisance to a dense urban environment (noise, dust, odours).
- Smaller lifestyle lots to the north. There must be a transition of lot sizes and adequate interface provided between the lots north of Cardup Siding Road and development to the south.

Residents do not want small 350-400 m² lots fronting Cardup Siding Road and facing towards our community. Vegetation along Cardup Siding Road should not be cleared to allow for driveways, roads, footpaths and for the installation of services.

Development will create a large increase in traffic on this local road.

Risk of large walls or rear fences being built on the edge of the property adjacent to Cardup Siding Road which is not in keeping with the rural amenity of the area.

If development is to occur, then a very wide vegetated / parkland buffer of at least 15 metres should occur. Alternatively, larger lots (4000 m²) are established fronting Cardup Siding Road.

- Parks and Recreation zone along Cardup Siding Road. Large buffers with no development must be provided adjacent to the conservation reserve to provide adequate protection for bush fire risk and to protect flora and fauna.

High density living adjacent to the Cardup Nature Reserve will have significant impact on the native flora and fauna corridor linking the reserve to the Cardup Brook in the north.

Traffic

Due consideration must be given to traffic impacts. If high density development occurs how will the increase in traffic be mitigated? The Tonkin Highway extension of 2021 proposes to

stop access from Cardup Siding Road onto the future Tonkin Highway extension. This therefore will direct traffic to Cardup Siding and Soldiers Roads. Will Doley Road, situated in the northern Byford urban growth cell, be extended to connected to the proposed development? If not, how will the traffic be mitigated as the existing road networks will not accommodate high density living traffic. In addition, current street lighting is grossly inadequate on Hopkinson Road to support the additional traffic making it highly dangerous.

Aboriginal Heritage

The amendment was not referred to South West Aboriginal Land and Sea Council as it was not expected to impact the Aboriginal heritage. Can you please demonstrate what studies were done to determine there is no Aboriginal heritage of significance worthy of interest and therefore SWALSC were not referred to? Other known planning sites in the metropolitan area have conducted site surveys of large development sites despite there being no known registered sites under the Aboriginal heritage listed sites: these developments were also severely degraded from pastoral use.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submission dismissed.

Submission: 58

Submitted by: Jan De Jager (nearby landowner)

Summary of Submission: OBJECTION

The submission objects to the amendment as follows:

- The proposal is surrounded by semi-rural property developments on the northern, western and southern side and by a nature reserve on the western side. All property and land developments on the northern, southern and eastern side are rural style developments with lot sizes vary from 2,000 m² to 5 Acres. The lots on the northern side has restricted covenants which require owners to build farm-style houses to a minimum requirement.
- Zoning the site Urban Deferred will likely lead to future subdivision into smaller lots to make this economically viable. The smaller lots with no restricted covenants will negatively impact the value of the surrounding properties.
- The proposal will destroy the Black Cockatoo population that are regularly making the green strips of trees their habitat.
- Current road infrastructure in and around Byford does not support any further development. On average it takes 10 minutes in the morning to turn left from Hopkinson into Thomas Road.
- Sufficient open space areas should be left undeveloped in order to not destroy the rural feel of current properties.
- If development is to go ahead, Cardup Siding Road should be straightened in the plan. The turn in the road should be re-engineered to avoid further accidents.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submission dismissed.

Submission: 76

Submitted by: Shire of Serpentine-Jarrahdale

Summary of Submission: OBJECTION

The Shire of Serpentine-Jarrahdale raises concerns with the proposal due to its lack of consistency with the local planning framework, and specifically not reflecting the planned network of urban villages separate and defined rural and conservation corridors.

The Shire recommends that the amendment not be supported as it creates an expectation for development to be urban in nature. The community vision for development patterns within the Shire contains urban forms of development to the north side of Cardup Siding Road. The subject land should be retained in its Rural zone under the MRS, with an appropriate planning response to design a sympathetic rural style outcome that deals with the transition between the urban centre of Byford to the north and the intended conservation and rural setting south of Cardup Siding Road.

Lot Density and Rural Lifestyle Character

The Shire's aspiration is creating a sense of place and character for its local community. Serpentine-Jarrahdale 2050 was a visioning document, which was developed to guide planning and to support other strategic documents. The proposed amendment is in close proximity to the green corridor, as described within Serpentine-Jarrahdale 2050 as "Farmland [which] will be retained and green corridors reinforced to maintain the unique character of the Shire while development remains contained". Given the location of the subject land, the Shire considers it important to ensure the development of this land reflects this strategic vision.

The Shire's draft Local Planning Strategy outlines a focus on character and urban containment. One of the three identified themes, and a key future focus area, is 'place'. The strategic document describes the need to spatially develop patterns within urban areas in the Shire to follow a nodal type of development, which should be interspersed by green corridors and rural forms of development. This transition of intensity results in contained urban corridors, with interfacing areas of Special-Rural development, which then transitions beyond to the protected agricultural and conservation policy areas.

The Shire considers that the proposed amendment will create development expectations that are not aligned with the prevailing Strategic Planning Framework.

Consideration must be given to ensure that the character of this rural living area is preserved and maintained. Properties to the south are 2 ha, northern properties are approximately 2,000 m² - 3,000 m². Western properties are 4,000 m² - 2 ha. This shows the containment of the Byford urban centre with a critical strategic edge along Cardup Siding Road.

The subject land has a strategic objective associated with reinforcing this rural urban edge and pattern, through transitioning lot sizes of 2000-3000 m² to the north and predominantly 2 ha lots to the south.

- There is a niche equine cluster within the Shire of Serpentine-Jarrahdale. Numerous competitive advantages (existing market, growing population and demand, land availability, large workforce, high business confidence) make this the ideal location to invest in equine facilities and businesses.
- There is a genuine, value-based equine culture in the Shire of Serpentine-Jarrahdale. The Shire's equine reputation has emerged naturally over many years due to availability of suitable land, local facilities and the community going about their everyday activities and interests.
- The Shire seeks to ensure that this land performs a clear graduation of lot sizes and activity, between the 2,000 m² lots south of Cardup Brook and the 2 ha lots north of Karbro Drive. The Shire recommends larger lot sizes on the eastern boundary of Lot 33 Hopkinson Road, which should be separated from the conservation reserve by a large, multiple use and managed road reserve. This will cover aspects of bushfire management and safety, provide distance from the sensitive area, create a sense of place and be compatible with appropriate planning for the area.
- The subject lot is surrounded by rural living properties, which can also impact the amenity of residential areas and potentially cause land use conflicts especially in areas where equestrian activities occur. Management of this interface is dependent upon the transitional design arrangements.

Transport

The amendment area will be impacted by the Tonkin Highway extension and proposed realignment of Orton Road. This will result in large noise and vibration impacts and create a significant amenity issue for future residents. Contemplating urban densities in an area which will adjoin one of Perth's most strategic freight routes, and the broader freight connection to the productive agricultural regions of the state (via South-Western Highway) is not an effective planning response. This further justifies limiting lot sizes so they transition between 2000 m² to 3000 m² lots on the north side of Cardup Siding Road and 2 ha lots to the south.

The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, which is located approximately 4 km from the site. The proposed amendment seeks to develop an urban population located a considerable distance from the public transport network. The proposed population increase will be poorly connected to future employment opportunities within the Town Centre and other surrounding local government areas. The Shire's preference is for increased residential population to be located in areas surrounding the Byford Town Centre and the future Byford Train Station. This will facilitate a transit-orientated development and an improved movement network to services, community and social infrastructure and employment and education opportunities.

Servicing

As the site is *Urban Expansion* under *Perth and Peel@3.5million*, the document outlines the need for significant investigation into servicing. In particular drainage, electricity supply, water supply and wastewater management. Significant upgrades and additions to the surrounding network would be essential for servicing infrastructure to accommodate the increased density. Under *Perth and Peel@3.5million* a new substation has been identified south of subject site, in close proximity to the 2 ha lots located to the south.

Perth and Peel@3.5million states: "In the eastern sector, major water storage reservoirs will be necessary in the escarpment near Byford Tank (Byford), Mundijong Reservoir (Jarrahdale) and Canns Road Tank (Bedfordale), to serve long-term urban development in this sector". Capacity improvement will need to be investigated due to the increase in population within the subject site. This will need to be confirmed in investigating servicing capabilities of the current water storage facilities and may result in the potential need for future planned water storage reservoirs.

The site identifies three points of inflow according to Department of Water and Environmental Regulation regional flood modelling. Two drainage inflows exist along the eastern boundary from Cardup Nature Reserve and a further breakout flow from Cardup Brook during major flood events is identified. Future consideration, best practice water sensitive urban design and nutrient management may be required to maintain these catchments / paths through the subject site.

Environmental Considerations

The site contains threatened ecological communities, which are a naturally occurring groups of native plants, animals and other organisms that are interacting in a unique habitat. Tree lines and remnant trees provide important foraging and nesting habitat for endangered fauna (Black Cockatoos), and refuges to support ground based fauna movement between the Bush Forever site and coastal plain to the west.

Located directly east to the site is Cardup Nature Reserve, a registered Bush Forever site and Parks and Recreation Reserve under the MRS. A portion of the Cardup Nature Reserve is classified as a Conservation Category Wetland and an Environmentally Sensitive Area, a portion of which extends into the amendment area. This will guide an outcome that recognises the environmental and natural (rural) character of the land.

Preservation of Heritage

The amendment area is a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is a relatively intact example of an operational dairy farm established in the Serpentine agricultural area and has historic value in its association with the Orton and Kargotich families.

Rezoning to Urban Deferred must only occur if the applicant is prepared to acknowledge the strategic intent subject to regard being given to the above issues at later stages of the planning process.

Minor amendment

The Shire notes the justification in the *Amendment Report* regarding the substantiality of the amendment and does not agree to the initiation of a 'minor' amendment.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

In relation to the substantiality of the amendment, *Development Control Policy 1.9 - Amendment to Region Schemes* sets out the criteria for deciding whether the major or minor process should be followed. The WAPC carefully considered the amendment and resolved that it be processed as a "minor" amendment as follows:

- The site has been identified as *Urban Expansion* in the *Perth and Peel@3.5million* plan / *South Metropolitan Peel Sub-regional Planning Framework* which has been advertised for public comment;

- The proposed amendment is not considered a significant regional change as the surrounding locality is characterised by existing and proposed urban development, and therefore the urbanisation of this site would complement the locality; and
- The Shire of Serpentine-Jarrahdale (as previously stated) and State Government agencies agree to the initiation of the amendment, subject to resolution of matters in subsequent more detailed planning stages.

The WAPC notes that the Shire of Serpentine-Jarrahdale was included in the preliminary consultant process for the proposed MRS amendment, and the Shire raised no objections to the initiation and progression of the amendment.

Determination: Submission dismissed.

Submission: 77

Submitted by: Freight and Logistics Council of WA

Summary of Submission: OBJECTION

The Freight and Logistics Council of Western Australia (FLCWA) is focused on securing supply chain efficiency through the protection of strategic infrastructure and raises concerns with amendment as follows:

- The site abuts the planned, reserved and Federally funded Tonkin Highway extension.
- The Tonkin Highway extension is a critical piece of infrastructure within the WA supply chain.
- The proposed amendment has the potential to introduce noise sensitive land uses abutting a strategic freight route.
- It is preferable to address potential land use conflict issues as early as possible through the planning process.
- Should the site be rezoned Urban Deferred, the next opportunity to address the issue of land use conflict will be at the structure planning stage.

Strategic Supply Chain Significance of the Future Tonkin Highway Extension

The proposed Tonkin Highway extension abutting Lot 33:

- Is reserved Primary Regional Roads under the MRS.
- Has been allocated \$404 m in Federal funding towards the total \$505 m project cost.
- Is designated as a Primary Freight Road under the *South Metropolitan Peel Sub-regional Planning Framework*.
- Forms a primary freight connection between the South-West, Great Southern and Peel regions with metropolitan Perth and through to North-Link and the Western Australia's North West region.
- Directly connects to Perth's key strategic industrial areas, including Kenwick, Welshpool, Kewdale IMT and the future Mundijong Intermodal Terminal, as well as the future South Bullsbrook IMT and industrial area (via North-Link).

- Will connect to the Kwinana Outer Harbour (via Thomas Road/Mundijong Road) and Mundijong Road, thereby further increasing the strategic importance of Tonkin Highway as a primary freight route.

Whilst Tonkin Highway extension is yet to be constructed, the route is reserved under the MRS and the project has secured Federal funding. Consideration should be given to the impact of the Tonkin Highway extension on proposed and future land use interface.

Clause 7.1(a) of the Draft SPP 5.4 states that "*Strategic planning documents such as sub-regional frameworks ... should: Seek to avoid the risk of future land use conflict with noise by identifying compatible land use zones and/or reserves to provide spatial separation*".

This provision is directly applicable to the amendment and future land use conflict should be taken into account through the MRS amendment assessment process and subsequent planning stages.

Proposed Urban Deferred Zoning

The proposed Urban Deferred zoning is consistent with the *South Metropolitan Peel Sub-regional Framework*, which also identifies the future extension of Tonkin Highway as a Primary Freight Road.

The FLCWA encourages the applicant, Shire of Serpentine-Jarrahdale and Department of Planning, Lands & Heritage to give detailed consideration to the land use interface between the proposed Urban Deferred zone and the future Tonkin Highway extension in subsequent stages of detailed planning. Specifically, during the structure planning undertaken to support the lifting of Urban Deferment. The FLCWA notes that the lifting of Urban Deferment will not be advertised and the next opportunity to comment will be the advertising of a structure plan.

The FLCWA states that consistent with SPP 5.4, the land use interface should be addressed as early in the planning process as possible, when there are a greater number of options available to mitigate the impact of transport noise on urban amenity.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

Determination: Submission dismissed.

Submission: 79 (Late)

Submitted by: Department of Biodiversity, Conservation and Attractions

Summary of Submission: COMMENT

The Department of Biodiversity, Conservation and Attractions (DBCA) advises that the amendment area adjoins Cardup Nature Reserve. There is an area of Conservation Category Wetland (CCW) and two occurrences of Threatened Ecological Communities (TEC's), *Banksia attenuata* and/or *Eucalyptus marginata* woodland of the eastern side of the Coastal Plain, and, *Eucalyptus calophylla* - *Eucalyptus marginata* woodlands on sandy soils of the southern Swan Coastal Plain which occur on the Nature Reserve.

The indicative concept plan does not provide buffers to the CCW or TEC's. The structure planning process will need to consider buffer requirements and make provision for appropriate buffers to the CCW and TEC occurrences consistent with EPA *Guidance Statement No. 33 - Environmental Guidance for Planning & Development*.

It is important that the interface between residential development and nature reserve bushland is designed to minimise impacts to the conservation values of the reserve and the local residents. The DBCA recommends that a hard road edge interface is applied to any area abutting the Nature Reserve or buffers. This should include appropriate setbacks in accordance with the WAPC's *State Planning Policy 3.7 - Planning in Bushfire Prone Areas*.

The WAPC should ensure that all fire protection requirements are provided on the property and do not place impositions or reliance upon the management of the adjoining nature reserve or wetland buffer, including any revegetation necessary with buffers.

Planning Comment: Refer to Part 6 (a) Amenity Impacts, (b) State & Local Strategic Planning Context, (c) Environmental Matters, (d) Traffic & Movement Networks, (e) Urban Zoning & (f) Other Matters.

The adjacent Cardup Nature Reserve has been acknowledged by the proponent as an area of environmental significance. An appropriate interface to the Nature Reserve will be determined in consultation with the relevant authorities as part of the structure planning stage, incorporating the necessary bushfire mitigation setbacks and measures. This will include providing a hard road edge by way of delivering the proposed arterial integrator road along the eastern edge of the site, as identified in the *South Metropolitan Peel Sub-regional Framework*.

It is also noted that the Department of Fire and Emergency Services raised no objection to the amendment.

Determination: Submission noted.

Submission: 80 (Late)

Submitted by: Water Corporation

Summary of Submission: COMMENT

The Water Corporation has made provision in its overall water and wastewater infrastructure planning for the servicing of the future subdivision and development of the land.

The developers of this land will need to fund and undertake temporary works including extensions of water mains from the north and east, possibly some upgrades to the feeding water reticulation network, and installation of a temporary wastewater pump station within the western edge of the development area.

The details of these arrangements, in particular infrastructure staging issues and the capacity and availability of a suitable point for the wastewater pressure main discharge from the pump station, will need to be further examined at the structure planning and subdivision stages in consultation with the Corporation.

The extension of a water main/s southwards from Byford relies on the prior development of other land in Byford to the north of Orton Road, as well as the need for a road reserve and a

road bridge connection across the Cardup Brook. This matter is noted in the proponents servicing report and needs further consideration at the structure plan and subdivision stages.

The Corporation has recently had separate correspondence and agreement with the proponents regarding the identification of a 60 m wide regional pipe corridor along the western side of the amendment area. The corridor is required in the long-term for major water and wastewater trunk infrastructure. The corridor will be identified on the local structure plan and set aside at the subdivision stage for future acquisition by the Corporation.

Planning Comment: Comments noted

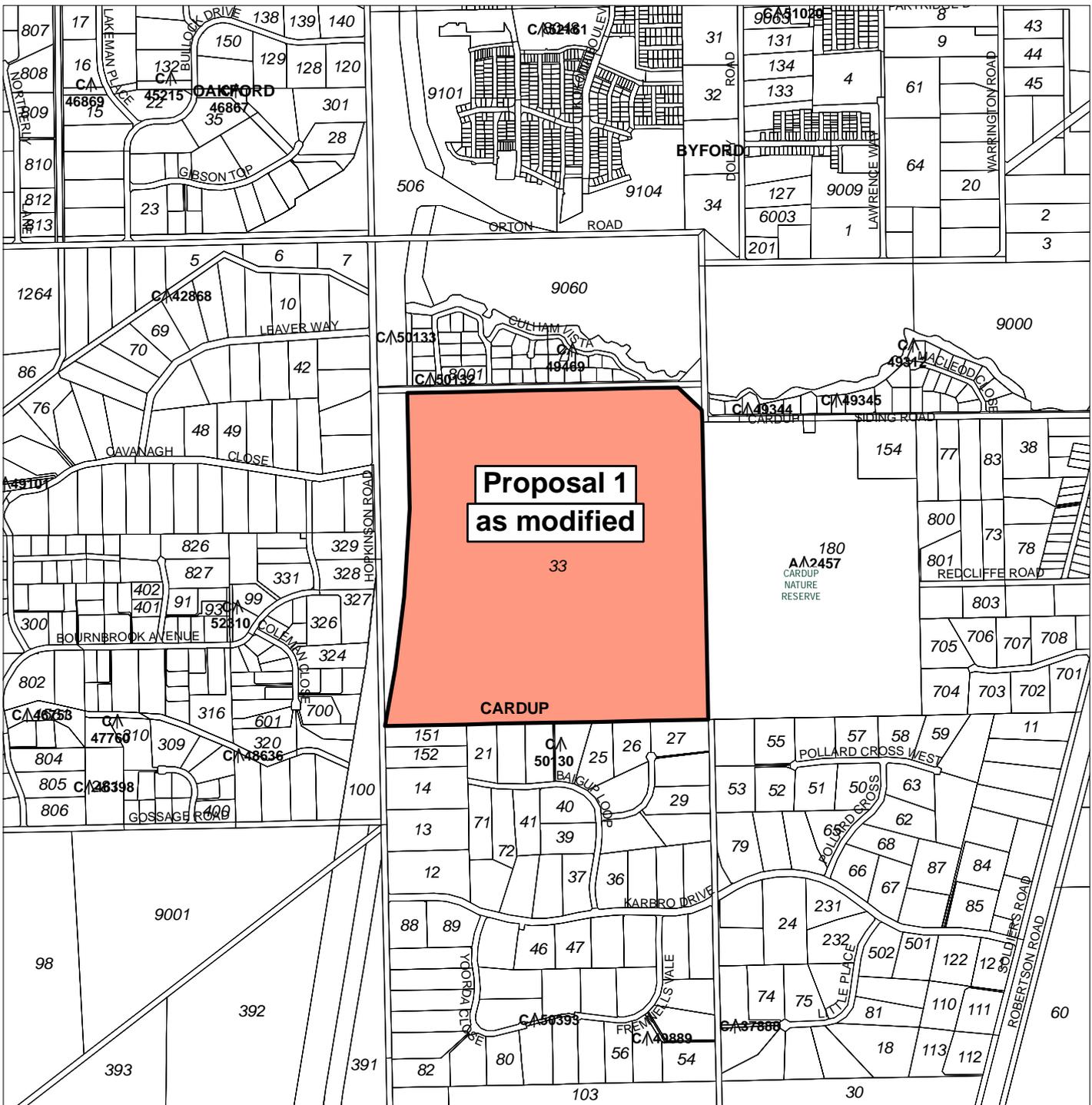
Determination: Submission noted.

Schedule 3

The amendment figure - proposal 1
as advertised

Schedule 4

The amendment figure - proposal 1
as modified



Lot 33 Hopkinson Road, Cardup
 proposed minor amendment
 as modified

30 October 2019

Proposal 1

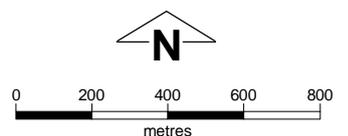
Proposed Amendment:

 Urban zone

Oracle reference no: 2906
 File number: 833/02/29/0013
 Version number: 2



Date: 5/11/2019
 Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA
 Base information supplied by Western Australian Land Information Authority SLIP 1096-2018-1



Appendix 1

List of detail plans as advertised

Proposed Minor Amendment 1353/57

Lot 33 Hopkinson Road, Cardup

as advertised

Amending Plan 3.2725

Detail Plans

1.6763, 1.6764, 1.6777, 1.6778

Appendix 2

List of detail plans as modified

Proposed Minor Amendment 1353/57

Lot 33 Hopkinson Road, Cardup

as modified

Amending Plan 3.2725/1

Detail Plans

1.6763, 1.6764, 1.6777, 1.6778

Submissions

mrs

From: Nugraha, Yohan <Yohan.Nugraha@transport.wa.gov.au>
Sent: Tuesday, 16 April 2019 11:16 AM
To: mrs
Cc: Muscara, Anthony
Subject: Metropolitan Region Scheme Proposed Amendment 1353/57 Lot 33 Hopkinson Road, Cardup

Your ref: 833-2-29-15 P1 (RLS/0793)
Our ref: DT/15/05120

Dear Anthony

METROPOLITAN REGION SCHEME PROPOSED AMENDMENT 1353/57 LOT 33 HOPKINSON ROAD, CARDUP

I refer to your letter dated 1 April 2019 regarding a request for comment for the abovementioned MRS amendment.

The Department of Transport (DoT) has no comment to provide for the above.

Thank you for the opportunity to comment on the proposal.

Regards,

Yohan Nugraha
Transport Designer / Planner | Urban Mobility | Department of Transport
Level 8, 140 William Street, Perth WA 6000
Tel: (08) 65516103 | Fax: 65516947
Email: Yohan.Nugraha@transport.wa.gov.au | Web: www.transport.wa.gov.au



**Department of
Transport**



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Submission 2

Response ID ANON-GMA6-WNGP-7

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-04-05 17:37:48

Introduction

1 What is your first name?

First name:
mal

2 What is your surname?

surname:
Dobson

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
info@dobsonassociates.com.au

5 What is your address?

address:
139 jandakot road,jandakot 6164

6 Contact phone number:

phone number:
0418956379

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

There are more area's that should be considered before land that is approximately 35 minutes driving time from kwinana freeway, without going to perth or mandurah

Why not support an infill area such as jandakot rural,
it is 5_ 10 minutes from the kwinana freeway, roe highway and railway stations

a perfect infill area for urban use....former horse paddocks(circa...1967 as per landgate aerial pictures)

Sorry, let me clarify the land use.....

If you live on the south west side of jandakot road, you can have residential, commercial or industrial... on the other hand, if you live 35 metres across the jandakot road, our land use is rural resource....

Extremely hypocritical by this labor govt to look at a massive area in cardup and ignore a "rural area" 15 mins from parliament house, that is being destroyed by traffic movements and a corrupt council...Cockburn !!!

File upload:

No file was uploaded

Submission 3

Response ID ANON-GMA6-WNG7-E

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-04-15 14:37:53

Introduction

1 What is your first name?

First name:

Fiona

2 What is your surname?

surname:

Snellin

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

Fiona.Snellin@atco.com

5 What is your address?

address:

81 Prinsep Road Jandakot

6 Contact phone number:

phone number:

6163 5000

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

Support

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

ATOC Gas has no objection to the proposed Amendment 1353/57 for the purposes of rezoning the Lot 33 from Rural zoning to the Urban Deferred zoning.

File upload:

No file was uploaded



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

Your ref: 833-2-29-15 P1 (RLS/0793)
Our ref: J0820/201701
Enquiries: simone.soliman@jtsi.wa.gov.au
Phone: 9222 0476

Ms Sam Fagan
Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Department of Planning, Lands and Heritage Received		
Scanned	06 MAY 2019	<input checked="" type="checkbox"/>
Attachments		<input type="checkbox"/>
Scan QA	A10085454	<input type="checkbox"/>
Doc No	RLS/0807	<input checked="" type="checkbox"/>
File No		

M. BURBANIC

Dear Ms Fagan

Thank you for providing the Department of Jobs, Tourism, Science and Innovation with the opportunity to comment on the Metropolitan Region Scheme Proposed Amendment 1353/57 Lot 33 Hopkins Road, Cardup.

The Department has reviewed the Amendment and has no comment to make.

Should you have any queries, please contact Simone Soliman, Project Officer on 9222 0476.

Yours sincerely

Christine Ginbey
EXECUTIVE DIRECTOR
DEPARTMENT OF JOBS, TOURISM, SCIENCE AND INNOVATION

23 April 2019



Government of Western Australia
Department of Water and Environmental Regulation

Your ref: 933-2-29-15 P1 (RLS/0793)
Our ref: PA 26445, RF14196
Enquiries: Jane Sturgess, Ph: 9550 4228

Western Australian Planning Commission
Locked Bag 2506
Perth WA 6000

Attention: Anthony Muscara

Dear Anthony,

**Re: Metropolitan Region Scheme Proposed Amendment 1353/57
Lot 33 Hopkinson Road, Cardup**

Thank you for your referral regarding the proposed amendment to the Metropolitan Region Scheme for Lot 33 Cardup Road, Cardup received with correspondence dated 1 April 2019. The Department wishes to advise it had no objections to the proposal, however wishes to provide the following advice.

Better Urban Water Management

Consistent with *Better Urban Water Management* (WAPC, 2008) and policy measures outlined in *State Planning Policy 2.9: Water Resources*, the proposed scheme amendment is required to be supported by a District Water Management Strategy to demonstrate that the subject area can support the proposed change in zoning with regard to water resources.

The Department has previously endorsed the *Lot 33 Hopkinson Road, Cardup District Water Management Strategy* (Hyd2o, May 2016), which includes this site, thus requirements under the aforementioned policy have been satisfied.

It should be noted that the future Local Structure Plan will be required to be supported by Local Water Management Strategy which will need to consider wetlands and their buffers and native vegetation which may impact upon the proposed site layout as provided within the concept plan provided.

Water Servicing

It is noted that the Water Corporation has made a provision to service this site in its overall long term water and wastewater infrastructure planning. In the interim, the proponent has proposed temporary infrastructure for the development. However, further discussions and planning is required, and it is recommended the Water Corporation is engaged regarding timing for essential water services to be provided to this site.

Previous EPA Advice

In addition to the above, please refer to attachment 1 containing previous EPA advice that should be incorporated into the proposed MRS amendment and supporting documents including the DWMS.

If you have any queries relating to the above matter, please contact Jane Sturgess at the Department's Mandurah office on 9550 4228.

Yours faithfully



Brett Dunn
Program Manager – Land Use Planning
Peel Region

3 May 2019



Government of Western Australia
Department of Water and Environmental Regulation

Ms Sam Fagan
Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Your Ref: 833-2-29-15 (RLS/0655/1)
Our Ref: CMS16009; DWERA-001202
Enquiries: Stephen Pavey, 6364 7259
Email: steve.pavey@dwer.wa.gov.au

ATTENTION: Anthony Muscara

Dear Ms Fagan

**PROPOSED METROPOLITAN REGION SCHEME AMENDMENT - LOT 33
HOPKINSON ROAD, CARDUP. REQUEST FOR COMMENTS.**

I refer to your correspondence dated 19 August 2018 seeking comment on the above proposed Metropolitan Region Scheme (MRS) Amendment to rezone land from 'Rural' to 'Urban'.

Please note this is not Environmental Protection Authority (EPA) advice. This information is from the Department of Water and Environmental Regulation and incorporates advice from the EPA Services Directorate, Kwinana Peel Region and Regulatory Services.

I note the Office of the Environmental Protection Authority and Department of Environment Regulation provided advice on a proposed MRS amendment in February 2016 (copies attached). This advice remains the same.

The Lot 33 Hopkinson Rd, Cardup District Water Management Strategy (Hyd2o, May 2016) was deemed to be suitable for the intended land use and endorsed by the then Department of Water on 10 May 2016. I note that the copy of the *District Water Management Strategy* provided in your request for comments is dated March 2016 and has subsequently been updated.

Please note, all amendments to the MRS require referral to the EPA in accordance with Section 38 of the *Planning and Development Act 2005* for a decision on whether the amendment requires formal environmental assessment.

I trust this information is of assistance. Should you have any enquiries please contact Stephen Pavey on 6145 0837.

Yours sincerely

A handwritten signature in black ink, appearing to read 'T. Bryant', written in a cursive style.

Teresa Bryant
A/Manager, EIA Environmental Planning

7 September 2018



Environmental Protection Authority

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

Your Ref: 833-2-29-14 (RLS/0606/1)
Our Ref: CMS16009 AC04-2016-0009
Enquiries: Stephen Pavey, 6145 0837
Email: stephen.pavey@epa.wa.gov.au

ATTENTION: Anthony Muscara

Dear Ms Blenkinsop

PROPOSED MRS AMENDMENT – LOT 33 HOPKINSON ROAD, CARDUP REQUEST FOR PRELIMINARY COMMENT

Thank you for your correspondence dated 18 January 2016 seeking comment from the Office of the Environmental Protection Authority (OEPA) regarding the above proposed MRS amendment.

The OEPA has no objection to the Western Australian Planning Commission progressing the proposed amendment subject to resulting development having no environmental impact on the adjacent Bush Forever site 352.

I note that Bush Forever site 352 has several significant environmental assets including Carnaby's Cockatoo habitat, a Conservation Category Wetland, Declared Rare Priority Flora, and a vegetation complex of which less than 10% remains. The OEPA recommends that an interface between future development and the adjacent Bush Forever site is created and managed so that there is no impact on the environmental assets of the Bush Forever site.

I trust this information is of assistance. Should you have any enquiries please do not hesitate to contact Stephen Pavey on 6145 0837.

Yours sincerely

A handwritten signature in cursive script that reads 'Liesl Rohl'.

Liesl Rohl
Manager
Environmental Planning Branch

4 February 2016



Government of Western Australia
Department of Environment Regulation

Your ref: 833-2-29-14 (R.L.S/0606/1)
Our ref: CEO255/16
Enquiries: Teresa Gepp
Phone: 6467 5383
Email: advice.coordinator@der.wa.gov.au

Ms Kerrine Blenkinsop
Secretary
Western Australian Planning Commission
Via email: corporate@planning.wa.gov.au

Attention: Mr Anthony Muscara

FILE COPY
SCANNED

E-MAILED
25/2/16

Dear Ms Blenkinsop

PRELIMINARY COMMENT PROPOSED MRS AMENDMENT – LOT 33 HOPKINSON ROAD, CARDUP

I refer to your letter dated 18 January 2016 to the Department of Environment Regulation (DER) requesting preliminary comment from the Department on a proposal to rezone Lot 33 Hopkinson Road, Cardup from rural to urban under the Metropolitan Region Scheme.

DER has no comment on the proposed Scheme Amendment. Where required, DER will provide input at subsequent stages of planning in reference to the Department's regulatory responsibilities under the *Environmental Protection Act 1986* or *Contaminated Sites Act 2003*.

Should your staff wish to discuss this matter further, please contact DER's Planning and Advice Coordinator, Ms Teresa Gepp, on 6467 5383.

Yours sincerely


Jason Banke
DIRECTOR GENERAL

25 February 2016

mrs

From: Jane Sturgess <Jane.STURGESS@water.wa.gov.au>
Sent: Friday, 3 May 2019 11:31 AM
To: mrs@planning.wa.gov.au
Subject: 833-2-29-15 P1 (RLS/0793) - Lot 33 Hopkinson Road, Cardup - Amended advice
Attachments: MRS Amendment 1353-57 - Lot 33 Hopkinson Rd, Cardup - 833-2-29-15 P1 (RLS-0793) - Amended.pdf; Attachment 1 - MRS Amendment 1353-57 - Lot 33 Hopkinson Rd, Cardup - 833-2-29-15 P1 (RLS-0793).pdf

Apologies for any inconvenience, however please find attached updated advice that supersedes advice the DWER submitted 1 May 2019.

Feel free to contact me if there are any queries.

Thank you.

Regards,
Jane

Jane Sturgess
Snr NRMO – Planning Advice
Kwinana Peel Region
Please note I am available Mon-Wed, and Thurs & Fri 9am to 2.30pm

Department of Water and Environmental Regulation
107 Breakwater Parade, MANDURAH WA 6210
PO Box 332, MANDURAH WA 6210
T: (08) 9550 4228 | F: (08) 9581 4560
E: jane.sturgess@dwer.wa.gov.au | www.dwer.wa.gov.au
Twitter: [@DWER_WA](https://twitter.com/DWER_WA)

Disclaimer: This e-mail is confidential to the addressee and is the view of the writer, not necessarily that of the Department of Water and Environmental Regulation, which accepts no responsibility for the contents. If you are not the addressee, please notify the Department by return e-mail and delete the message from your system; you must not disclose or use the information contained in this email in any way. No warranty is made that this material is free from computer viruses. *This email and any attachments to it are also subject to copyright and any unauthorised reproduction, adaptation or transmission is prohibited. There is no warranty that this email is error or virus free. This notice should not be removed.*

Response ID ANON-GMA6-WNG3-A

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-18 15:47:27

Introduction

1 What is your first name?

First name:

paul

2 What is your surname?

surname:

barry

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

debarra57@hotmail.com

5 What is your address?

address:

53 cardup siding road cardup

6 Contact phone number:

phone number:

0403311957

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

We are being surrounded by urban development, we moved here for a rural and peaceful lifestyle, the glades, whitby and now this new development to the west of us. It seems we have no say in the matter, our properties are being devalued sometimes by up to 50%... There are many angry people in cardup, but it seems nobody gives a damn about us!!!!

File upload:

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Response ID ANON-GMA6-WNG8-F

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-19 17:25:41

Introduction

1 What is your first name?

First name:

Kerry

2 What is your surname?

surname:

Visser

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

kezandloz@bigpond.com

5 What is your address?

address:

69 Baigup Loop
Cardup wa 6122

6 Contact phone number:

phone number:

0418853362

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

Our rural lifestyle will be forever comprised of high density housing is approved for this area. When originally purchasing our block this was never on the horizon. We would never have brought our block if high density housing was to be basically at our front door.

High density housing brings noise, light and air pollution not to mention the crime! Sell the blocks in 5, 2 or even 1 acre lots to ensure like minded people keep the rural feel of the area. Surely even money grabbing developers can see environmental benefit of this.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGU-C

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-19 17:27:16

Introduction

1 What is your first name?

First name:
Maria

2 What is your surname?

surname:
Galliers

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
mariagalliers@bigpond.com

5 What is your address?

address:
268 cardup siding Rd, Byford 6122

6 Contact phone number:

phone number:
0417973265

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I have grave concerns for this proposal.

There is no infrastructure and the road is already congested and unappealing.

With regards to recent development in Byford and the negative impact on the surrounding homes, I am concerned that this will impact not only property prices on the existing homes but also the safety of the occupants.

Wormall has already increased traffic and safety hazards in the area.

Perhaps a rural spot away from existing housing would be a preferable option,

File upload:

No file was uploaded

Response ID ANON-GMA6-WNG4-B

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-19 17:46:17

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Support

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I have lived in cardup since 1988 and welcome any development as long as the roads and infrastructure is upgraded to accommodate the extra cars and people. In a rural lifestyle with horses cows sheep ect.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGJ-1

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-19 18:28:45

Introduction

1 What is your first name?

First name:
Victoria

2 What is your surname?

surname:
Duffy

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
vic.duffy@oulook.com

5 What is your address?

address:
219 Karbro Drive, Cardup. WA.

6 Contact phone number:

phone number:
0400993705

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

We moved here 5 years ago for a rural lifestyle. We have spent a considerable amount of money and an enormous amount of time on our property. If we wanted to live in suburbia I could have stayed where I was. If they are to be houses built then they should be larger lots of 2 acres.

Regards
Victoria Duffy

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGH-Y

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-29 23:41:23

Introduction

1 What is your first name?

First name:
Jonathan

2 What is your surname?

surname:
Numan

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
jononuman@gmail.com

5 What is your address?

address:
42 Redcliffe Road, Cardup

6 Contact phone number:

phone number:
0437 411 960

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I believe that the following plan for the amendment of the zoning will affect not only the residents but also the atmosphere that Cardup has. Right now, noise levels are kept to a minimum, allowing residents to enjoy the serenity of the environment around them. If the following plan goes ahead, I feel that the peacefulness that is in Cardup will suffer as a result. Please do not go ahead with this plan.

File upload:

No file was uploaded

Submission 12

Response ID ANON-GMA6-WNGW-E

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 06:08:17

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

Leave our land alone we are running out of the feel of the country side we don't need any more eastates around here. Thanks

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGA-R

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 06:35:39

Introduction

1 What is your first name?

First name:
Natalie

2 What is your surname?

surname:
Millman

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
nj_silk@hotmail.com

5 What is your address?

address:
36 Pomera Drive
Byford 6122

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

If you change the proposed area from rural to urban you get city slickers looking for the 'rural lifestyle' that will complain about said 'rural lifestyle' going on around them. Cue notices given to surrounding properties because their animals are too noisy for these city slickers which will result in people having to either get rid of animals or having to move further out giving developers a field day when the properties go up for sale. Where will it end? Pretty soon the whole SJ Shire will be one big urban development when it is actually known for its rural lifestyle and bigger blocks.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGR-9

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 07:06:26

Introduction

1 What is your first name?

First name:
Karen

2 What is your surname?

surname:
Stamp

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
kstamp19@bigpond.com

5 What is your address?

address:
28 Coleman close cardup

6 Contact phone number:

phone number:
0403139687

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

We purchased our land and built our home as we wanted the semi rural lifestyle Cardup offered we did the same in baldivis 12 years ago and now look at that catastrophe of a suburb.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNG5-C

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 07:59:48

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

[Redacted]

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

[Redacted]

5 What is your address?

address:

[Redacted]

6 Contact phone number:

phone number:

[Redacted]

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGY-G

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 08:00:46

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

This area has no amenities to warrant an urban re-zoning. Most of Cardup does not even have mains water, sewage or gas and the locals do not want this development -

Re-zoning this area from rural to urban will effect everything around it. From local businesses, local farming, local nature reserves and bush where there is plenty of local wildlife that call it home. The whole area of Cardup is loved for being rural and there is no infrastructure in place to handle a change to urban rezoning.

We do not want it, the wildlife do not want it and our amenities + infrastructure can not handle it.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGT-B

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 09:36:11

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I strongly oppose this development on the basis that this shire of SJ is supposed to be a rural/equine friendly area, we've been in cardup 10 years and before that mundijong for 8 years and I've seen the urban sprawl taking over Byford and all that comes with it, more people, more traffic which the roads don't cope with now and seriously how many more schools and shopping centres do we need in this area? Please keep cardup and mundijong as rural blocks where we can live a relatively quiet life in an equestrian community which is why we all moved here in the first place, I understand progress etc but it's not needed here.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGE-V

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 10:45:02

Introduction

1 What is your first name?

First name:
Robbe

2 What is your surname?

surname:
Bryce

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
robbebryce568@gmail.com

5 What is your address?

address:
79 Bournbrook Ave Cardup 6122

6 Contact phone number:

phone number:
0409094385

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

There are hundreds of families that have invested in larger properties to get further away from Byford to have some room for their horses, hobbies etc. A bit of piece and quiet. Having it packed full of units/town houses, along with state houses will ruin this.

State Housing in this area is a bad idea. There is no infrastructure, no train line and insufficient bus transport. Crime has gone through the roof in Byford of late, we don't want this in Cardup. We don't want Cardup to be the next Ellenbrook!

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGS-A

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 10:47:09

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

There are hundreds of families that have invested in larger properties to get further away from Byford to have some room for their horses, hobbies etc. A bit of piece and quiet. Having it packed full of units/town houses, along with state houses will ruin this.

State Housing in this area is a bad idea. There is no infrastructure, no train line and insufficient bus transport. Crime has gone through the roof in Byford of late, we don't want this in Cardup. We don't want Cardup to be the next Ellenbrook!

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGB-S

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 10:49:05

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

There are hundreds of families that have invested in larger properties to get further away from Byford to have some room for their horses, hobbies etc. A bit of piece and quiet. Having it packed full of units/town houses, along with state houses will ruin this.

State Housing in this area is a bad idea. There is no infrastructure, no train line and insufficient bus transport. Crime has gone through the roof in Byford of late, we don't want this in Cardup. We don't want Cardup to be the next Ellenbrook!

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGZ-H

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 11:21:32

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Support

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

It will be greatly beneficial to the area and Perth as a growing. The roads will need to be upgraded before the construction takes place, maybe we will see some proactive planning instead of reactive planning.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGN-5

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 12:40:16

Introduction

1 What is your first name?

First name:
Debra

2 What is your surname?

surname:
Mondon

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
debz.mondon@gmail.com

5 What is your address?

address:
77 learmouth turn byford

6 Contact phone number:

phone number:
0410176637

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

the area is rural. The atmosphere and houses around now are great. You cant get rid of nature, trees the cows to simply build another housing area. Look elsewhere. Keep the area rural as it has been for years.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGD-U

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 13:49:43

Introduction

1 What is your first name?

First name:
Felicity

2 What is your surname?

surname:
Johnston

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
haycotlm@live.com.au

5 What is your address?

address:
29 Karbro Drive, Cardup, WA, 6122

6 Contact phone number:

phone number:
0414825497

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

Everyone in our household highly opposes this amendment to the Metropolitan Region Scheme. We have chosen to live on our property for over 26 years to achieve the quiet, private lifestyle we enjoy and we do not wish to see this destroyed.

To allow small housing blocks does not fit into the lifestyle of Cardup. People choose to live here to have a semi rural lifestyle and that would be destroyed by allowing higher density housing in our suburb. Block sizes should not be permitted to go below 1 - 1.5acres in this area to retain the lifestyle of the current residents.

There are not the jobs, amenities or infrastructure that will be required, and will not be for many many years, to accommodate the volume of people that will live in the area if it is changed to an Urban zoning and we know from history that this causes highly undesirable behavior in an area.

Another issue I am concerned about is that the property values could fall if the rural feel of our suburb is taken away.

Most people in Cardup have livestock of some sort (eg sheep, chickens, alpacas & horses) that would be at a higher risk of danger from attack from wandering dogs if these subdivisions are located right next to the larger lifestyle blocks as proposed. I have attached a flyer that the City of Swan issued due to this problem.

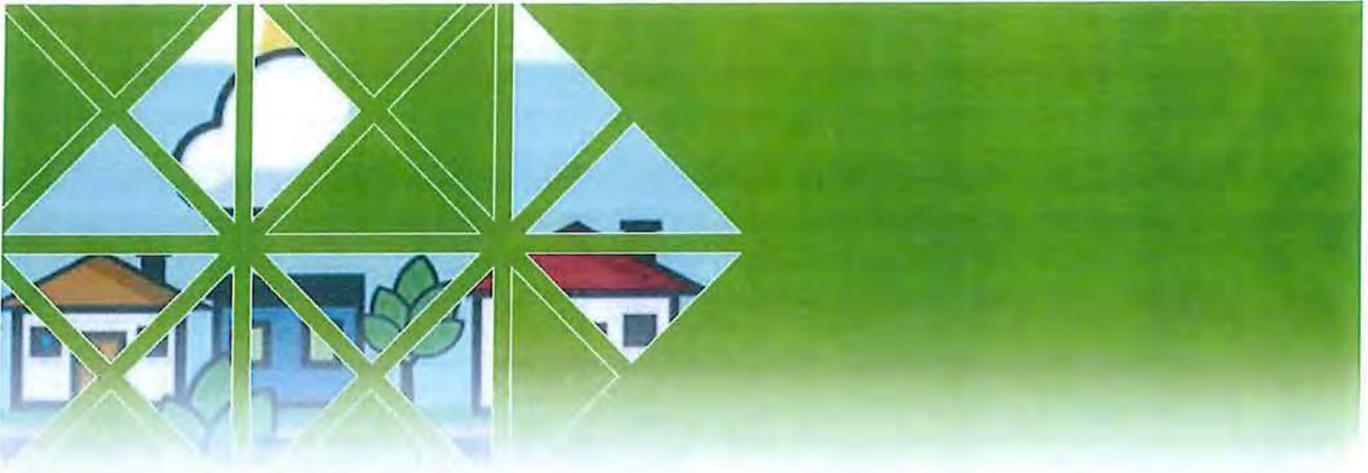
The Shire of Serpentine-Jarrahdale have carried out surveys which prove that people in our shire enjoy the rural feel of our shire and that is why they live here. I have attached the latest survey, please take particular interest in "Most Valued Aspects of the Shire of Serpentine Jarrahdale".

We hope that you will take into consideration the concerns of the local residents and choose not to destroy our chosen lifestyles. We live this far from suburbia for a reason and don't wish for it to be brought to our door step.

Thank you.

File upload:

Community-Perceptions-Survey-Results-2018.pdf was uploaded



MARKYT Community Scorecard ©

Prepared for: Shire of Serpentine Jarrahdale

Prepared by: Catalyse® Pty Ltd ©

October 2018

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Strategic Insights

Overall Performance | Shire of Serpentine Jarrahdale



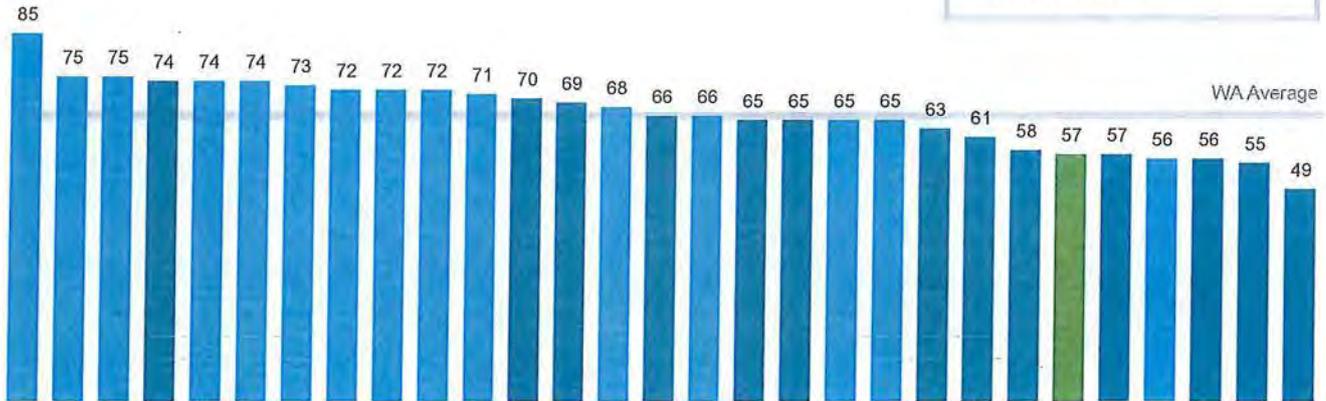
Overall Performance | industry comparisons

The 'Overall Performance Index Score' is a combined measure of the Shire of Serpentine Jarrahdale as a 'place to live' and as a 'governing organisation'. The Shire of Serpentine Jarrahdale's overall performance index score is 57 out of 100, 9 index points below the industry standard for Western Australia.

Overall Performance Index Score

average of 'place to live' and 'governing organisation'

- Shire of Serpentine Jarrahdale
- Metropolitan Councils
- Regional Councils



MARKYT 5

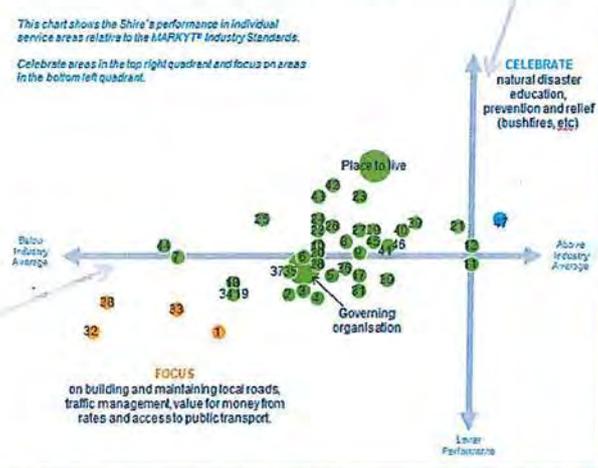
How to read the MARKYT Benchmark Matrix TM

The MARKYT[®] Benchmark Matrix TM (shown in detail overleaf) illustrates how the community rates performance on individual measures, compared to how other councils are being rated by their communities.

There are two dimensions. The vertical axis maps community perceptions of performance for individual measures relative to the average score for all measures. The horizontal axis maps performance relative to the MARKYT[®] Industry Standards.

Councils aim to be on the right side of this line, with performance ABOVE the MARKYT[®] Industry Standard.

This chart shows the Shire's performance in individual service areas relative to the MARKYT[®] Industry Standards. Celebrate areas in the top right quadrant and focus on areas in the bottom left quadrant.



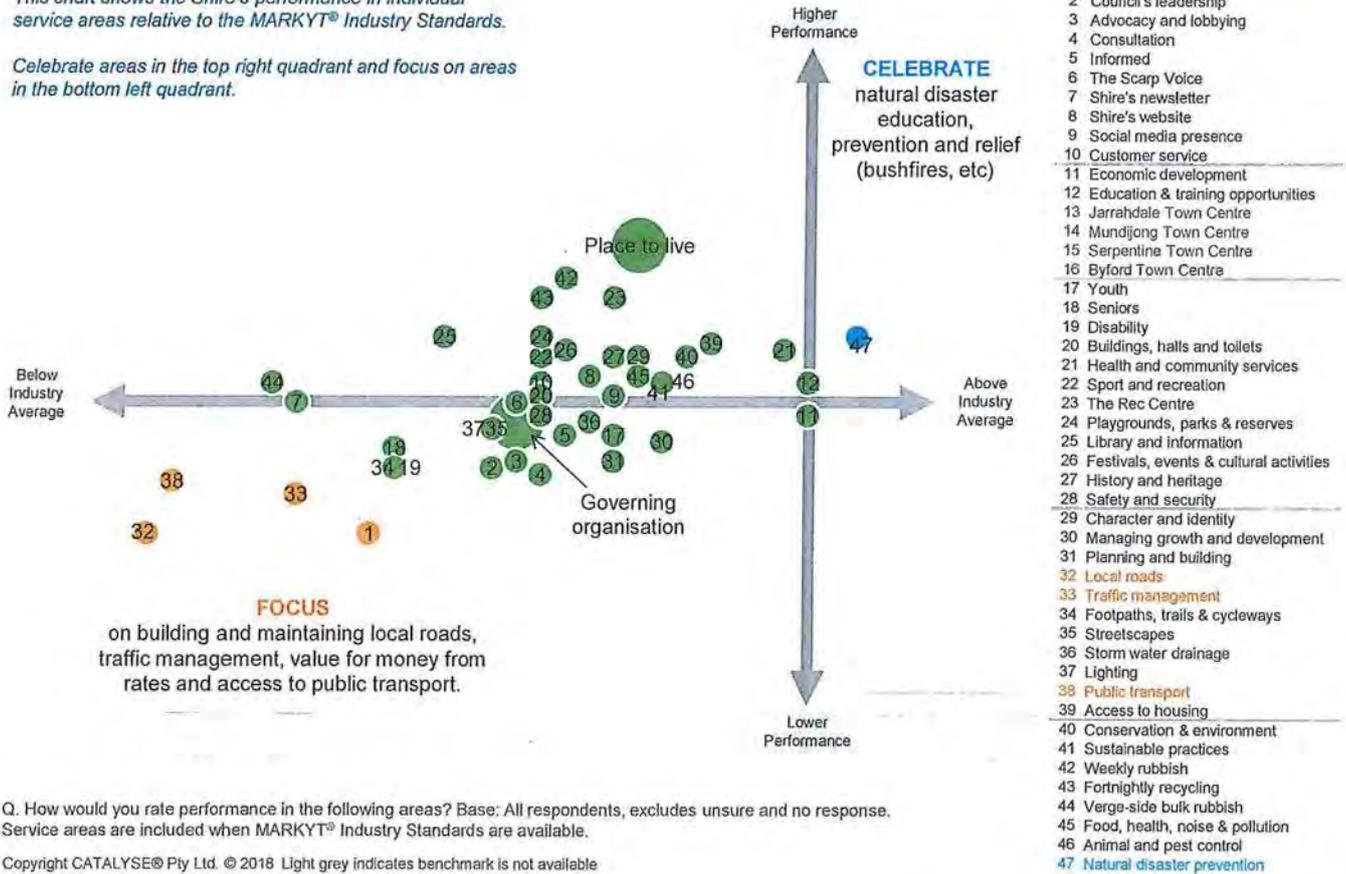
This line represents Council's average performance for all individual measure. As it represents the average, around half of the service areas will be placed above the line, and around half will be positioned below the line.

MARKYT

MARKYT Benchmark Matrix™

This chart shows the Shire's performance in individual service areas relative to the MARKYT® Industry Standards.

Celebrate areas in the top right quadrant and focus on areas in the bottom left quadrant.



Q. How would you rate performance in the following areas? Base: All respondents, excludes unsure and no response. Service areas are included when MARKYT® Industry Standards are available.

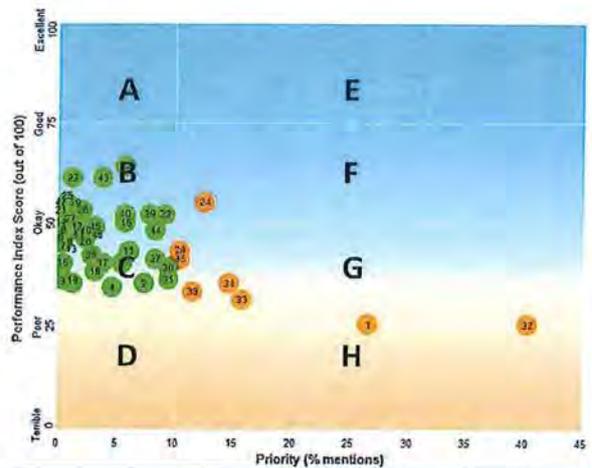
Copyright CATALYSE® Pty Ltd. © 2018 Light grey indicates benchmark is not available

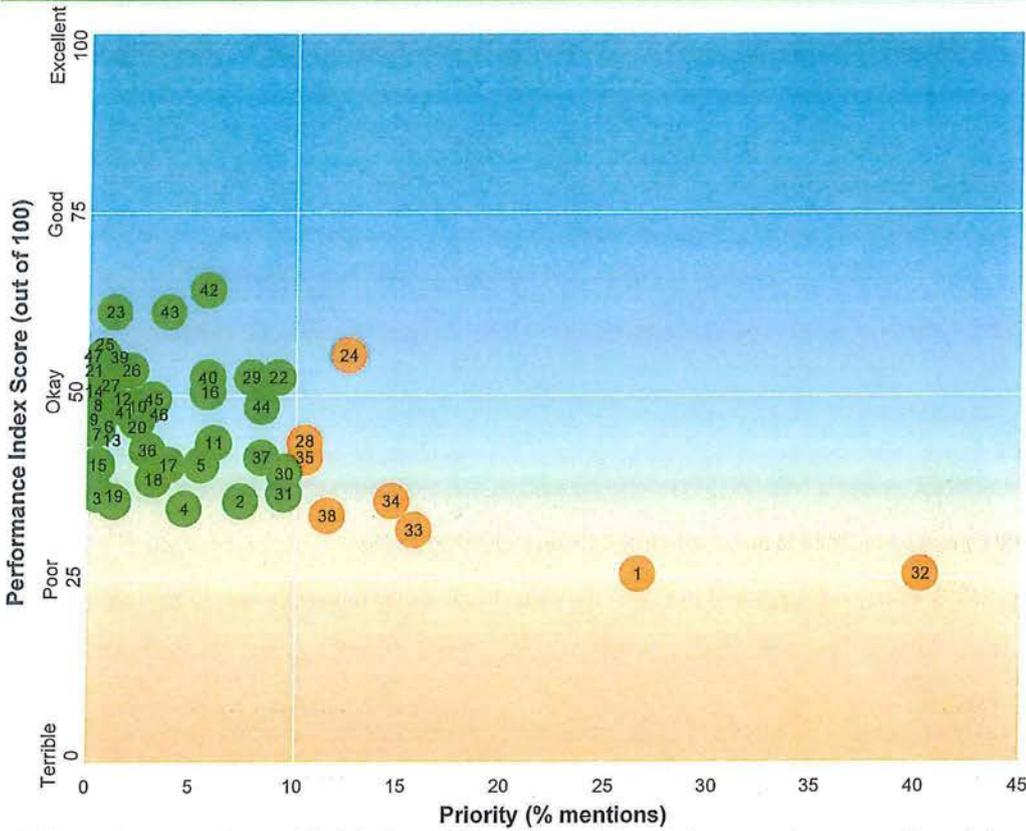
MARKYT Community Priorities Window™

In the Shire of Serpentine Jarrahdale's Community Priorities Window, detailed overleaf, most services are located in windows B + C. These areas receive ratings around the okay level.

Higher performing areas include weekly rubbish collections, fortnightly recycling collections and The Rec Centre.

Moving forward, the community would mostly like Council to focus on local road maintenance, value for money from rates, traffic management, footpaths, cycleways and trails, playgrounds, parks and reserves, streetscapes, safety and access to public transport (windows F, G + H).





- 1 Value for money from rates
- 2 Council's leadership
- 3 Advocacy and lobbying
- 4 Consultation
- 5 Informed
- 6 The Scarp Voice
- 7 Shire's newsletter
- 8 Shire's website
- 9 Social media presence
- 10 Customer service
- 11 Economic development
- 12 Education & training opportunities
- 13 Jarrahdale Town Centre
- 14 Mundijong Town Centre
- 15 Serpentine Town Centre
- 16 Byford Town Centre
- 17 Youth
- 18 Seniors
- 19 Disability
- 20 Buildings, halls and toilets
- 21 Health and community services
- 22 Sport and recreation
- 23 The Rec Centre
- 24 Playgrounds, parks & reserves
- 25 Library and information
- 26 Festivals, events & cultural activities
- 27 History and heritage
- 28 Safety and security
- 29 Character and identity
- 30 Managing growth and development
- 31 Planning and building
- 32 Local roads
- 33 Traffic management
- 34 Footpaths, trails & cycleways
- 35 Streetscapes
- 36 Storm water drainage
- 37 Lighting
- 38 Public transport
- 39 Access to housing
- 40 Conservation & environment
- 41 Sustainable practices
- 42 Weekly rubbish
- 43 Fortnightly recycling
- 44 Verge-side bulk rubbish
- 45 Food, health, noise & pollution
- 46 Animal and pest control
- 47 Natural disaster prevention

Q. How would you rate performance in the following areas? Base: All respondents, excludes unsure and no response. (n = varies)
 Q. Which areas would you most like the Shire of Serpentine Jarrahdale to focus on improving? Base: All respondents, excludes no response (n = 380)

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The Study

The Study

In September, the Shire administered a MARKYT® Community Scorecard to evaluate community priorities and performance against key indicators in the Strategic Community Plan.

Scorecard invitations were sent to 4,000 randomly selected households (2,000 by mail and 2,000 by email). The Shire supported the survey with promotions through its channels, including the website, newsletters and social media.

In total, **601 residents** submitted a response reducing the sampling error to $\pm 3.95\%$ at the 95% confidence interval.

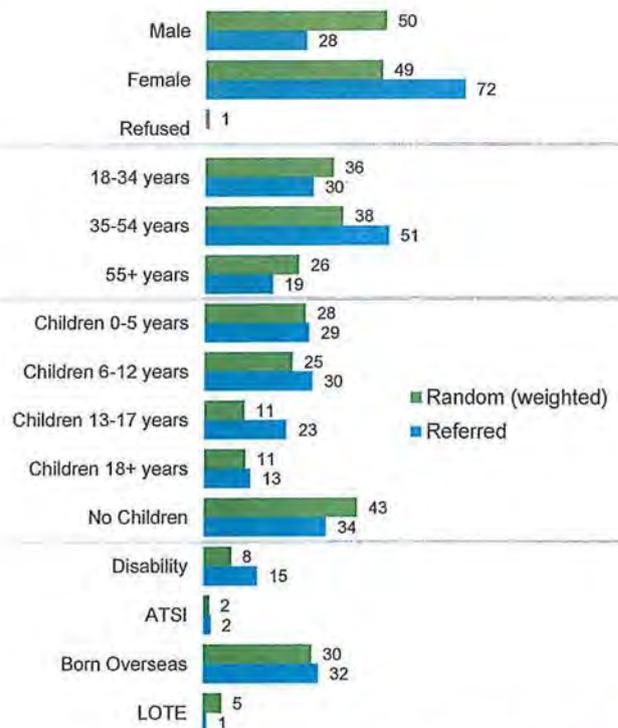
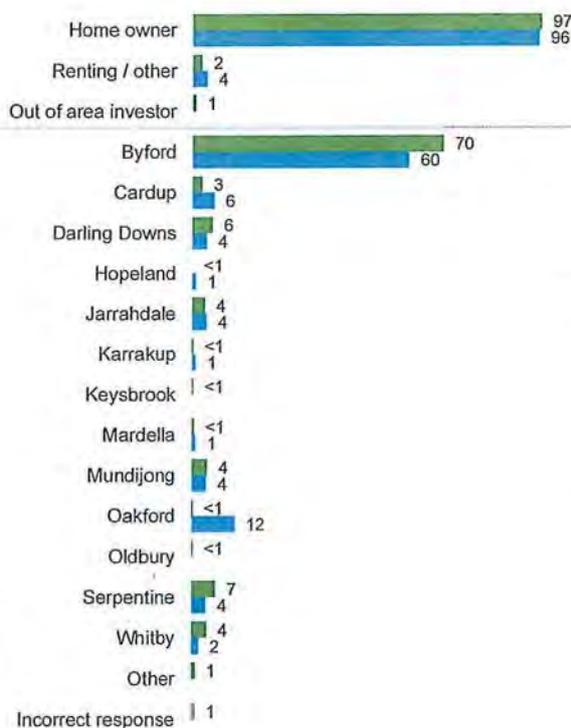
Of these respondents, 435 respondents were randomly selected and a further 166 opted in to take part through a council promotion or a referral from a community group, family or friend. As analysis of responses from the random and referred sample showed significant differences, results have been reported separately. The main body of the report presents responses from the random sample. The referred sample is referred to in a separate section with a comparison to the random sample.

The final dataset was weighted by age and gender to match the ABS Census population profile.

Data has been analysed using SPSS. Where sub-totals add to $\pm 1\%$ of the parts, this is due to rounding errors to zero decimal places.

Respondent profile

% of respondents



CATALYSE® has conducted MARKYT® Community Scorecards and Community Perceptions Surveys for more than 40 councils across WA. When three or more councils have asked a comparable question, we publish the high score to enable participating councils to recognise and learn from the industry leaders. In this report, the 'high score' is calculated from WA councils that have completed an accredited study with CATALYSE® within the past two years. Participating councils are listed below.

Metropolitan



Regional



How to read this report

Performance Ratings

The chart shows community perceptions of performance on a five point scale from excellent to terrible.

The Performance Index Score is a score out of 100 using the following formula:

$$\frac{(\text{average score} - 1)}{4} \times 100$$

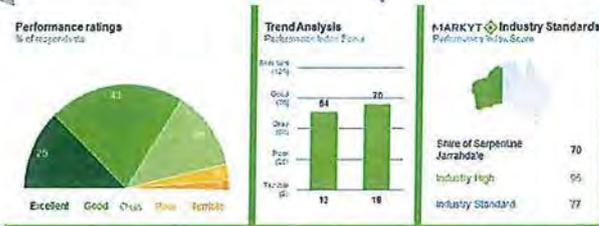
In effect, the Performance Index Score converts the average rating into a zero-based score out of 100.

Score	Average Rating
100	Excellent
75	Good
50	Okay
25	Poor
0	Terrible

Trend analysis shows how performance varies over time.

Please note: 2013 performance results are from phone surveys using an 11 point satisfaction scale that has been converted using a MARKYT® Conversion Model. 2018 results use a MARKYT® accredited multi-channel approach with a 5 point performance scale. This is a best practice approach that enables comparison with other councils.

For the agree-disagree questions, the scale has remained consistent.



Variances across the community												
Performance Index Score												
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-24 years	25-34 years	35+ years	Disability	Born Overseas
70	71	70	72	69	69	63	69	72	66	73	76	70
												53
												69
												67
												77

Variance across the community shows how results vary across the community based on the Performance Index Score

MARKYT® Industry Standards show how Council is performing compared to other councils across Western Australia.

Council Score is the Council's performance index score.

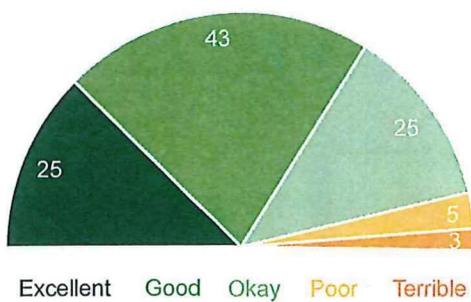
Industry High is the highest score achieved by councils in WA that have completed a comparable study with CATALYSE® over the past two years.

Industry Standard is the average score among WA councils that have completed a comparable study with CATALYSE® over the past two years.

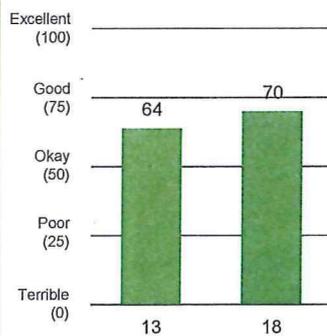
Overall Performance

The Shire of Serpentine Jarrahdale as a place to live

Performance ratings
% of respondents



Trend Analysis
Performance Index Score



MARKYT Industry Standards
Performance Index Score



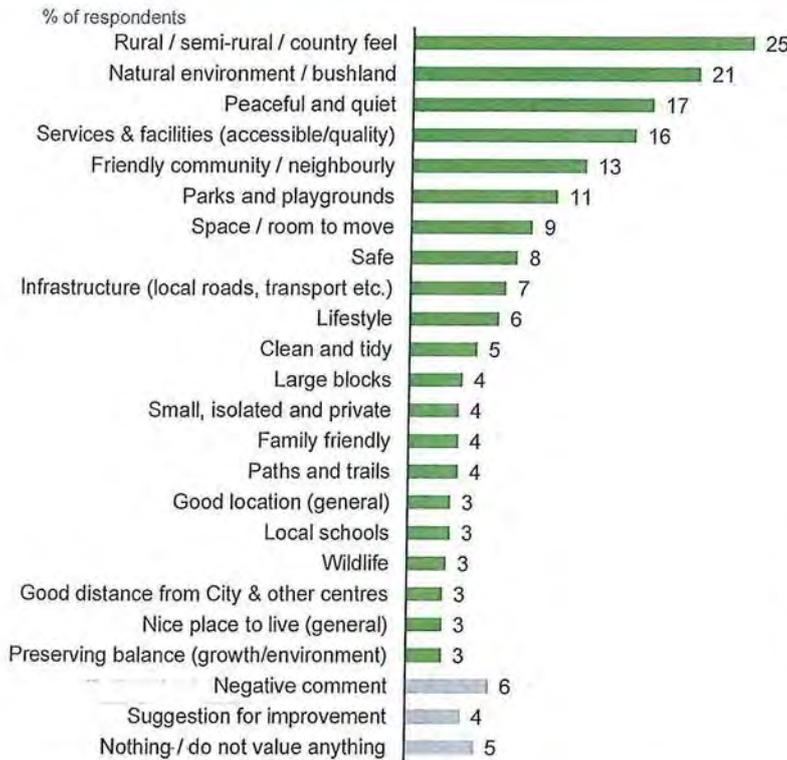
Shire of Serpentine Jarrahdale	70
Industry High	95
Industry Standard	77

Variations across the community
Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
70	71	70	72	69	69	65	69	72	66	73	76	70	63	69	67	77

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 432).

Most valued aspects of the Shire of Serpentine Jarrahdale



Residents love the Shire's semi-rural feel and natural environment. They find it a peaceful and friendly place to live with easy access to good local services and facilities.

"Semi Rural lifestyle, natural environment, good community and great place to raise a family."

"Being close to a rural feel while having good amenities."

"The friendliness of people. The Country feel to the area. Lots of parks and walks."

"The rural aspect. Plenty of trees and nature. Quiet and peaceful, different sized blocks and close enough to bigger suburbs or Perth."

"The environment and opportunities to access nature. So many other places are jealous of what we have."

"The natural bush areas, the bird life, National forests."

"We love the area we live in it still has the country feel with all the needs of city living, it is quiet with clean air and hopefully a great future."

"The ability to have the amenities and services close at hand, but also have the ability to disappear into the natural environment at any time."

A full list of anonymous comments is provided in the Community Voices database.

Q. As a place to live, what do you value most about your local area?

Base: all respondents who provided a valid response, excluded 'no response' (n = 389)

Chart shows responses mentioned spontaneously by 3% or more respondents.

MARKYT

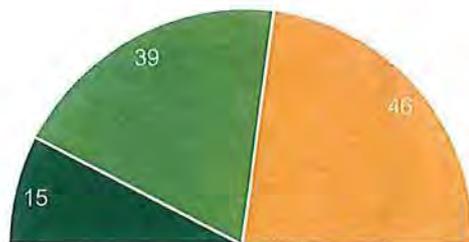
17

Community Advocacy

Likelihood of recommending the Shire of Serpentine Jarrahdale as a place to live

Community Advocacy

% of respondents



Promoters (9-10) Passives (7-8) Detractors (0-6)

Net Promoter Score



NPS can range from -100 to +100

MARKYT Industry Standards

Net Promoter Score



Variances across the community

Net Promoter Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	16-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
-31	-28	-35	-34	-42	-19	-24	-37	-53	-34	-30	-36	-19	-19	-36	-50	-10

Q. How likely are you to recommend the Shire of Serpentine Jarrahdale as a place to live?

Please give a rating out of 10, where 0 is not at all likely and 10 is extremely likely.

Base: All respondents, excludes 'unsure' and 'no response' (n = 429).

MARKYT

18

The Shire of Serpentine Jarrahdale as the organisation that governs the local area

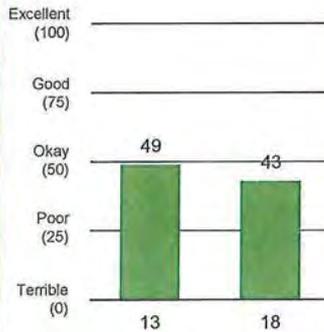
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	43
Industry High	74
Industry Standard	55

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
43	44	42	45	43	37	44	43	44	38	46	42	48	44	43	43	42

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 423).

Value for money from Council rates

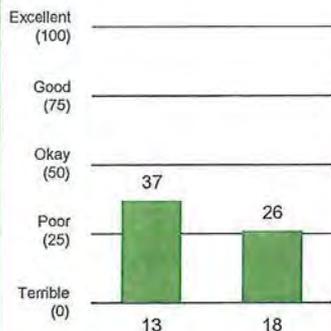
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	26
Industry High	64
Industry Standard	44

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
26	28	25	32	21	20	21	26	19	22	36	27	31	39	26	21	31

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 424).

Familiarity with local services and facilities

Familiarity with local services and facilities

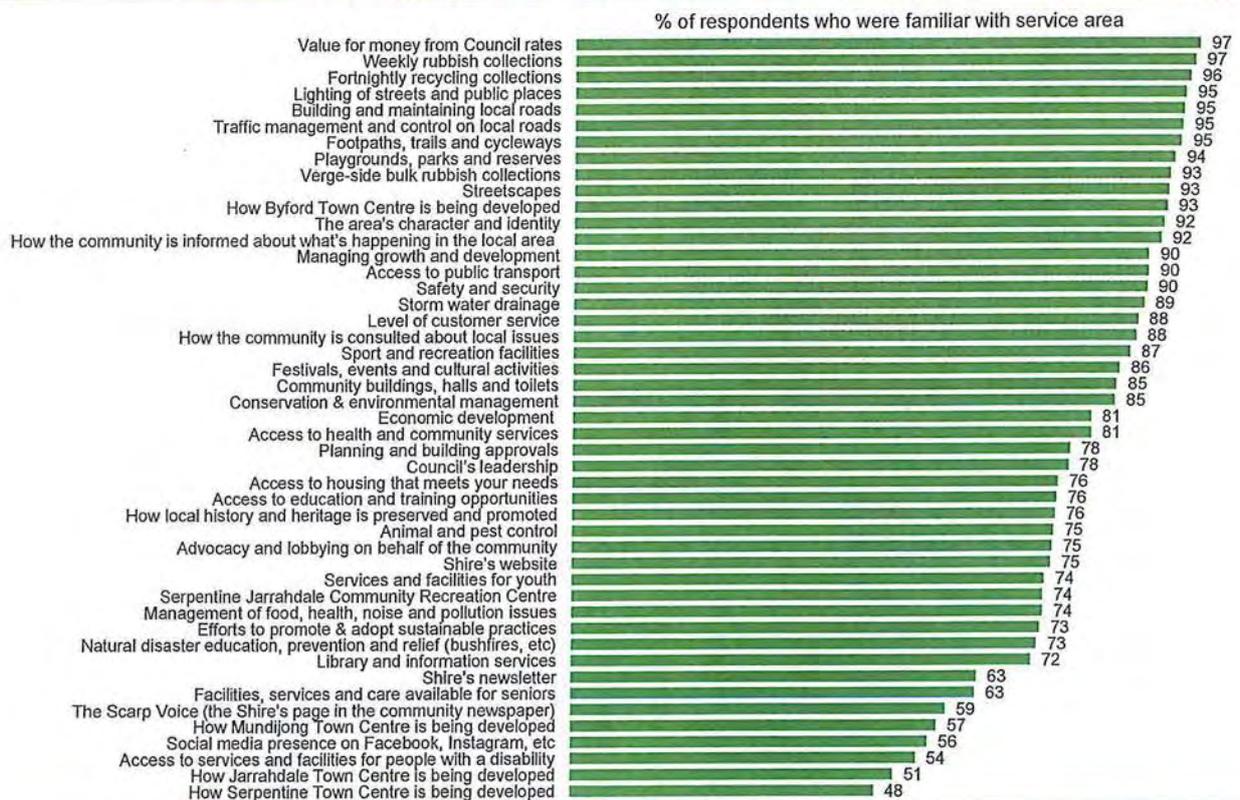


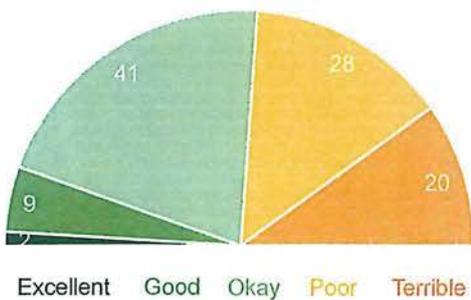
Chart shows proportion of respondents who were familiar enough with the service area to rate performance.

Leadership and Communications

Council's leadership

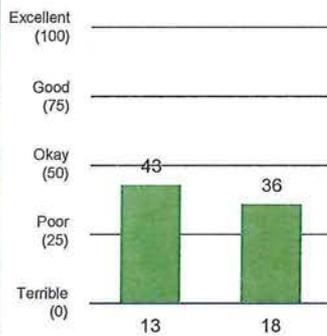
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Variations across the community

Performance Index Score

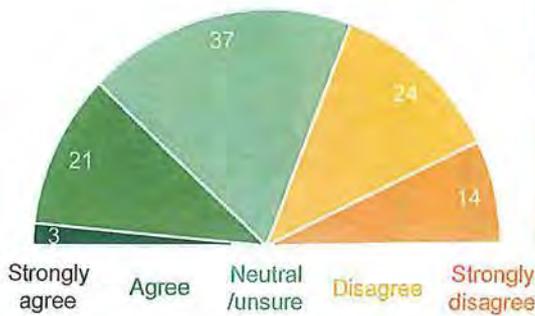
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
36	38	34	39	36	33	38	34	37	33	39	34	42	43	35	37	39

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 338).

The Shire has developed and communicated a clear vision for the area

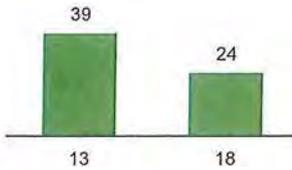
Level of agreement

% of respondents



Trend Analysis

% agree



MARKYT Industry Standards

% agree



Shire of Serpentine Jarrahdale	24
Industry High	61
Industry Standard	36

Variations across the community

% agree

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
24	25	23	26	27	19	27	23	27	20	28	16	27	33	24	13	27

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 429).

Advocacy and lobbying on behalf of the community to influence decisions, support local causes, etc

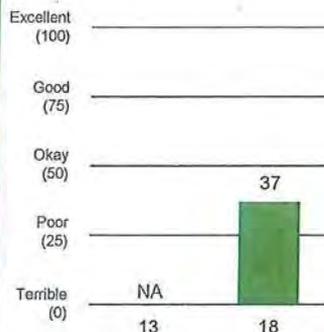
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	37
Industry High	68
Industry Standard	49

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
37	39	36	41	37	35	37	34	35	34	42	36	41	42	38	33	37

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 327).

How the community is consulted about local issues

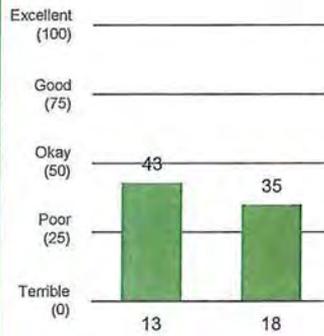
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	35
Industry High	63
Industry Standard	46

Variations across the community

Performance Index Score

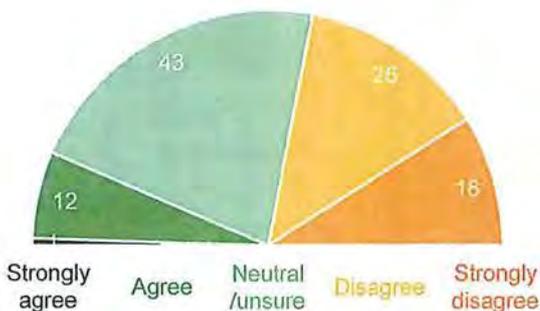
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
35	37	34	37	34	33	38	37	35	33	37	34	39	46	35	33	37

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 383).

Elected Members (the Councillors) have a good understanding of community needs

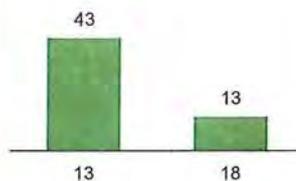
Level of agreement

% of respondents



Trend Analysis

% agree



MARKYT Industry Standards

% agree



Shire of Serpentine Jarrahdale	13
Industry High	50
Industry Standard	32

Variations across the community

% agree

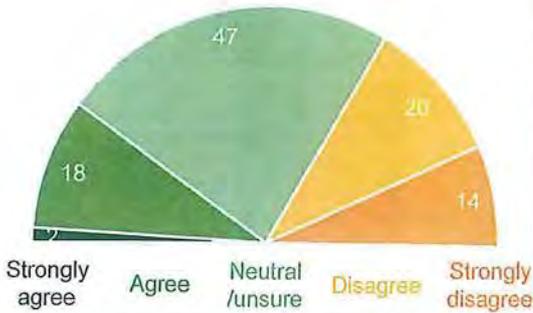
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
13	13	14	11	18	14	19	20	15	13	12	14	17	24	13	8	18

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 430).

Staff have a good understanding of community needs

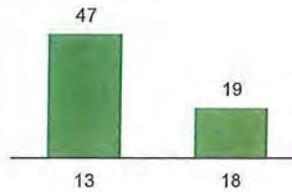
Level of agreement

% of respondents



Trend Analysis

% agree



MARKYT Industry Standards

% agree



Shire of Serpentine Jarrahdale	19
Industry High	53
Industry Standard	36

Variances across the community

% agree

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
19	18	21	23	14	14	23	23	15	15	28	32	19	29	19	13	25

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 428).

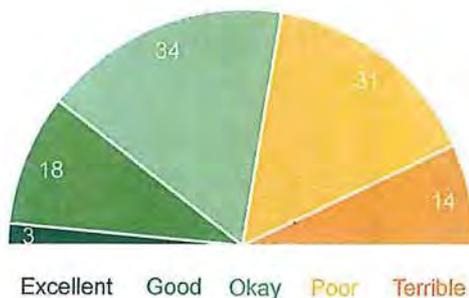
MARKYT

29

How the community is informed about what's happening in the local area (including local issues, events, services and facilities)

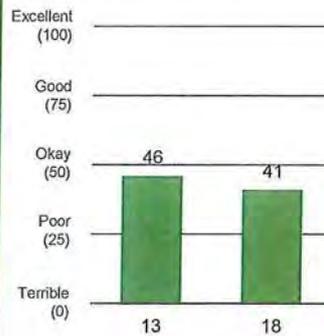
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	41
Industry High	66
Industry Standard	51

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
41	42	40	41	42	44	43	41	44	39	42	37	45	58	40	32	47

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 399).

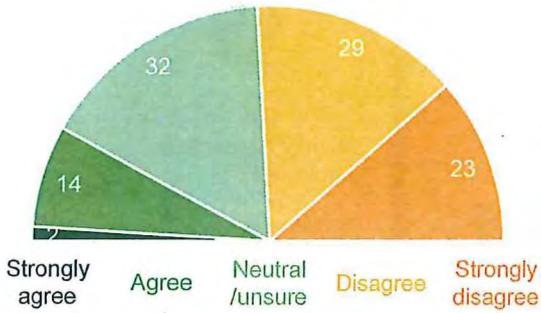
MARKYT

30

The Shire clearly explains reasons for its decisions and how residents' views have been taken into account

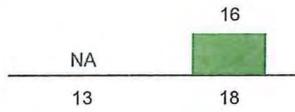
Level of agreement

% of respondents



Trend Analysis

% agree



MARKYT Industry Standards

% agree



Shire of Serpentine Jarrahdale	16
Industry High	49
Industry Standard	28

Variations across the community

% agree

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
16	18	13	19	14	10	23	18	15	13	20	19	18	43	16	15	16

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 428).

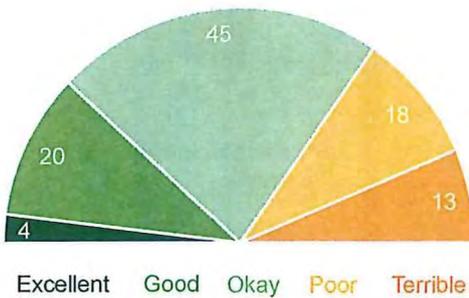


31

The Scarp Voice (the Shire's page in the community newspaper)

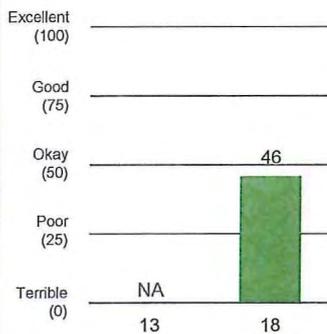
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



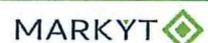
Shire of Serpentine Jarrahdale	46
Industry High	67
Industry Standard	58

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
46	47	45	49	43	44	52	48	41	43	51	48	51	62	46	38	51

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 255).



32

Shire's newsletter

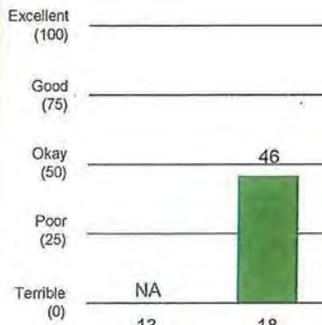
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	46
Industry High	73
Industry Standard	67

Variations across the community

Performance Index Score

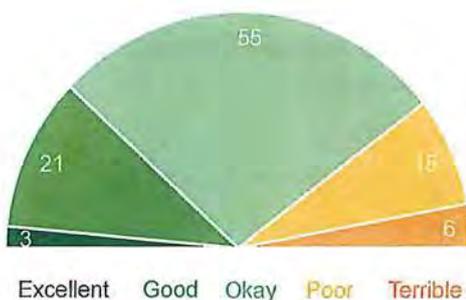
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
46	48	45	48	45	47	49	47	44	43	51	45	52	58	46	37	51

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 276).

Shire's website

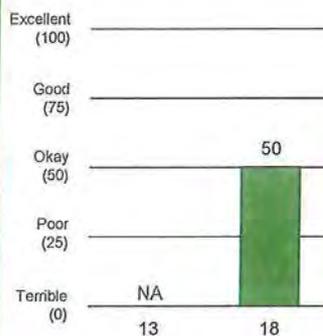
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	50
Industry High	68
Industry Standard	59

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
50	51	48	52	48	48	51	53	49	48	53	49	53	58	50	45	50

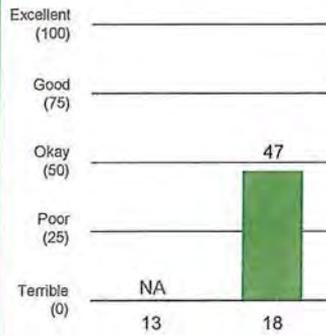
Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 326).

Social media presence on Facebook, Instagram, etc

Performance ratings % of respondents



Trend Analysis Performance Index Score



MARKYT Industry Standards Performance Index Score



Shire of Serpentine Jarrahdale	47
Industry High	65
Industry Standard	55

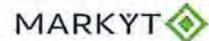
Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
47	47	46	47	46	48	56	48	49	45	47	43	50	62	46	36	52

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 243).



35

Preferred sources of information

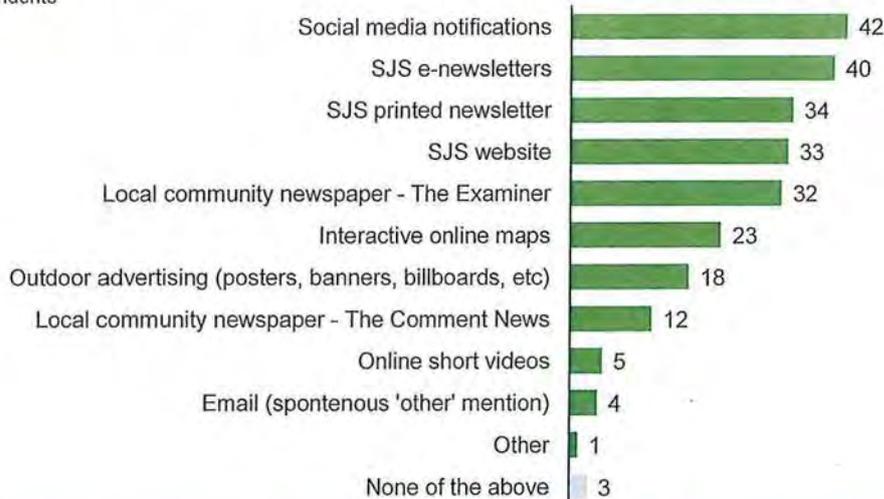
Social media notifications and e-news are the preferred channels for receiving information and updates from the Shire about what's happening in the local area, followed by the Shire's printed newsletter and website.

The Examiner is the preferred local community newspaper for receiving Shire information.

Direct email as an information source was spontaneously mentioned by 4% of respondents.

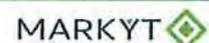
Preferred sources of information and updates | about what's happening in the local area

% of respondents



Q. How would you prefer to receive information and updates from the Shire of Serpentine Jarrahdale about what's happening in the local area?

Base: All respondents, excludes no response (n = 412)



36

Preferred sources of information

Community variances

Social media as a source of information is most popular among 18-34 year olds and families with children aged 0-12 years.

Residents aged 55+ years, families with adult children at home and people born overseas tend to prefer hard-copy forms of communication including the printed newsletter, The Examiner and The Comment News.

The Shire's website is more popular as a source of information and updates among families with older children (13+ years) and people who mainly speak a language other than English at home.

Audience Variances % of respondents	All respondents	Gender		Family Structure					Age			Disability	Born Overseas	LOTE	Wards		
		Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years				North Ward	North West Ward	Southern Ward
Social media notifications	42	39	46	36	54	55	48	35	63	48	23	40	38	43	43	30	42
SJS e-newsletters	40	42	38	37	42	45	43	38	38	43	38	40	37	38	41	43	37
SJS printed newsletter	34	33	34	36	27	25	37	44	28	29	42	37	40	38	33	38	35
SJS website	33	34	32	31	28	35	43	45	32	36	31	29	32	38	33	35	33
The Examiner	32	30	34	37	23	23	35	36	16	25	49	46	39	38	32	27	34
Interactive online maps	23	24	21	25	29	26	9	15	28	19	23	26	20	14	22	22	22
Outdoor advertising	18	15	22	15	23	18	28	16	24	22	10	11	19	14	19	22	15
The Comment News	12	12	13	14	3	11	4	18	2	10	21	20	15	19	15	8	8
Online short videos	5	8	2	3	4	9	9	7	5	6	3	3	6	10	4	8	5
Email (spontaneous 'other' mention)	4	5	3	5	7	2	0	0	3	5	4	0	5	14	4	8	3
Other	1	2	1	2	0	1	0	2	1	1	2	3	0	0	1	0	1
None of the above	3	3	2	2	6	3	2	2	3	3	2	6	1	0	3	3	1

Q. How would you prefer to receive information and updates from the Shire of Serpentine Jarrahdale about what's happening in the local area?

Base: All respondents, excludes no response (n = 412)

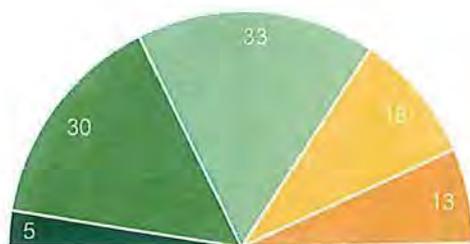
MARKYT

37

Level of customer service

Performance ratings

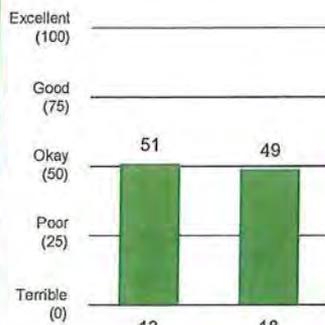
% of respondents



Excellent Good Okay Poor Terrible

Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
49	49	49	50	50	46	55	50	53	45	51	50	51	63	50	42	49

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 384).

MARKYT

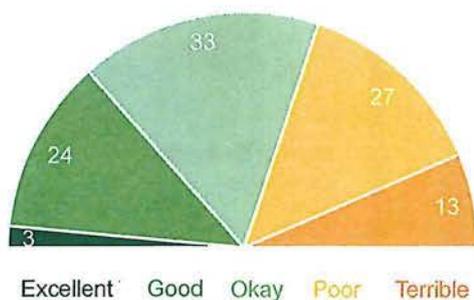
38

Economic Development

Economic development (what the Shire is doing to attract investors, attract and retain businesses, grow tourism and create more job opportunities)

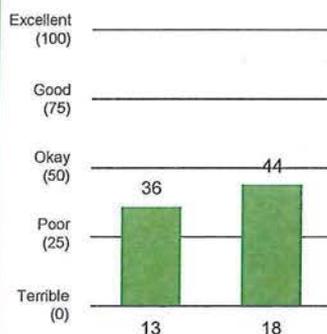
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	44
Industry High	63
Industry Standard	44

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
44	45	45	47	48	39	49	36	48	41	46	41	50	56	48	34	37

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 353).

Access to education and training opportunities

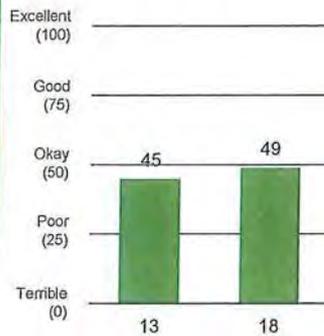
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	49
Industry High	63
Industry Standard	49

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
49	51	48	54	51	40	45	46	49	46	54	48	51	57	51	41	46

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 330).

How Jarrahdale Town Centre is being developed

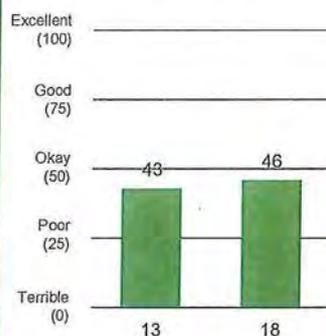
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	46
Industry High	69
Industry Standard	50

Variances across the community

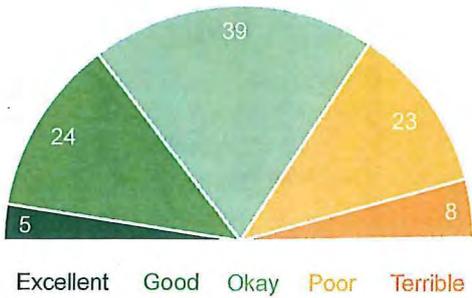
Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
46	48	43	49	46	40	35	42	44	42	51	47	52	56	49	39	41

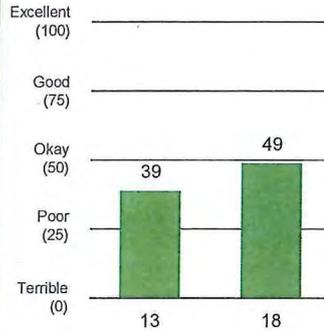
Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 220).

How Mundijong Town Centre is being developed

Performance ratings % of respondents



Trend Analysis Performance Index Score



MARKYT Industry Standards Performance Index Score



Shire of Serpentine Jarrahdale	49
Industry High	69
Industry Standard	50

Variations across the community

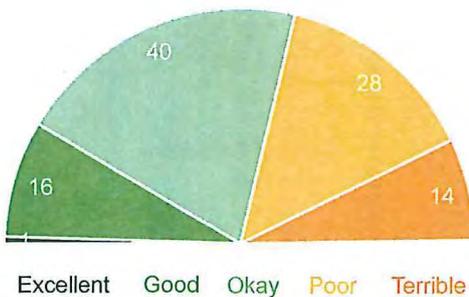
Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
49	50	47	51	50	45	44	50	46	45	53	53	52	51	52	41	45

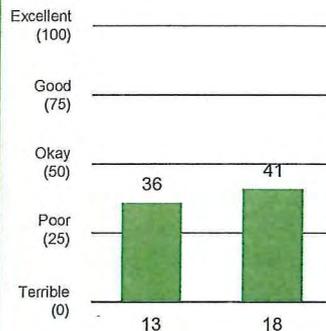
Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 249).

How Serpentine Town Centre is being developed

Performance ratings % of respondents



Trend Analysis Performance Index Score



MARKYT Industry Standards Performance Index Score



Shire of Serpentine Jarrahdale	41
Industry High	69
Industry Standard	50

Variations across the community

Performance Index Score

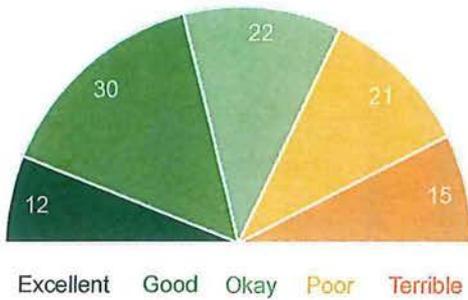
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
41	42	38	43	42	36	37	38	40	39	43	35	45	50	46	35	34

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 207).

How Byford Town Centre is being developed

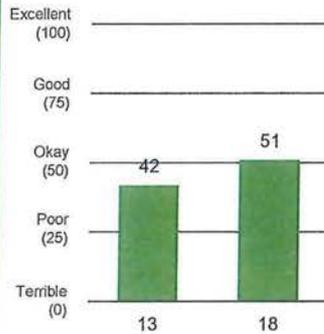
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



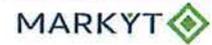
Shire of Serpentine Jarrahdale	51
Industry High	69
Industry Standard	50

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
51	53	48	54	52	44	48	45	56	45	54	51	58	73	52	44	46

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 403).

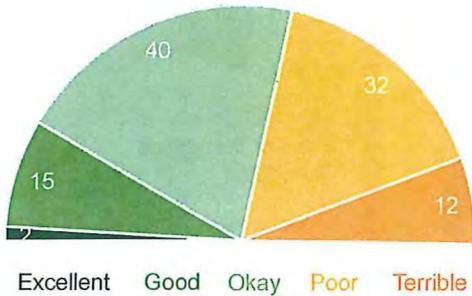


Community Development

Services and facilities for youth

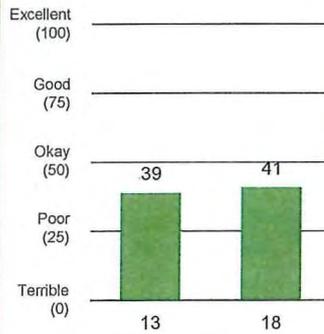
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	41
Industry High	68
Industry Standard	49

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
41	43	38	43	44	37	35	39	42	37	44	44	45	57	42	41	37

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 322).

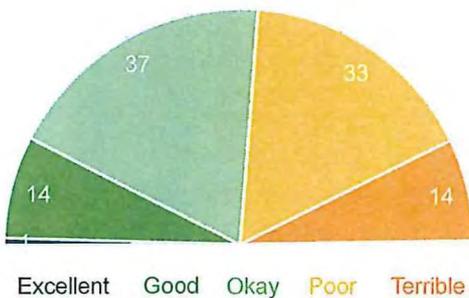
MARKYT

47

Facilities, services and care available for seniors

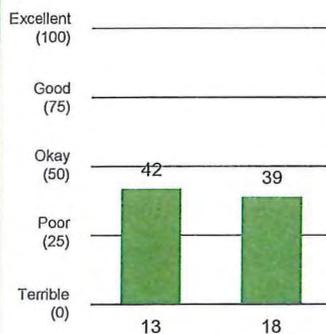
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	39
Industry High	67
Industry Standard	56

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
39	40	37	42	39	37	40	34	43	36	39	35	43	55	39	38	38

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 275).

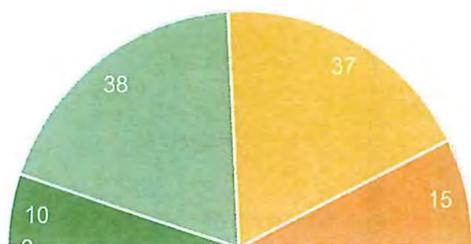
MARKYT

48

Access to services and facilities for people with a disability

Performance ratings

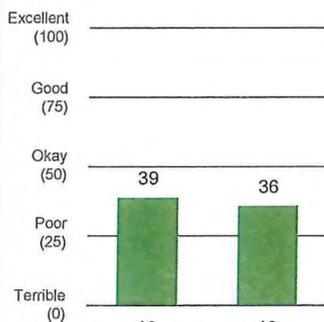
% of respondents



Excellent Good Okay Poor Terrible

Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	36
Industry High	66
Industry Standard	53

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
36	38	33	36	42	37	39	28	42	33	35	35	41	52	38	35	30

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 235).

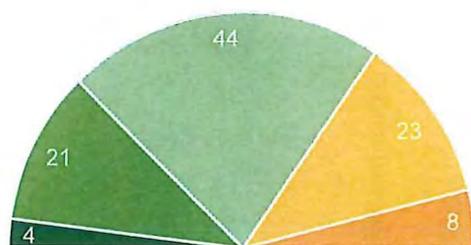
MARKYT

49

Community buildings, halls and toilets

Performance ratings

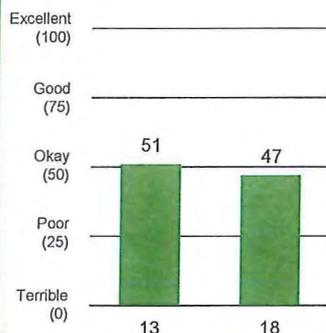
% of respondents



Excellent Good Okay Poor Terrible

Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	47
Industry High	77
Industry Standard	58

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
47	49	45	50	47	44	44	48	51	43	50	45	49	53	49	40	46

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 370).

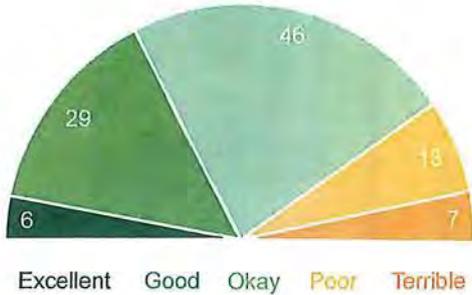
MARKYT

50

Access to health and community services

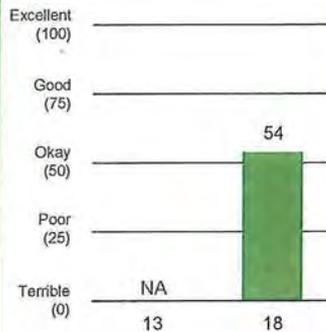
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Variations across the community

Performance Index Score

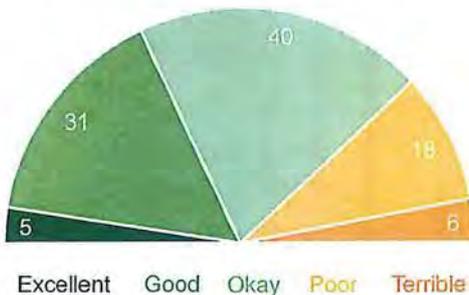
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
54	55	53	57	55	52	57	51	58	50	55	52	59	63	56	45	49

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 353).

Sport and recreation facilities

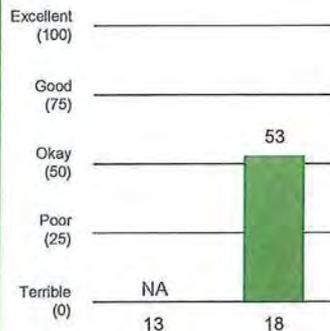
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Variations across the community

Performance Index Score

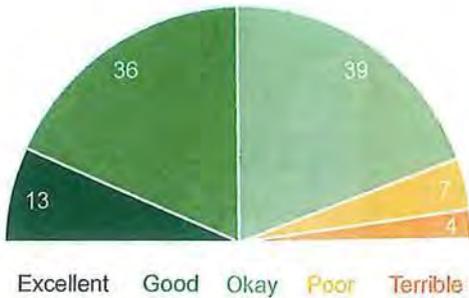
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
53	53	52	55	54	50	49	49	53	50	55	53	54	50	54	47	51

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 379).

Serpentine Jarrahdale Community Recreation Centre (also known as The Rec Centre)

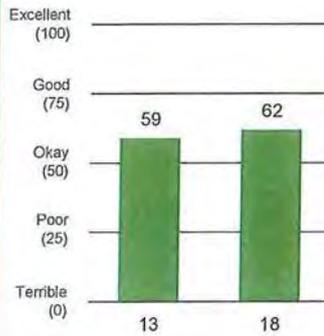
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	62
Industry High	83
Industry Standard	70

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
62	62	62	62	64	63	65	58	61	59	65	68	63	53	64	50	60

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 321).

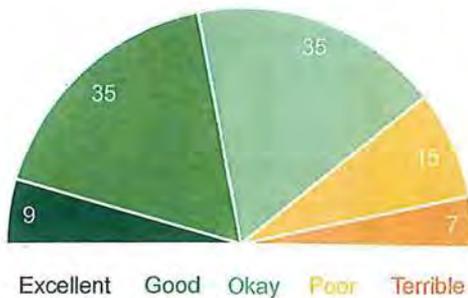
MARKYT

53

Playgrounds, parks and reserves

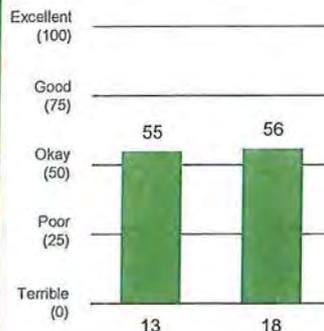
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	56
Industry High	85
Industry Standard	67

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
56	57	55	60	57	51	55	55	57	53	58	53	58	55	58	44	52

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 408).

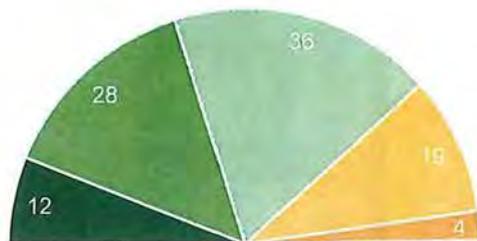
MARKYT

54

Library and information services

Performance ratings

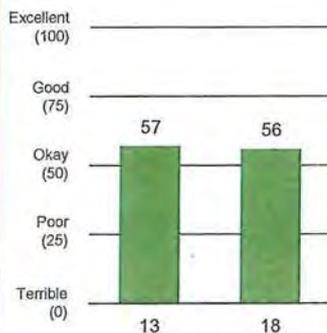
% of respondents



Excellent Good Okay Poor Terrible

Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	56
Industry High	89
Industry Standard	71

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
56	56	57	59	55	57	54	55	53	54	61	63	57	55	54	58	64

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 313).

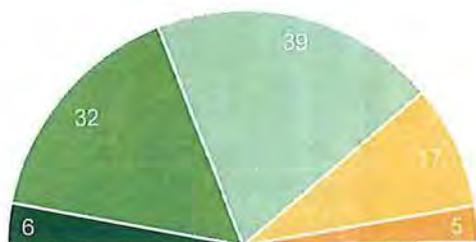
MARKYT

55

Festivals, events and cultural activities

Performance ratings

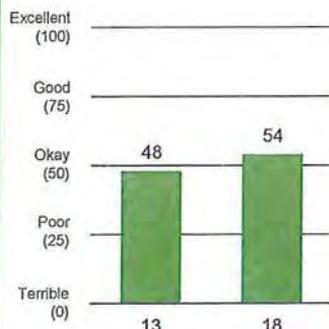
% of respondents



Excellent Good Okay Poor Terrible

Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	54
Industry High	78
Industry Standard	64

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
54	52	56	57	56	53	55	53	55	51	57	56	57	60	54	41	60

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 372).

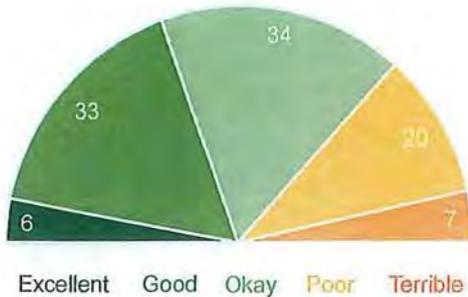
MARKYT

56

How local history and heritage is preserved and promoted

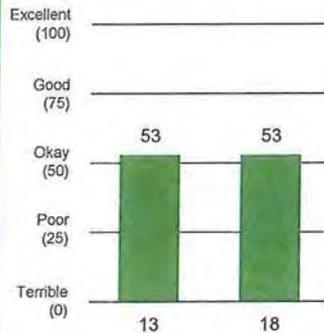
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	53
Industry High	79
Industry Standard	61

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
53	55	50	53	55	52	55	55	55	52	52	53	54	65	53	43	55

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 329).

MARKYT

57

Safety and security

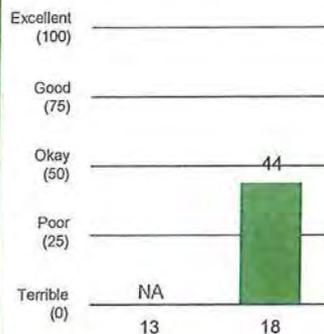
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	44
Industry High	75
Industry Standard	55

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
44	46	42	46	44	44	44	45	47	41	45	40	46	54	42	44	50

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 390).

MARKYT

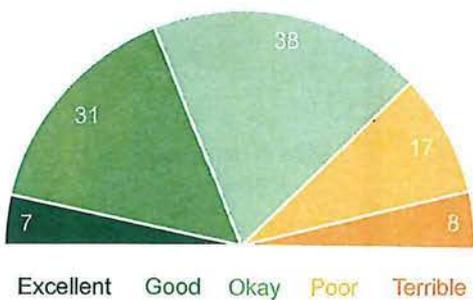
58

Built Environment

The area's character and identity

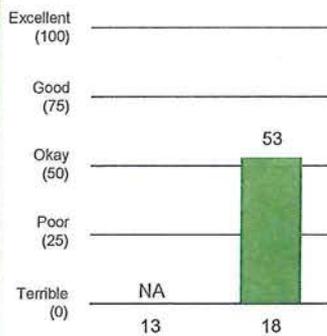
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	53
Industry High	85
Industry Standard	60

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
53	55	51	54	55	51	55	51	57	51	53	50	54	57	53	46	54

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 401).

Managing growth and development

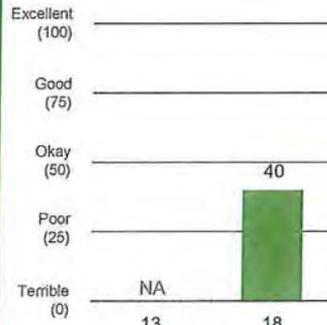
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
40	41	38	43	38	36	41	36	44	36	42	39	43	53	42	30	36

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 391).

Planning and building approvals

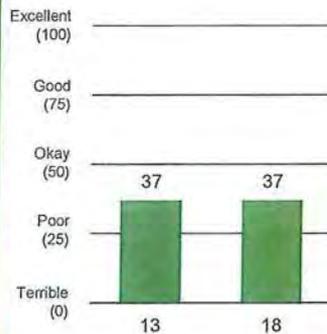
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
37	37	36	38	41	35	37	32	41	34	37	36	43	55	39	27	32

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 339).

Building and maintaining local roads

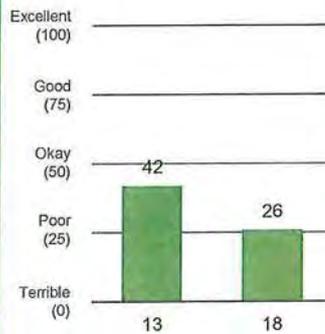
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	26
Industry High	80
Industry Standard	53

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
26	28	22	28	28	21	25	24	22	23	31	26	32	42	25	23	29

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 414).

MARKYT

63

Traffic management and control on local roads

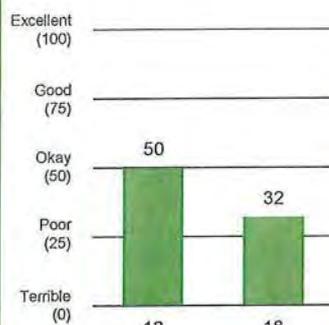
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	32
Industry High	67
Industry Standard	53

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
32	34	30	35	34	27	30	31	31	28	38	35	36	42	31	27	37

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 413).

MARKYT

64

Footpaths, trails and cycleways

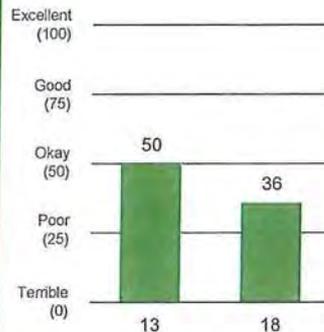
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	36
Industry High	71
Industry Standard	53

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
36	39	33	38	41	32	40	32	38	34	38	39	40	46	37	27	37

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 412).

MARKYT

65

Streetscapes

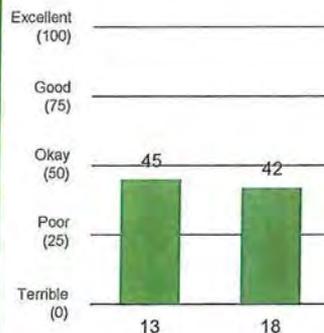
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	42
Industry High	83
Industry Standard	55

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
42	43	42	45	42	41	46	39	39	41	45	44	45	43	42	32	46

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 404).

MARKYT

66

Storm water drainage

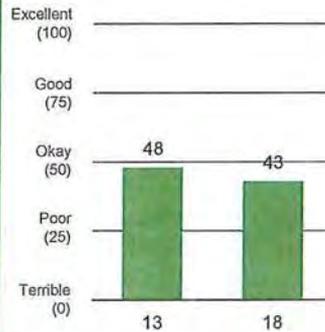
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	43
Industry High	79
Industry Standard	52

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
43	47	38	45	45	43	41	37	46	42	42	42	47	52	45	26	43

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 388).

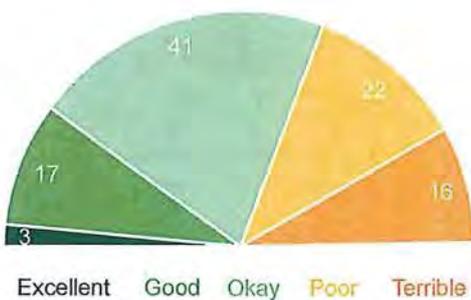
MARKYT

67

Lighting of streets and public places

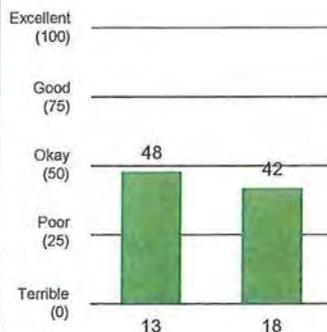
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	42
Industry High	65
Industry Standard	55

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
42	45	39	45	41	40	40	39	40	38	48	44	46	53	42	35	45

Q. How would you rate performance in the following areas?

Base: All respondents, excludes 'unsure' and 'no response' (n = 415).

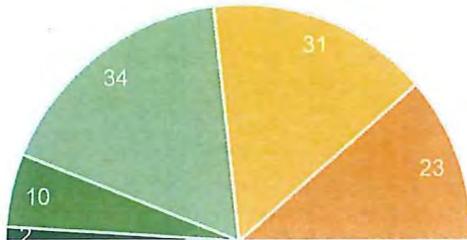
MARKYT

68

Access to public transport

Performance ratings

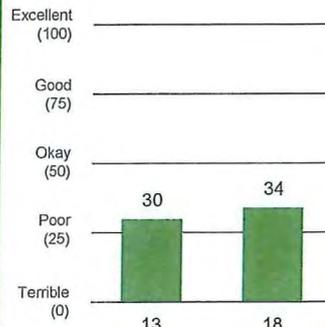
% of respondents



Excellent Good Okay Poor Terrible

Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	34
Industry High	85
Industry Standard	60

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
34	35	33	37	36	35	30	27	34	33	36	35	38	40	38	26	26

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 391).

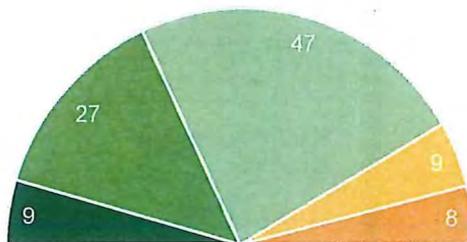
MARKYT

69

Access to housing that meets your needs

Performance ratings

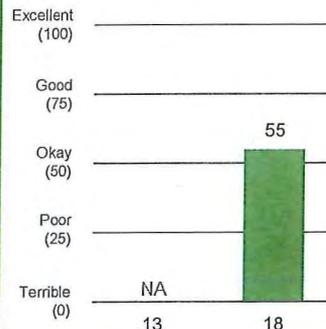
% of respondents



Excellent Good Okay Poor Terrible

Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	55
Industry High	68
Industry Standard	59

Variances across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
55	57	53	58	56	53	60	53	58	54	55	52	57	53	56	53	54

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 331).

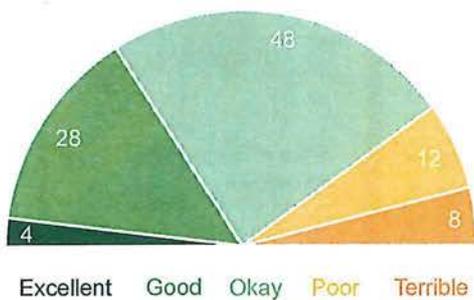
MARKYT

70

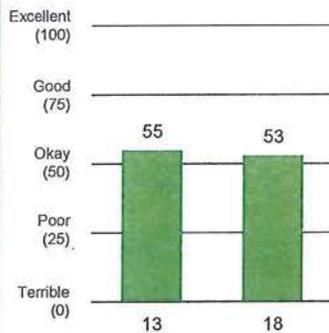
Natural Environment

Conservation & environmental management

Performance ratings
% of respondents



Trend Analysis
Performance Index Score



MARKYT Industry Standards
Performance Index Score



Variations across the community
Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
53	55	49	53	56	54	54	50	60	50	51	51	54	62	53	42	54

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 389).

Efforts to promote & adopt sustainable practices

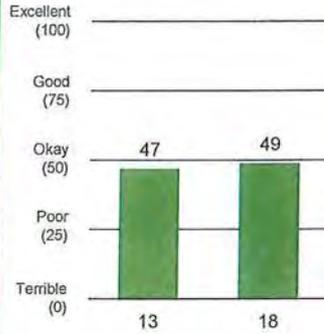
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	49
Industry High	68
Industry Standard	55

Variations across the community

Performance Index Score

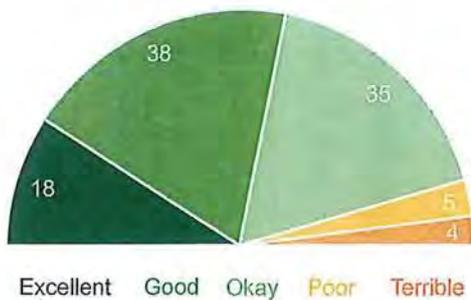
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
49	51	47	50	52	50	51	47	54	46	50	49	50	56	50	38	48

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 319).

Weekly rubbish collections

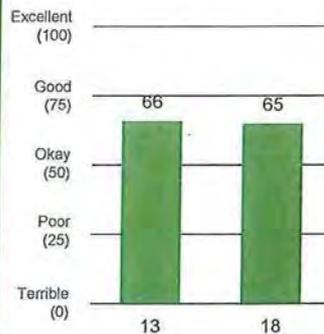
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	65
Industry High	86
Industry Standard	75

Variations across the community

Performance Index Score

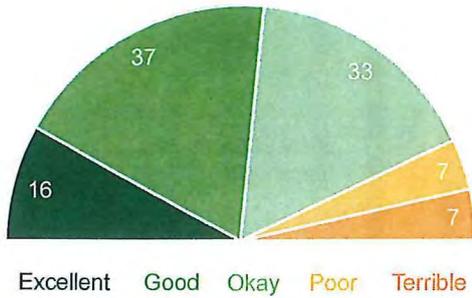
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
65	66	64	68	67	64	63	65	68	62	67	61	67	71	66	63	63

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 421).

Fortnightly recycling collections

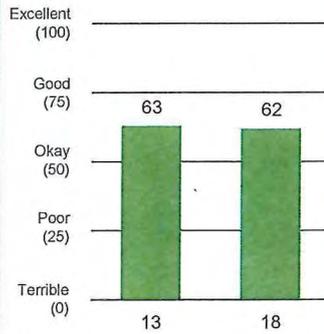
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	62
Industry High	84
Industry Standard	73

Variations across the community

Performance Index Score

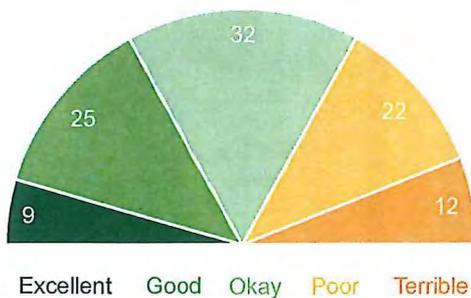
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
62	63	60	66	58	58	55	60	66	58	64	57	64	73	62	63	59

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 418).

Verge-side bulk rubbish collections

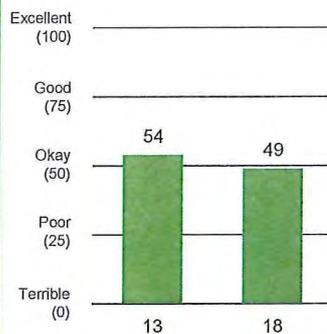
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	49
Industry High	86
Industry Standard	71

Variations across the community

Performance Index Score

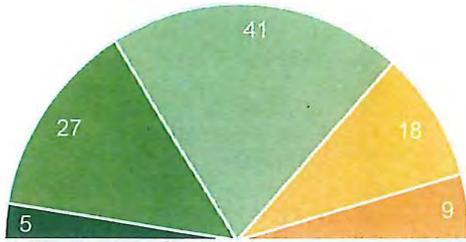
Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
49	51	47	54	49	44	44	46	47	45	54	49	51	52	48	45	52

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 405).

Management of food, health, noise and pollution issues

Performance ratings

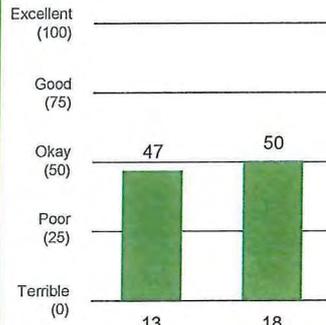
% of respondents



Excellent Good Okay Poor Terrible

Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	50
Industry High	74
Industry Standard	57

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
50	52	49	50	56	52	51	51	57	47	49	56	52	60	51	43	51

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 321).

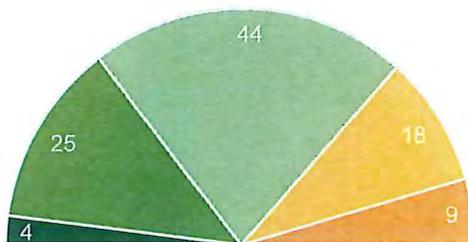
MARKYT

77

Animal and pest control

Performance ratings

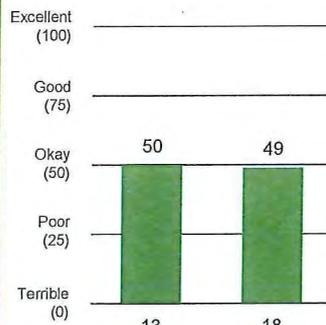
% of respondents



Excellent Good Okay Poor Terrible

Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	49
Industry High	69
Industry Standard	55

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
49	49	50	50	51	49	52	52	53	47	49	51	52	59	50	44	49

Q. How would you rate performance in the following areas?
Base: All respondents, excludes 'unsure' and 'no response' (n = 328).

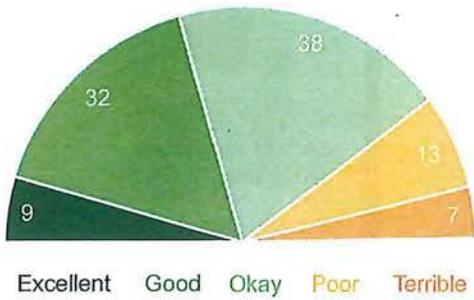
MARKYT

78

Natural disaster education, prevention and relief (bushfires, etc)

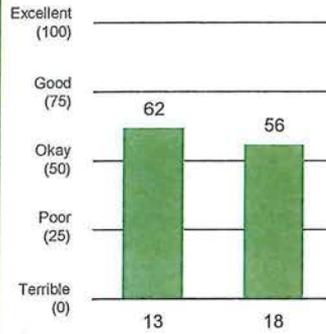
Performance ratings

% of respondents



Trend Analysis

Performance Index Score



MARKYT Industry Standards

Performance Index Score



Shire of Serpentine Jarrahdale	56
Industry High	63
Industry Standard	54

Variations across the community

Performance Index Score

Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
56	57	54	58	57	55	59	55	60	51	59	60	58	56	56	51	56

Q. How would you rate performance in the following areas?
 Base: All respondents, excludes 'unsure' and 'no response' (n = 317).

Overview of Community Variances

Summary of community variances

Leadership, communication and economic development

	Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
Place to live	70	71	70	72	69	69	65	69	72	66	73	76	70	63	69	67	77
Governing organisation	43	44	42	45	43	37	44	43	44	38	46	42	48	44	43	43	42
Value for money from rates	26	28	25	32	21	20	21	26	19	22	36	27	31	39	26	21	31
Council's leadership	36	38	34	39	36	33	38	34	37	33	39	34	42	43	35	37	39
Advocacy and lobbying	37	39	36	41	37	35	37	34	35	34	42	36	41	42	38	33	37
Consultation	35	37	34	37	34	33	38	37	35	33	37	34	39	46	35	33	37
Informed	41	42	40	41	42	44	43	41	44	39	42	37	45	58	40	32	47
The Scarp Voice	46	47	45	49	43	44	52	48	41	43	51	48	51	62	46	38	51
Shire's newsletter	46	48	45	48	45	47	49	47	44	43	51	45	52	58	46	37	51
Shire's website	50	51	48	52	48	48	51	53	49	48	53	49	53	58	50	45	50
Social media presence	47	47	46	47	46	48	56	48	49	45	47	43	50	62	46	36	52
Customer service	49	49	49	50	50	46	55	50	53	45	51	50	51	63	50	42	49
Economic development	44	45	45	47	48	39	49	36	48	41	46	41	50	56	48	34	37
Education & training opportunities	49	51	48	54	51	40	45	46	49	46	54	48	51	57	51	41	46
Jarrahdale Town Centre	46	48	43	49	46	40	35	42	44	42	51	47	52	56	49	39	41
Mundijong Town Centre	49	50	47	51	50	45	44	50	46	45	53	53	52	51	52	41	45
Serpentine Town Centre	41	42	38	43	42	36	37	38	40	39	43	35	45	50	46	35	34
Byford Town Centre	51	53	48	54	52	44	48	45	56	45	54	51	58	73	52	44	46

Summary of community variances

Community development

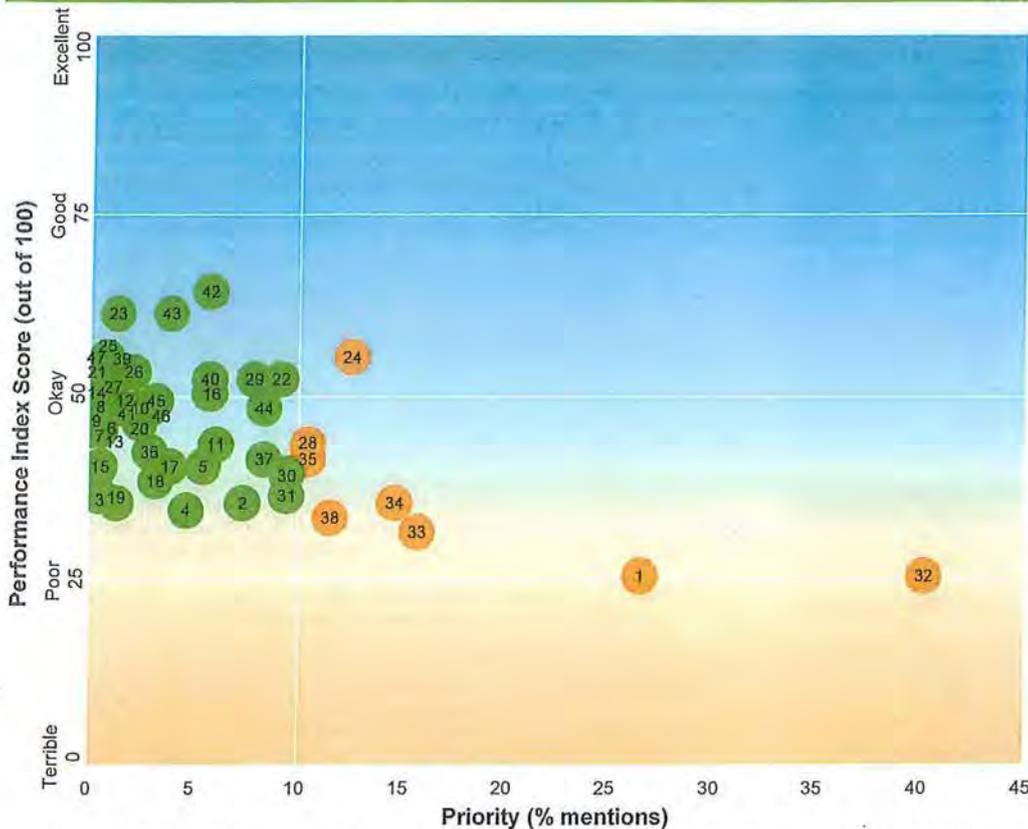
	Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
Youth	41	43	38	43	44	37	35	39	42	37	44	44	45	57	42	41	37
Seniors	39	40	37	42	39	37	40	34	43	36	39	35	43	55	39	38	38
Disability	36	38	33	36	42	37	39	28	42	33	35	35	41	52	38	35	30
Buildings, halls and toilets	47	49	45	50	47	44	44	48	51	43	50	45	49	53	49	40	46
Health and community services	54	55	53	57	55	52	57	51	58	50	55	52	59	63	56	45	49
Sport and recreation	53	53	52	55	54	50	49	49	53	50	55	53	54	50	54	47	51
The Rec Centre	62	62	62	62	64	63	65	58	61	59	65	68	63	53	64	50	60
Playgrounds, parks & reserves	56	57	55	60	57	51	55	55	57	53	58	53	58	55	58	44	52
Library and information	56	56	57	59	55	57	54	55	53	54	61	63	57	55	54	58	64
Festivals, events & cultural activities	54	52	56	57	56	53	55	53	55	51	57	56	57	60	54	41	60
History and heritage	53	55	50	53	55	52	55	55	55	52	52	53	54	65	53	43	55
Safety and security	44	46	42	46	44	44	44	45	47	41	45	40	46	54	42	44	50

Summary of community variances

Built and natural environment

	Total	Male	Female	No children	Have child 0-5	Have child 6-12	Have child 13-17	Have child 18+	18-34 years	35-54 years	55+ years	Disability	Born Overseas	LOTE	North Ward	North West Ward	Southern Ward
Character and identity	53	55	51	54	55	51	55	51	57	51	53	50	54	57	53	46	54
Managing growth and development	40	41	38	43	38	36	41	36	44	36	42	39	43	53	42	30	36
Planning and building	37	37	36	38	41	35	37	32	41	34	37	36	43	55	39	27	32
Local roads	26	28	22	28	28	21	25	24	22	23	31	26	32	42	25	23	29
Traffic management	32	34	30	35	34	27	30	31	31	28	38	35	36	42	31	27	37
Footpaths, trails & cycleways	36	39	33	38	41	32	40	32	38	34	38	39	40	46	37	27	37
Streetscapes	42	43	42	45	42	41	46	39	39	41	45	44	45	43	42	32	46
Storm water drainage	43	47	38	45	45	43	41	37	46	42	42	42	47	52	45	26	43
Lighting	42	45	39	45	41	40	40	39	40	38	48	44	46	53	42	35	45
Public transport	34	35	33	37	36	35	30	27	34	33	36	35	38	40	38	26	26
Access to housing	55	57	53	58	56	53	60	53	58	54	55	52	57	53	56	53	54
Conservation & environment	53	55	49	53	56	54	54	50	60	50	51	51	54	62	53	42	54
Sustainable practices	49	51	47	50	52	50	51	47	54	46	50	49	50	56	50	38	48
Weekly rubbish	65	66	64	68	67	64	63	65	68	62	67	61	67	71	66	63	63
Fortnightly recycling	62	63	60	66	58	58	55	60	66	58	64	57	64	73	62	63	59
Verge-side bulk rubbish	49	51	47	54	49	44	44	46	47	45	54	49	51	52	48	45	52
Food, health, noise & pollution	50	52	49	50	56	52	51	51	57	47	49	56	52	60	51	43	51
Animal and pest control	49	49	50	50	51	49	52	52	53	47	49	51	52	59	50	44	49
Natural disaster prevention	56	57	54	58	57	55	59	55	60	51	59	60	58	56	56	51	56

Community Priorities



- 1 Value for money from rates
- 2 Council's leadership
- 3 Advocacy and lobbying
- 4 Consultation
- 5 Informed
- 6 The Scarp Voice
- 7 Shire's newsletter
- 8 Shire's website
- 9 Social media presence
- 10 Customer service
- 11 Economic development
- 12 Education & training opportunities
- 13 Jarrahdale Town Centre
- 14 Mundijong Town Centre
- 15 Serpentine Town Centre
- 16 Byford Town Centre
- 17 Youth
- 18 Seniors
- 19 Disability
- 20 Buildings, halls and toilets
- 21 Health and community services
- 22 Sport and recreation
- 23 The Rec Centre
- 24 Playgrounds, parks & reserves
- 25 Library and information
- 26 Festivals, events & cultural activities
- 27 History and heritage
- 28 Safety and security
- 29 Character and identity
- 30 Managing growth and development
- 31 Planning and building
- 32 Local roads
- 33 Traffic management
- 34 Footpaths, trails & cycleways
- 35 Streetscapes
- 36 Storm water drainage
- 37 Lighting
- 38 Public transport
- 39 Access to housing
- 40 Conservation & environment
- 41 Sustainable practices
- 42 Weekly rubbish
- 43 Fortnightly recycling
- 44 Verge-sides bulk rubbish
- 45 Food, health, noise & pollution
- 46 Animal and pest control
- 47 Natural disaster prevention

Q. How would you rate performance in the following areas? Base: All respondents, excludes unsure and no response. (n = varies)
 Q. Which areas would you most like the Shire of Serpentine Jarrahdale to focus on improving? Base: All respondents, excludes no response (n = 380)
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Building and maintaining local roads

Challenges | identified by the community

- Pot holes and damaged road surfaces across the Shire.
- Poor quality maintenance and upgrades.
- Damage caused to vehicles.
- Existing roads not built to manage current population.
- A priority for 40% of the community.

Actions | suggested by the community

1. Upgrade local roads.
2. Improve quality and maintenance of road surfaces, ensuring longer-lasting results.
3. Fix and widen main thoroughfares including Abernethy, Thomas and Hopkinson Roads.
4. Build more roads to cater for the growing population.
5. Lobby for Tonkin Highway extension.

Community Voices

- "The road maintenance to be improved. There are a lot of pot holes that seem to be required to be re-patched all the time."
- "Roads, by repairing the numerous potholes and damaged asphalt."
- "Roads! Plan more effectively to save money and establish quality roads and infrastructure. I get a bit sick of pot holes etc. Our poor cars. Just do it properly in the first place."
- "Pot holes on Thomas road and Abernethy road."
- "Tonkin Hwy extension to save lives. Upgrade Hopkinson and Thomas Rd intersection with a roundabout. Extend Rowley Rd."
- "Roads! Some are in a poor state and main roads need upgrading. Great new shops and local businesses that are hard to access because Abernathy Rd is a joke."
- "Road conditions. The roads are in terrible condition in some parts of Byford and the council has neglected them for long enough."
- "The roads are dangerous and badly in need of fixing/widening. The shire is the fastest growing in the country but we are still driving around on small country roads without lines in the Oakford area."
- "Roads and Infrastructure. Our rates are very expensive and the community is forced to use out of date and unsafe roads. Most of the road system was here well before all the new development, with very little done to cope with the huge increase in use. It's just plain dangerous, and year after year more housing is built with no upgrades."
- "Developing road infrastructure before development and make use of temporary roads. Safety of all road users at critical intersections."

Value for money from Council rates

Challenges | identified by the community

- High rates compared to other local councils.
- Considered expensive compared to property values in the area.
- Perceived lack of value.
- Lack of communication regarding how rates are spent.
- Tip passes no longer included with rates.
- Limited infrastructure.
- A priority for 27% of the community.

Actions | suggested by the community

1. Reduce Shire rates and limit rate increases.
2. Increase transparency and communicate how rates are spent.
3. Improve local infrastructure.
4. Reintroduce tip passes with rates.
5. Ensure fair distribution of rates across the Shire area.

Community Voices

"Compared to the rest of Perth our rates are up there with the most expensive, other than rubbish/recycle collection - what does our rates get us?"

"Reducing council rates. They are some of the highest in the state and even the country."

"We get no value for the ridiculously high rates. Not even a tip pass. Rate price is a rip-off. No footpaths in our area."

"Reducing the rates. Including tip passes in our rates."

"Giving ratepayers more bang for buck. I fail to see justification for repeated rate increases when services provided do not increase. I fail to see justification for repeated rate increases when SJ has one of the fastest growing residential areas in the country."

"The price of the rates!!! Far too expensive!!! It's excessive!!! I pay \$2500 to have my bins emptied and to drive on poorly designed and maintained roads. Disgusting."

"Lowering its rates prices OR providing amenities that make it WORTH paying the thousands of dollars every year. Incredibly profitable shire, what do we as ratepayers get from it?"

"Demonstrating clearly where our rates are being spent. As one of the fastest growing areas the council is raking in the rates, yet little value is being returned."

"For the amount of rates we pay, better services i.e. three bin policies that other councils use, better planning and infrastructure, better roads, better playgrounds and better maintenance of all our communities across the council."

"The Shire outside of Byford. We pay the same rates and yet find we get very little development or maintenance."

Traffic management and control on local roads

Challenges | identified by the community

- Major congestion in and around Byford Town Centre.
- Difficult to access local shopping and schools.
- Dangerous intersections along Abernethy Road and Thomas Road.
- Roads unable to cater for increasing traffic.
- A priority for 16% of the community.

Actions | suggested by the community

1. Make intersections safer in Byford Town Centre.
2. Widen Abernethy Road and other main thoroughfares.
3. Improve traffic flow in and out of local shopping areas.
4. Ensure safe pedestrian access to local schools along Abernethy Road.
5. Improve planning of road infrastructure to handle population growth.

Community Voices

"Improving traffic congestion due to higher population now here; infrastructure spread over Byford, seems built up on main arterial roads; very congested (at the moment)."

"Various intersections across the Byford area are dangerous with current traffic levels, and they will only get worse as the population increases."

"In the Byford area the traffic that now has become shocking. South West Hwy onto Abernethy Rd at times is just as bad as Denny Ave in Kelmscott the Shire has learnt nothing, traffic from the shops onto Abernethy and the school all converge at the same time it's a shambles, also at the lights South West Hwy onto Abernethy."

"Road safety and flow to keep up with population and increase in shops/businesses. Thomas/Kardan, Abernethy widening including footpath for safe school access, roundabouts/improvement Kardan/Toulamarine/Abernethy."

"Major road crossings need more traffic control e.g. Abernethy and Hopkinson Rd. Kargotich and Thomas Rd."

"Quality of roads in area, Abernethy Road in particular is disgraceful. Shouldn't have built shops and amenities if you weren't going to upgrade road for traffic flow."

"Safety of our roads and busy intersections, particularly near schools. Better planning to manage increased traffic with increasing population."

"Thomas Rd and Hopkinson roads/intersections are extremely dangerous. Talk of the Tonkin being extended can longer be the excuse for not upgrading these roads and intersections."

"I would like to see Byford shops along the South Western Highway have better access from the other side of the road, and there is no turning facility (e.g. roundabout or U-turn) if you live south when exiting their driveways."

Footpaths, trails and cycleways

Challenges | identified by the community

- Unsafe footpaths and cycleways.
- Poor connectivity.
- Lack of footpath maintenance including uneven surfaces and overhanging vegetation.
- A priority for 15% of the community.

Actions | suggested by the community

1. Improve footpath connectivity across the Shire.
2. Build safer footpaths and cycleways, especially along main roads.
3. Regular footpath maintenance.
4. Promote walking and riding for healthy living.

Community Voices

"More safe pedestrian and bicycle friendly paths across the shire connecting the various main road arteries to promote a healthy and safe walk/ride for adults and kids alike instead of jumping in the car to go just a few kilometres down the road."

"With the large growth we need better connected bike/pedestrian paths."

"More footpaths for children and elderly."

"Promoting sustainable transport options such as walking and cycling by providing the necessary infrastructure beforehand and in a less haphazard way would greatly be appreciated."

"Having footpaths that are safe to walk on so one can walk to the town centre without having to walk on the road sharing it with oncoming traffic. Having a separate cycle way network that is safe to use so one can ride to the town centre without having to share congested roads with vehicles competing for space. There should be a well maintained separate cycle way connecting the four town sites together."

"Bike paths or larger shoulder required on main thoroughfares."

"Bike paths - on main roads e.g. Thomas Rd, Abernethy."

"We definitely need more footpaths along Kardan Boulevard, Byford."

"Footpaths in suburbs other than Byford. Particularly Serpentine and surrounding areas."

"I hope the bridle trails are still considered with new estates not only for horses but walkers and keeping the rural aspect."

"Footpaths and verges maintained better."

"Footpaths in areas that are still developing are overgrown."

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89

Playgrounds, parks and reserves

Challenges | identified by the community

- Not enough local parks.
- Lack of play equipment.
- Limited upkeep and maintenance.
- A priority for 13% of the community.

Actions | suggested by the community

1. Increase the number of parks and open spaces.
2. Introduce a designated dog park.
3. Install more playgrounds, barbecues, picnic areas and rubbish bins etc.
4. Ensure regular park and playground maintenance.
5. Protect nature reserves.

Community Voices

"A decent playground for children the ones already here are awful. Need a big playground like the one in Sienna Wood etc."

"Parklands and parks for children and access to outdoor activities."

"Parks are all poorly done. The nicest lake (Byford Glades) has no play equipment or good grassy picnic areas. Please see Baldivis or new Armadale areas (shipwreck park for example) for decent suburb development."

"Before it's too late - more parks!"

"Providing adequate sporting facilities and modern day parks for kids and family."

"More Parks/Open Spaces. A dog park would be phenomenal (Glades/Byford West/Kalimna)."

"Some decent dog parks, and not a small piddly thing. A good size dog park where dogs can be off their leads and fetch a "thrown" toy."

"A dog park as promised - there is nowhere enclosed in Byford we can take our dogs."

"Please continue to provide open space corridors in all developments... High density housing desperately needs areas for people to walk their dogs and natural areas left for animal habitat. This increases inhabitants wellbeing to retain this link to nature."

"Parklands upkeep - clearing of rubbish, maintenance of gardens, poop bag dispensers & bins checked weekly, in need of more rubbish bins, more rangers servicing the area."

"Quality of the environment, in the ten years we have been living here, virtually nothing has been done to the local park."

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90

Access to public transport

Challenges | identified by the community

- Lack of public transport connectivity.
- Limited bus services.
- A priority for 12% of the community.

Actions | suggested by the community

1. Lobby for Armadale train line extension.
2. Increase bus services, especially at peak periods and on weekends.
3. Improve public transport access to Kwinana, Rockingham, local schools and universities.

Community Voices

"Public transport needs to be improved. No bus service at all to Serpentine."

"Better public transport and bike lanes/footpaths please."

"Frequent, reliable train services connecting to the Armadale line."

"Public transport, they must ensure that the railway is extended from Armadale."

"More public transport through Byford on Sundays and late Saturday night. Kids cannot get to jobs as they do not drive. Train would help been waiting 8 years now."

"I would love to see the railway line extended to Byford. I feel now the town is growing we really need access instead of having to run to Armadale."

"The access to public transport. The train to the city extended from Armadale to Byford and nearby Mundijong. A bus connecting from Serpentine to get to Kwinana train line to enhance senior school opportunities from Serpentine."

"A bus route to Thomas Rd to the Kwinana Train Station for a direct connection to the City (i.e. for uni students to the city, Murdoch, Curtin Unis). Train from Byford to the City (it's supposed to be coming?)."

"Public transport, especially to Rockingham area."

"The transport needs to be addressed - how do 16 and 17 year olds go to work when there is one bus at 6.30am, one bus at 7.30am, then one at about 8.00 from Mundijong? ...At that time of morning there should be a bus at least every 30 minutes to allow people to connect to other buses and trains and go to school."

"With the lack of public transport access and the high rates I struggle to see the value in living in Byford."

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91

Streetscapes

Challenges | identified by the community

- Unkempt verges.
- Unappealing streetscapes.
- Littering.
- A priority for 11% of the community.

Actions | suggested by the community

1. Increase mowing and maintenance of Council verges.
2. Encourage residents to improve verge maintenance and keep their properties tidy.
3. Improve streetscapes and suburb entrances across the Shire.
4. Target littering and install more public bins.

Community Voices

"Verges could be a bit tidier in some places."

"Servicing verges and storm water drains."

"Mowing verges frequently and more street lights."

"We LOVE living in this area, PLEASE JUST TIDY UP OUR AREA!!!!"

"Keeping the streets clean, place public bins and use our ridiculous high land rates to pay for that."

"Services in relation to dog litter and overall litter in the area."

"Public amenities, including sufficient rubbish collection points around newly built businesses."

"The property verges in front of properties. Provide greater assistance and encouragement for property owners to take pride in their street scape."

"Shire owned areas of my area are often left unkempt and require myself or others to call to request these be attended to. It's disappointing to see new areas maintained with parks and adjacent lawn areas next to properties being well maintained while older areas are a bit more neglected."

"Providing better street appeal for the amenities in the Darling Downs area!"

"Start improving the look of Byford!!"

"Improve on the landscaping in my home town of Serpentine. Add more features with Nature plants, etc."

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92

Challenges | identified by the community

- Perceived increase in crime.
- Hooning and unsafe off-road driving.
- Unruly behaviour.
- Break-ins and theft.
- A priority for 11% of the community.

Actions | suggested by the community

1. Increase security and police presence.
2. Lobby for 24/7 Police Station.
3. Improve monitoring of off-road and unlicensed vehicles in parks and bush areas.
4. Increase street lighting and CCTV.
5. Address youth crime and drug abuse.
6. Help to provide more opportunities and recreation for youth.

Community Voices

"More vigilance is needed, as crime is escalating. What happened to the brand new police station being 24/7?"

"Better security. Better lighting and safer intersections for drivers and pedestrians."

"I'm worried about the increasing number of people moving to the area that will increase the amount of crime in the area. Unfortunately I have noticed many comments on Facebook that is saying that Byford is becoming the new Armadale due to amount of crime that is happening."

"Street lighting in Glades - CCTV cameras in parks & major facilities to counter unwanted damages & hoon driving and to improve safety to local residents."

"The police presence in the area is abysmal. For instance trail bike riders in the Byford area make it very hazardous on a daily basis for people taking walks in the area especially with children, yet nothing is done about it."

"Manage unlicensed trail bikes in Byford - hills and forest areas."

"Bring back when it felt safe to live here, increase community policing. Crack down on crime!!! Give the kids a hangout space, a decent skate park that is monitored by youth workers, run some evening skate sessions, give the teenagers something to strive for and to keep them busy."

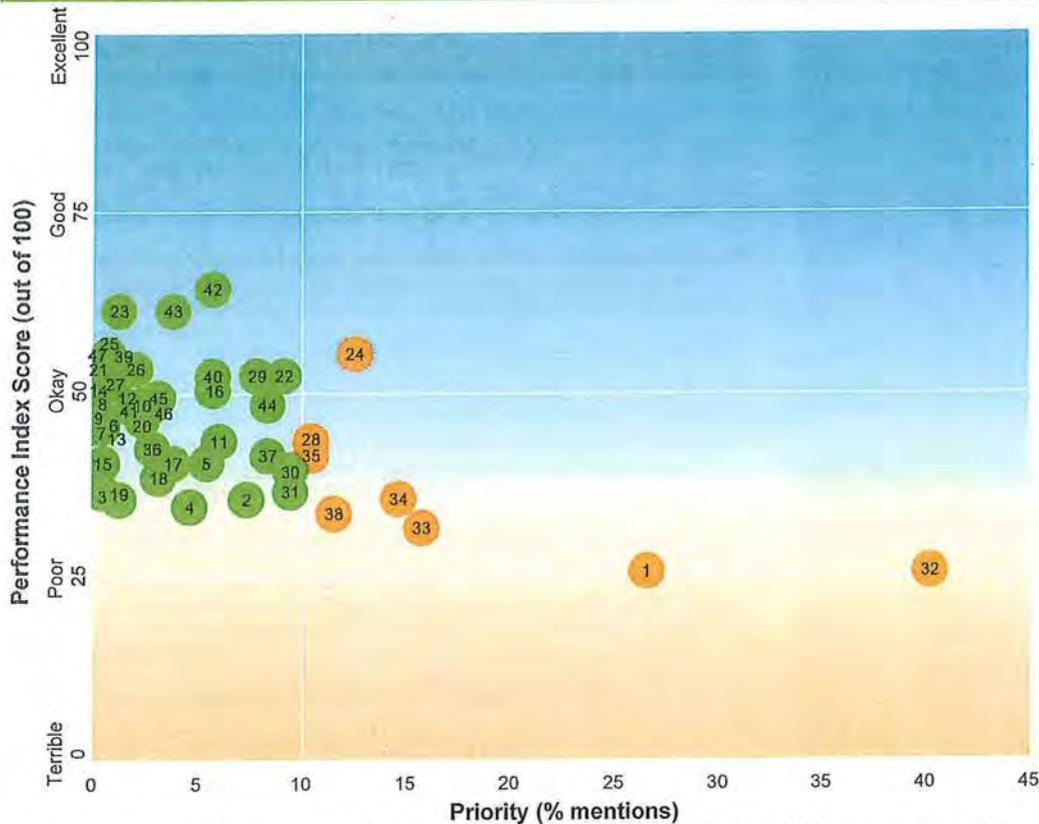
"More crime prevention, more information for teenagers around drug use."

"Security to stop teenagers fighting at food outlets and shops, security drive-bys through the day and evening."

Random vs Referred

MARKYT Community Priorities Window™

Random Sample



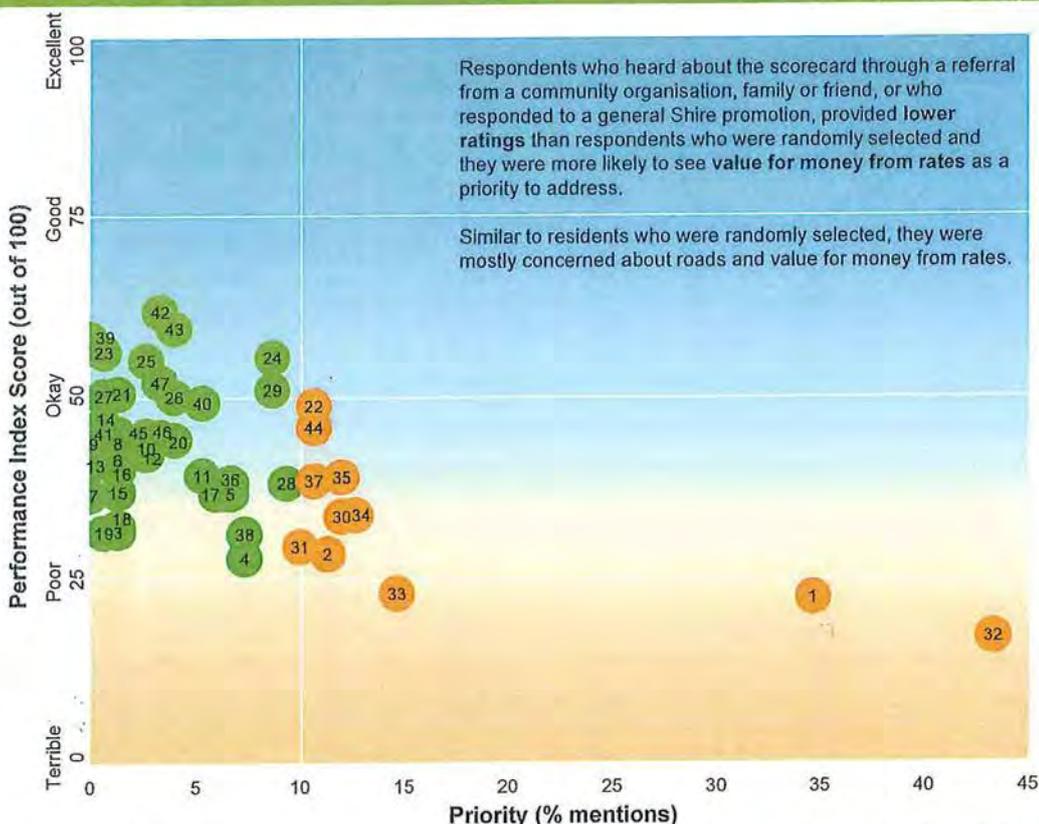
- 1 Value for money from rates
- 2 Council's leadership
- 3 Advocacy and lobbying
- 4 Consultation
- 5 Informed
- 6 The Scarp Voice
- 7 Shire's newsletter
- 8 Shire's website
- 9 Social media presence
- 10 Customer service
- 11 Economic development
- 12 Education & training opportunities
- 13 Jarrahdale Town Centre
- 14 Mundijong Town Centre
- 15 Serpentine Town Centre
- 16 Byford Town Centre
- 17 Youth
- 18 Seniors
- 19 Disability
- 20 Buildings, halls and toilets
- 21 Health and community services
- 22 Sport and recreation
- 23 The Rec Centre
- 24 Playgrounds, parks & reserves
- 25 Library and information
- 26 Festivals, events & cultural activities
- 27 History and heritage
- 28 Safety and security
- 29 Character and identity
- 30 Managing growth and development
- 31 Planning and building
- 32 Local roads
- 33 Traffic management
- 34 Footpaths, trails & cycleways
- 35 Streetscapes
- 36 Storm water drainage
- 37 Lighting
- 38 Public transport
- 39 Access to housing
- 40 Conservation & environment
- 41 Sustainable practices
- 42 Weekly rubbish
- 43 Fortnightly recycling
- 44 Verge-side bulk rubbish
- 45 Food, health, noise & pollution
- 46 Animal and pest control
- 47 Natural disaster prevention

Q. How would you rate performance in the following areas? Base: All respondents, excludes unsure and no response. (n = varies)
 Q. Which areas would you most like the Shire of Serpentine Jarrahdale to focus on improving? Base: All respondents, excludes no response (n = 380)

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MARKYT Community Priorities Window™

Referred Sample



- 1 Value for money from rates
- 2 Council's leadership
- 3 Advocacy and lobbying
- 4 Consultation
- 5 Informed
- 6 The Scarp Voice
- 7 Shire's newsletter
- 8 Shire's website
- 9 Social media presence
- 10 Customer service
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- 25 Library and information
- 26 Festivals, events & cultural activities
- 27 History and heritage
- 28 Safety and security
- 29 Character and identity
- 30 Managing growth and development
- 31 Planning and building
- 32 Local roads
- 33 Traffic management
- 34 Footpaths, trails & cycleways
- 35 Streetscapes
- 36 Storm water drainage
- 37 Lighting
- 38 Public transport
- 39 Access to housing
- 40 Conservation & environment
- 41 Sustainable practices
- 42 Weekly rubbish
- 43 Fortnightly recycling
- 44 Verge-side bulk rubbish
- 45 Food, health, noise & pollution
- 46 Animal and pest control
- 47 Natural disaster prevention

Q. How would you rate performance in the following areas? Base: All respondents, excludes unsure and no response. (n = varies)
 Q. Which areas would you most like the Shire of Serpentine Jarrahdale to focus on improving? Base: All respondents, excludes no response (n = 150)

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Moving Forward

Moving Forward

Residents like the Shire as a place to live, but feel change and improvement is necessary.

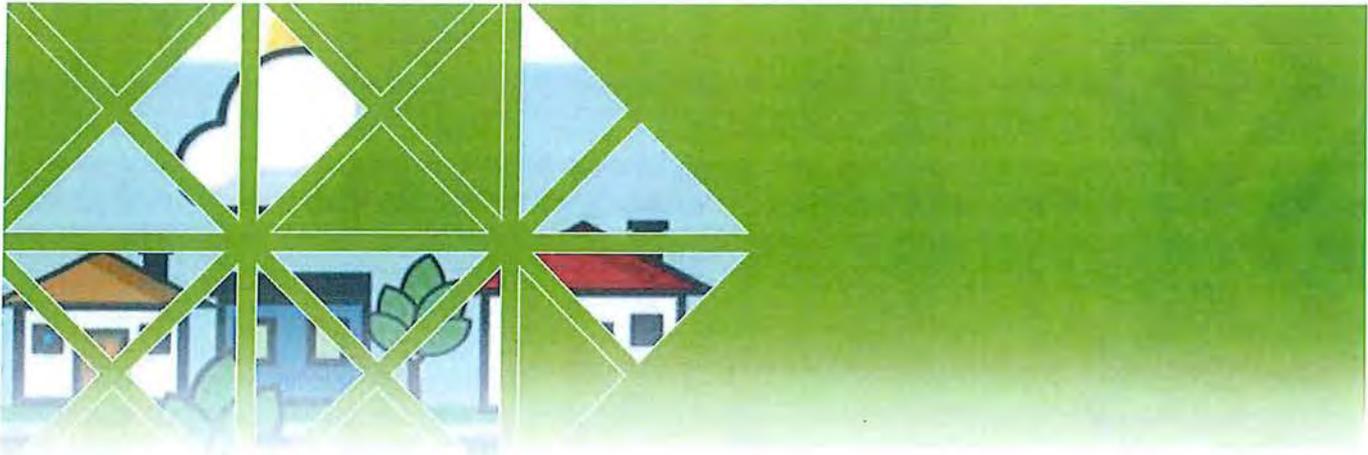
- As a **place to live**, the performance index score is **70 out of 100**, up 6 index points since 2013, but trailing 7 index points behind the MARKYT® Industry Standard.
- As a **governing organisation**, the performance index score is 43; 12 index points below the MARKYT® Industry Standard.

The Shire's **strongest performing areas** were weekly rubbish collections, fortnightly recycling collections and The Rec Centre. Scores for economic development improved the most (up 8 index points), with the increase driven by improved perceptions of Mundijong Town Centre (up 10 index points) and Byford Town Centre (up 9 index points).

Moving forward the community would like the Shire to improve its understanding of community needs and focus on **7 priorities**:

1. **Local roads and traffic** especially improving road surfaces across the Shire and reducing congestion in and around the Byford Town Centre.
2. **Value for money from Council rates.** Residents perceive rates to be too high and would like to see them reduced or to receive better value services and facilities.
3. **Footpaths, trails and cycleways** across the Shire to increase connectivity, improve safety for pedestrians and cyclists, and encourage an active community.
4. **Playgrounds, parks and reserves** by increasing the number of parks, introducing dog exercise areas and installing more play equipment and facilities.
5. **Access to public transport** especially the extension of the Armadale train line and more bus services.
6. **Streetscapes** by beautifying suburb entrances and increasing verge maintenance.
7. **Safety and security** including more police, security patrols and other preventative measures.





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Response ID ANON-GMA6-WNG9-G

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 20:26:10

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

There is not the infrastructure or services to cope in this area. Traffic is bottlenecked now in peek hour. The Shire struggles to cope with approvals and growth in the area. Not enough public transport!!!!

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGK-2

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-30 21:12:57

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

People still want the rural lifestyle. We enquired about block sizes for the Taylor rd development and was disappointed to hear they have not planned for them to be any bigger than 600sqm. Was hoping to hear they had decent sizes available. We are on 612sqm but would really like at least 2000sqm and preferably not as close to the main roads like Byford has.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGG-X

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-03 22:07:43

Introduction

1 What is your first name?

First name:
Joanne

2 What is your surname?

surname:
Flynn

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
j.flynn7@hotmail.com

5 What is your address?

address:
41 Fremnells VALE CARDUP

6 Contact phone number:

phone number:
0409997863

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I do not want extra houses a school and a road past my rural property. I didn't buy here in 2010 to live in suburbia. Also there are native animals only in this area. Why are we ruining so much wildlife. Leave it alone

File upload:

No file was uploaded

Response ID ANON-GMA6-WNG1-8

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-04 09:18:54

Introduction

1 What is your first name?

First name:

Rhys

2 What is your surname?

surname:

Abrahams

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

holeshot_101@hotmail.com

5 What is your address?

address:

77 Learmouth Turn byford

6 Contact phone number:

phone number:

0467642929

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

We bought a semi rural land to get out of the traffic away from the residential lifestyle and issues that arise with small estates and schools. The likes of Tonkin highway coming through is already going to upset the area and drive pricing down

File upload:

No file was uploaded

Response ID ANON-GMA6-WNUP-N

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-06 11:44:31

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

[Redacted]

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

[Redacted]

5 What is your address?

address:

[Redacted]

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

Our little piece of country town needs to keep some pieces of rural for families to enjoy, for horse riders to exercise safely. We do not need yet another urban jungle. The few natural wildlife that remain in the area need some habitat space. If we go rural, we risk pushing more native flora/fauna towards endangerment/extinction. The beauty, and peace that brought us to the area will be eliminated. Please keep our little rural pocket

File upload:

No file was uploaded

Response ID ANON-GMA6-WNU7-V

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-06 14:32:07

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

We are opposed to the suggested change for the above mentioned property. The area of Cardup has always been a quiet, rural area and if these changes go ahead there will be an increase of traffic, noise and population to this area. With the increase of population, especially in high density housing, there is also the inevitable increase of crime, which we would hope to avoid. The proposed changes will also impact the natural environment of the area as it is close to a natural reserve and will affect the wildlife/plants in a negative way.

Please do not let this change come into affect. We fear it will be detrimental to the rural atmosphere of our lovely suburb.

Thanking you for your consideration in this.

Kind regards,
Dianne Moesker

File upload:

No file was uploaded

Response ID ANON-GMA6-WNU8-W

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-07 12:43:06

Introduction

1 What is your first name?

First name:
Romy

2 What is your surname?

surname:
Baker

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
romybaker1509@gmail.com

5 What is your address?

address:
354 Soldiers Rd Cardup

6 Contact phone number:

phone number:
0424711240

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I do not support this Scheme to develop Cardup siding/Hopkinson Rd.

It is a safe place for animals. It is a safe haven for many residents who wish to live in a peaceful manner. It is a place for rural community and not development that will damage the land.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNUN-K

Submitted to **Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup**

Submitted on **2019-06-14 15:10:24**

Introduction

1 What is your first name?

First name:

maree

2 What is your surname?

surname:

woodman

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

romybaker1509@gmail.com

5 What is your address?

address:

354 Soldiers Road, Cardup WA 6122

6 Contact phone number:

phone number:

0424 711 240

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I, Romy Emmeline Baker, a local resident of Cardup, submit the below points to oppose the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 (minor amendment) Lot 33 Hopkinson Road Cardup. I urge the WAPC to support the wishes of the residents of this community to maintain the semi-rural lifestyle for current and future generations of the region.

Point 1 – Perth and Peel@ 3.5million

The 118.4 ha site at Lot 33 Hopkinson Road Cardup is earmarked as an Urban Expansion area under Perth and Peel @ 3.5 Million. Together with The South Metropolitan Peel, sub-regional planning framework document WAPC outlines the need for significant investigation into servicing, in particular, drainage, electricity supply, water supply and wastewater management.

Insufficient investigations have occurred to determine whether the rezoning is appropriate

Page 20 of the framework document classifies land within Cardup as; "The WAPC's position is that further investigations, regarding a range of key planning considerations, are required to determine whether any possible change from the lands current zoning could be supported in these sectors."

Infill dwelling targets on Page 96 of the sub framework document "The South Metropolitan Peel, sub-regional planning framework" are projected for the medium to long term. Table 2.4: Urban infill dwelling targets by local government lists total infill for Serpentine-Jarrahdale as 1,370 dwellings equating to an estimated infill population of 3010 by 2050.

Rezoning is unnecessary in the light of projected population growth

The Australian Bureau of Statistics 2016 census results show the Shire of Serpentine Jarrahdale as the fastest growing local government in Australia; a population increase of 51 per cent from the 2011 results. If this amendment is approved, development of Lot 33 Hopkinson Road will see Cardup over-saturated with housing development and WAPC dwelling and population targets for 2050 erroneously realised within the very near future. The amendment of land at this time is premature and unnecessary to meet the long term projected targets for this region by 2050.

Furthermore, TABLE 3: Planning Investigation areas – key considerations list the Cardup sites as being a target for integration with the METRONET network. The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, which is located approximately 4km from the centre of this proposed

amendment site. Clearly, an urban population on this site cannot be supported by the planned public transport network due to its considerable distance from the proposed Metronet site.

Point 2 – SJ2050 Vision

The shire conducted extensive, community driven consultation to determine the vision for the Serpentine Jarrahdale region and as a result the community's aspirations have provided the shire with clear direction for the future.

Inconsistency with Serpentine Jarrahdale 2050 vision

Pg 25; Together with my family and residents of the community most value the relaxed country lifestyle. We all enjoy a lifestyle that is peaceful and quiet, and would like the tranquillity of the shire to be maintained as growth occurs. This should be strategically retained and enhanced for the community to maintain its unique way of life.

Pg 26; Sprawling residential development. Residential development has been occurring in the shire at a substantial rate. This has resulted in little diversity in lot size and housing typology and little consideration has been given to the natural environment. As the shire continues to grow, future development will need to be strategically planned and controlled. Maintaining the uniqueness of the shire should be a key focus.

Pg 29; Rural Lifestyle – the rural lifestyle experienced by those living in the shire is something the local community wish to see maintained.

Point 3 – Amenity and Environment

Lack of proper assessment of the environmental impact

The subject lot is surrounded by semi-rural properties and a bush forever site, Cardup Nature Reserve. Tree lines and remnant lone standing trees provide important foraging and nesting habitat for endangered fauna (Black Cockatoo), as well as refuges to support ground based fauna movement between the Bush Forever site and coastal plain to the west. A portion of the Cardup Nature Reserve is classified as a Conservation Category Wetland and an Environmentally Sensitive Area, a portion of which extends into Lot 33 Hopkinson Road. We ask WAPC to recognise the environmental and natural (rural) character of the land as an important consideration.

The potential increase in land use conflicts

A consequence of any change to zoning of the amendment site will result in land use conflicts. At the northern boundary, along Cardup Siding Road, are lot sizes of half an acre. The southern boundary abuts Orton Estate, comprising of five and 10 acre residential properties. The Western boundary is set aside for the Tonkin Highway extension. The eastern boundary is the bush forever site, known as Cardup Nature Reserve.

With possible urban development on the board of the forever bush Cardup Siding Reserve will increase the danger of cats killing wildlife and the excess people walking their dogs possible off leash in the area which poses a threat to Kangaroos, other mammals and reptiles etc with the risk of more traffic in the reserve will impact the Flora for the area which houses native animals.

Impact on the historic Fremnells dairy site

The site is also a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is an important example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

WAPC has a responsibility to carefully consider the proposed urban growth at the fringe of the metropolitan area to overcome the risk of unabated sprawl and to ensure a sustainable community for the future. I urge the WAPC to consult widely and exhaustively before imposing any zone change, ensuring that developers will be held accountable to higher design and construction standards, and avoid any clash of amenity with existing land holders and to maintain the natural environment for future generations.

Point 4 – Equine Strategy 2018

There is a niche equine cluster within the Shire of Serpentine Jarrahdale. The Shire of Serpentine Jarrahdale Equine Strategy 2018 (the Strategy) presented at the Ordinary Council Meeting 27 August 2018 seeks to establish goals and strategic actions to ensure continued support and development of the sector into the future. The shire has more horses than any other local government area in WA (Table 1)

Impact the Cardup nature reserve's continued use as an equine facility

The local equine community spends at least \$84 million on horses per year and 80% of this is spent at local suppliers and on local services. The Equine strategy clearly defines the existing Equine Facilities and Reserves which are critical to maintaining equine-based activities within the Shire. Directly abutting the proposed amendment area is Cardup Nature Reserve. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks (estimated to be approximately 5 km in length). The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. Allowing the amendment to proceed will significantly impact the Cardup nature reserve's continued use as an equine facility due to any development resulting in increased traffic, noise, population and safety of riders as a consequence of any dwellings abutting the reserve.

Point 5 – Education infrastructure

The amendment proposes to rezone the site from the Rural zone to the Urban Deferred zone to facilitate future residential development, interspersed with public open space corridors, centred around a local centre and primary school.

Additional primary school cannot be sustained by the local secondary school

The flow on impact of a new primary school on Lot 33 Hopkinson Road, Cardup has not been factored into existing Department of Education feeder primary schools into Byford secondary college. An additional primary school cannot be sustained by the local secondary school, Byford Secondary College, as enrolment projections in the colleges' IPS Business Plan 2017 – 2019 state maximum enrolment of over 2000 students will be achieved by 2022.

I ask the WAPC to consider implementation of Perth and Peel @ 3.5 million through a whole-of-community commitment. These plans are only as good as the will to implement their vision on behalf of the communities they develop, now and into the future.

Point 6 – Crime

Statistics show increased crime rate with urban development. Byford's crime has more than doubled since 2010 while Cardup has stayed a constant low. Possible urban development will more than likely see the increase in the crime rate extending through Cardup. (Table 2)

Point – 7 Increase in traffic flow

Deterioration of roads ill-equipped to cope with traffic flow

With possible urban development will come increased traffic and also heavy vehicles on the roads which have not been upgraded to withstand more vehicle usage. Byford, for example, did not have any prior upgrades to the existing roads which has lead to the deterioration of roads such as Orton Road, Abernathy Road (before recent upgrades which have been recently commenced), Hopkinson Road and Kargotich Road.

Increased risk of danger to horse and riders

As Cardup is a rural area with hundreds of horse's properties, horse rider safety is a concern. Riding between properties and bridle trails often requires riders to be either near or on the side of a road. A significant increase in traffic flow around this area which is next door to a major riding trail, will increase the risk of horses and riders being either injured or killed by drivers who are not traditionally used to driving safely around horses, which has been evident in Byford by a number of serious accidents and fatalities caused by inconsiderate and careless drivers of vehicles.

Conclusion

The evidence contained within this submission clearly demonstrates that Metropolitan Region Scheme Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup should be dismissed. I would like it to recommend that the Minister decline to approve the scheme amendment.

File upload:

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Submission 30 - ATTACHMENT

I, Romy Emmeline Baker, a local resident of Cardup, submit the below points to oppose the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 (minor amendment) Lot 33 Hopkinson Road Cardup. I urge the WAPC to support the wishes of the residents of this community to maintain the semi-rural lifestyle for current and future generations of the region.

Point 1 – Perth and Peel@ 3.5million

The 118.4 ha site at Lot 33 Hopkinson Road Cardup is earmarked as an Urban Expansion area under Perth and Peel @ 3.5 Million. Together with The South Metropolitan Peel, sub-regional planning framework document WAPC outlines the need for significant investigation into servicing, in particular, drainage, electricity supply, water supply and wastewater management.

Insufficient investigations have occurred to determine whether the rezoning is appropriate
Page 20 of the framework document classifies land within Cardup as; *“The WAPC’s position is that further investigations, regarding a range of key planning considerations, are required to determine whether any possible change from the lands current zoning could be supported in these sectors.”*

Infill dwelling targets on Page 96 of the sub framework document “The South Metropolitan Peel, sub-regional planning framework” are projected for the medium to long term. Table 2.4: Urban infill dwelling targets by local government lists total infill for Serpentine-Jarrahdale as 1,370 dwellings equating to an estimated infill population of 3010 by 2050.

Rezoning is unnecessary in the light of projected population growth

The Australian Bureau of Statistics 2016 census results show the Shire of Serpentine Jarrahdale as the fastest growing local government in Australia; a population increase of 51 per cent from the 2011 results. If this amendment is approved, development of Lot 33 Hopkinson Road will see Cardup over-saturated with housing development and WAPC dwelling and population targets for 2050 erroneously realised within the very near future. The amendment of land at this time is premature and unnecessary to meet the long term projected targets for this region by 2050.

Furthermore, TABLE 3: Planning Investigation areas – key considerations list the Cardup sites as being a target for integration with the METRONET network. The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, which is located approximately 4km from the centre of this proposed amendment site. Clearly, an urban population on this site cannot be supported by the planned public transport network due to its considerable distance from the proposed Metronet site.

Point 2 – SJ2050 Vision

The shire conducted extensive, community driven consultation to determine the vision for the Serpentine Jarrahdale region and as a result the community’s aspirations have provided the shire with clear direction for the future.

Inconsistency with Serpentine Jarrahdale 2050 vision

Pg 25; Together with my family and residents of the community most value the relaxed country lifestyle. We all enjoy a lifestyle that is peaceful and quiet, and would like the tranquillity of the shire to be maintained as growth occurs. This should be strategically retained and enhanced for the community to maintain its unique way of life.

Pg 26; Sprawling residential development. Residential development has been occurring in the shire at a substantial rate. This has resulted in little diversity in lot size and housing typology and little consideration has been given to the natural environment. As the shire continues to grow, future development will need to be strategically planned and controlled. Maintaining the uniqueness of the shire should be a key focus.

Pg 29; Rural Lifestyle – the rural lifestyle experienced by those living in the shire is something the local community wish to see maintained.

Point 3 – Amenity and Environment

Lack of proper assessment of the environmental impact

The subject lot is surrounded by semi-rural properties and a bush forever site, Cardup Nature Reserve. Tree lines and remnant lone standing trees provide important foraging and nesting habitat for endangered fauna (Black Cockatoo), as well as refuges to support ground based fauna movement between the Bush Forever site and coastal plain to the west. A portion of the Cardup Nature Reserve is classified as a Conservation Category Wetland and an Environmentally Sensitive Area, a portion of which extends into Lot 33 Hopkinson Road. We ask WAPC to recognise the environmental and natural (rural) character of the land as an important consideration.

The potential increase in land use conflicts

A consequence of any change to zoning of the amendment site will result in land use conflicts. At the northern boundary, along Cardup Siding Road, are lot sizes of half an acre. The southern boundary abuts Orton Estate, comprising of five and 10 acre residential properties. The Western boundary is set aside for the Tonkin Highway extension. The eastern boundary is the bush forever site, known as Cardup Nature Reserve.

With possible urban development on the board of the forever bush Cardup Siding Reserve will increase the danger of cats killing wildlife and the excess people walking their dogs possible off leash in the area which poses a threat to Kangaroos, other mammals and reptiles etc with the risk of more traffic in the reserve will impact the Flora for the area which houses native animals.

Impact on the historic Fremnells dairy site

The site is also a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is an important example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

WAPC has a responsibility to carefully consider the proposed urban growth at the fringe of the metropolitan area to overcome the risk of unabated sprawl and to ensure a sustainable community for the future. I urge the WAPC to consult widely and exhaustively before imposing any zone change, ensuring that developers will be held accountable to higher design and construction standards, and avoid any clash of amenity with existing land holders and to maintain the natural environment for future generations.

Point 4 – Equine Strategy 2018

There is a niche equine cluster within the Shire of Serpentine Jarrahdale. The Shire of Serpentine Jarrahdale Equine Strategy 2018 (the Strategy) presented at the Ordinary Council Meeting 27 August 2018 seeks to establish goals and strategic actions to ensure continued support and development of the sector into the future. The shire has more horses than any other local government area in WA (Table 1)

Table 1 Horses in Registered Disciplines

Local Government Area	Racing		Equestrian Disciplines				Total
	Standardbred Horses	Thoroughbred Horses	Equestrian Horses	Pony Club Horses	Polocrosse Horses	Polo Horses	
Shire of Serpentine Jarrahdale	1085	445	792	963	333	258	3876
City of Swan	250	514	1251	1200	342	174	3731
City of Greater Geraldton	0	442	99	510	843	36	1930
Shire of Murray	496	225	258	387	183	0	1549
City of Rockingham	22	739	138	342	0	0	1241
Shire of Capel	202	299	132	318	162	0	1113
Shire of Mundaring	26	15	477	585	0	0	1103
City of Armadale	153	13	198	726	0	0	1090

Impact the Cardup nature reserve’s continued use as an equine facility

The local equine community spends at least \$84 million on horses per year and 80% of this is spent at local suppliers and on local services. The Equine strategy clearly defines the existing Equine Facilities and Reserves which are critical to maintaining equine-based activities within the Shire. Directly abutting the proposed amendment area is Cardup Nature Reserve. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks (estimated to be approximately 5 km in length). The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. Allowing the amendment to proceed will significantly impact the Cardup nature reserve’s continued use as an equine facility due to any development resulting in increased traffic, noise, population and safety of riders as a consequence of any dwellings abutting the reserve.

Point 5 – Education infrastructure

The amendment proposes to rezone the site from the Rural zone to the Urban Deferred zone to facilitate future residential development, interspersed with public open space corridors, centred around a local centre and primary school.

Additional primary school cannot be sustained by the local secondary school

The flow on impact of a new primary school on Lot 33 Hopkinson Road, Cardup has not been factored into existing Department of Education feeder primary schools into Byford secondary college. An additional primary school cannot be sustained by the local secondary school, Byford Secondary College, as enrolment projections in the colleges’ IPS Business Plan 2017 – 2019 state maximum enrolment of over 2000 students will be achieved by 2022.

I ask the WAPC to consider implementation of Perth and Peel @ 3.5 million through a whole-of-community commitment. These plans are only as good as the will to implement their vision on behalf of the communities they develop, *now and into the future.*

Point 6 – Crime

Statistics show increased crime rate with urban development. Byford's crime has more than doubled since 2010 while Cardup has stayed a constant low. Possible urban development will more than likely see the increase in the crime rate extending through Cardup. (Table 2)



Point – 7 Increase in traffic flow

Deterioration of roads ill-equipped to cope with traffic flow

With possible urban development will come increased traffic and also heavy vehicles on the roads which have not been upgraded to withstand more vehicle usage. Byford, for example, did not have any prior upgrades to the existing roads which has led to the deterioration of roads such as Orton Road, Abernathy Road (before recent upgrades which have been recently commenced), Hopkinson Road and Kargotich Road.

Increased risk of danger to horse and riders

As Cardup is a rural area with hundreds of horse's properties, horse rider safety is a concern. Riding between properties and bridle trails often requires riders to be either near or on the side of a road. A significant increase in traffic flow around this area which is next door to a major riding trail, will increase the risk of horses and riders being either injured or killed by drivers who are not traditionally used to driving safely around horses, which has been evident in Byford by a number of serious accidents and fatalities caused by inconsiderate and careless drivers of vehicles.

Conclusion

The evidence contained within this submission clearly demonstrates that Metropolitan Region Scheme Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup should be dismissed. I would like it to recommend that the Minister decline to approve the scheme amendment.

Response ID ANON-GMA6-WNUU-T

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-08 11:43:20

Introduction

1 What is your first name?

First name:
Francoise

2 What is your surname?

surname:
De Jager

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
francoisdejager@inet.net.au

5 What is your address?

address:
8 Waterside Pass
Byford

6 Contact phone number:

phone number:
0430219811

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:
Please keep Cardup rural!

File upload:
No file was uploaded

Response ID ANON-GMA6-WNU4-S

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-08 12:03:27

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

The landscape and natural environment was identified as the second highest priority. residents of the shire want future growth to consider the natural environment and

to retain and protect the existing landscape and wildlife unique to the area. maintaining these features, and access to the natural environment for future generations are also seen as defining elements of the shire's sense of place and identity.

The Darling escarpment, State Forest and

water bodies within the shire make the natural environment a unique asset. The community value the beauty of the landscape and believe it requires proper integration into residential development. Proper conservation efforts should be made as the landscape offers an opportunity to promote the shire as a 'trails hub' while providing high quality amenity and sense of place for local residents

File upload:

No file was uploaded

Response ID ANON-GMA6-WNUJ-F

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-08 13:46:18

Introduction

1 What is your first name?

First name:
(Sandra) Caroline

2 What is your surname?

surname:
Dennison

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
allanandcaroline@bigpond.com

5 What is your address?

address:
55 Little Place
CARDUP WA 6122

6 Contact phone number:

phone number:
(08) 9525 1249

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

File upload:
Annexure A Objection to Proposed Re-Zoning Lot 33 Hopkinson Road.docx was uploaded

ANNEXURE "A"
**OBJECTION TO THE PROPOSED METROPOLITAN REGION SCHEME
AMENDMENT 1353/57 – LOT 33 HOPKINSON ROAD, CARDUP**

This objection is lodged by Allan R & Sandra C Dennison, both of 55 Little Place, Cardup Residents and ratepayers in Cardup for 23 years – since July 1996. Our property is regarded as home, lifestyle base and our superannuation for later in life with the asset being put at huge risk of devaluation if the urban sprawl is allowed to continue.

We request that our objection be noted and that the Proposed Amendment 1353/57 be withdrawn based the following facts:

Most important is the data previously issued by the Shire of Serpentine Jarrahdale does not assimilate to either the *SJ2050 Strategy Plan* or the *Themes of Rural Strategy Review 2013* (as extracts evidence herewith). Whilst the proposed Metropolitan Region Scheme Amendment is a State proposal, the relevance and importance of the following extracts from the Shire's documents support and outline the wishes and requirements of the Residents, who are also taxpayers:

Extract from Item 2.2 Key Themes of Rural Strategy Review 2013

"THEME 1 – Protection of Natural Assets (Local Natural Areas)

The Shire contains many natural assets which are of high importance to both the community and the Council. The importance of these natural assets is heavily featured in the original Rural Strategy, as well as in the many planning policies and strategies that have been prepared since. Key threats to these assets include nutrient export from rural areas, protection of remnant vegetation and protection of landscape values. While it is recognised and generally accepted that the Shire's population will continue to grow, associated development needs to occur in a manner that does not threaten these assets."

Extracts from SJ2050 Visioning Document

Quotes:

"Page 26 SJ2050 CHALLENGES TO OUR QUALITY OF LIFE

When asked about important issues that affect quality of life, poorly planned development and transport infrastructure concerns are at the top of the list.

Page 27 SJ2050 Maintain Agricultural Land Use

Respondents respect the agricultural history of the shire and highly value its contribution to the local economy. Respondents indicate that they would like to see agricultural land uses remain and the retention of existing large rural lots.

Extracts from SJ2050 Visioning Document – Cont'd

Quotes:

Page 29 SJ2050 Rural Lifestyle - Protect and Preserve the Natural Environment and Relaxed Country Lifestyle

The rural lifestyle experienced by those living in the shire is something the local community wish to see maintained. Respondents identified peacefulness, tranquility and a relaxed country lifestyle as key aspects they hope to see preserved as the population grows.”

End Quotes

- There are several other areas in close proximity to the proposed land at Lot 33 Hopkinson Road which are identified as **Urban** that have not yet been developed, therefore there is no need for the proposed re-zoning of the aforementioned Lot;
- There is an area adjacent to Lot 33 which is defined as Cardup Nature Reserve, bush forever. Any development in proximity to this will put endangered species at risk;
- The 2018 Equine Strategy proved the equestrian community generates \$168 million in the area and they do not support this amendment. This area is considered “a safe area for riders with low traffic flow and tranquil bush”;
- There are no amenities to support an **Urban** zoning. The safety of people, horses and dogs being walked is paramount. The inadequacy of road improvements **prior** to development is evident (amongst others) in *Abernethy Road* between Soldiers Road and Hopkinson Road and *Orton Road* between Hopkinson and Turner Road on to Soldiers Road. Increased traffic and contractors trucks tearing up the bitumen and not observing speed limits or Stop signs can be observed every day.

Response ID ANON-GMA6-WNGV-D

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-20 14:49:40

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

The Area has and always is a rural themed zoning with Equine and bovine qualities.

I we as a family decided many years ago to over capitalise and invest in our future in cardup to only now have large cattle properties re zoned to urban from rural.

If this area was to continue the theme and the surrounding common properties then a rural a or b zoning with 2.5/ 5 acre life style lots should be approved.

We in the middle of cardup will end up with a hwy to one side and urban housing to each boundary.

This is in all bringing down the moral of the local friends and community of cardup.

If this re zone was to go ahead to urban is to re zone the entire area of cardup to allow subdivision potential and let us all benefit and move on somewhere else where we have some peace and space for families.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGC-T

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-23 07:51:25

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

The current development being conducted in the SJ Shire, particularly in the area of Byford into Cardup is not supported by infrastructure. The roads in the area are unsafe due to congestion issues. The major arterial road (Tonkin Hwy) has not been continued beyond Thomas Road and is unlikely to be completed in the near future. There is not enough schooling, public transport and shopping/entertainment facilities in the area are very limited. Keeping the current zoning enables the semi rural lifestyle to continue in the southern parts of Byford and Cardup. Further high density housing will add to crime and road safety issues. Until sufficient infrastructure is in place, further developing the area will be a huge risk to the health and safety of the current residents of the area.

The State Government has to put the needs of current residents ahead of the developers trying to make a dollar.

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Response ID ANON-GMA6-WNGQ-8

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-27 19:13:20

Introduction

1 What is your first name?

First name:
Ashley

2 What is your surname?

surname:
Grzetic

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
ashley222@live.com.au

5 What is your address?

address:
Maresfield Way cardup 6122

6 Contact phone number:

phone number:
0451262270

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I do not believe the country rural living should change due to the government WANTING to extend the freeway. People who have lived here for over 30years and have paid a large amount to have this lifestyle do not deserve it all to be taken away from them.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGF-W

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-27 19:18:28

Introduction

1 What is your first name?

First name:
Kirsty

2 What is your surname?

surname:
Nicholls

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
Johnandkirsty@hotmail.com

5 What is your address?

address:
20 abernethy rd byford

6 Contact phone number:

phone number:
0438927316

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

Currently purchasing large property in cardup as i like the rural farm atmosphere. Splitting up the current areas will make this just another suburban blog with no land to enjoy

File upload:

No file was uploaded

Response ID ANON-GMA6-WNG6-D

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-27 19:21:30

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I do not agree with the government taking people land that they have worked their entire lives for. They work hard for our houses and land for government to just come in and take from them when ever you feel like selling it on for shitty 300sqm blocks to make a profit. If people don't want to sell there land then leave them alone I can't walk into a shop and just take what ever I feel like so why should you!?

File upload:

No file was uploaded

Response ID ANON-GMA6-WNGM-4

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-05-27 21:16:22

Introduction

1 What is your first name?

First name:
John

2 What is your surname?

surname:
De Antoni

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
agjjon@inet.net.au

5 What is your address?

address:
107 CARDUP SIDING ROAD, Cardup, 6122

6 Contact phone number:

phone number:
0414287433

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

Support

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

We wanted to sell our block (5.2 acres) to a developer. Our home is on the market now. We have advertised the possibility of future development in the area in the description of our home to lure prospective buyers.

File upload:

No file was uploaded

Taylor Burrell Barnett Town Planning & Design

Level 2, 160 St Georges Terrace Perth WA 6000 PO Box 7130 Cloisters Square Perth WA 6000

Telephone 08 9226 0270 Facsimile 08 9372 7879 admin@tblplanning.com.au

Indiville Prospecting Pty Ltd ABN 74 831 437 925

Our Ref: 06/014

30 May 2019

Attention: Mr Anthony Muscara

Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Dear Sir

METROPOLITAN REGION SCHEME MINOR AMENDMENT 1353/57 – LOT 33 HOPKINSON ROAD, CARDUP - SUBMISSION

Taylor Burrell Barnett, on behalf of our client LWP Property Group (LWP), is pleased to lodge the following submission on the proposed Metropolitan Region Scheme (MRS) Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup. Our client has an interest in this matter as it is responsible for the development of The Glades, Byford estate and is a major landowner within the Byford Town Centre Structure Plan area, located north of the area subject to this MRS Amendment.

The key aspects of our submission as they relate to the development of land for LWP, include:

- The proposed rezoning of Lot 33 to Urban Deferred is considered premature in recognition of its identification as “Long Term (Beyond 2031)” on the staging plan contained in the South Metropolitan Peel Sub-Regional Planning Framework (the Framework).
- Requirement to address all relevant criteria in the Framework to progress urbanisation, particularly prior to 2031.
- Inconsistencies with the existing Byford District Structure Plan (DSP) and the identification of Lot 33 for future urban development, and consideration of associate matters, such as impacts of commercial floorspace, traffic and land for community purposes.
- Requirement to identify and address site constraints associated with the Cardup Brook.
- Inaccuracies contained within the MRS Amendment Report relating to the future crossing of Cardup Brook in The Glades Local Structure Plan (LSP).

SUBMISSION

This submission has been structured to reflect the format of the WAPC’s MRS Amendment Report.

Strategic Context

Perth & Peel @ 3.5million & South Metropolitan Peel Sub-Regional Planning Framework

The MRS Amendment Report acknowledges that Lot 33 is identified as “Urban Expansion” with a “Long Term (Beyond 2031)” designation in the Framework. As such, the WAPC’s consideration of the MRS Amendment to progress the urbanisation of Lot 33 is regarded as premature.

The Framework states the timeframe for land identified as “Long Term” is from 2032 to 2050, with this timing being guided by a number of factors including demand for urban land, the capacity of servicing agencies and local government planning within the sub-region. As such, the proposal should



consider and adequately address all of the relevant factors identified in the Framework in order to obtain support from the WAPC for urbanisation land ahead of the timeframes identified in the staging plan of the Framework. In addition, the Framework lists matters that should be addressed with regards to Urban Expansion/Investigation areas in Cardup, which include servicing of the site and integration with the METRONET network.

Furthermore, the Framework identifies that based on the average consumption rates for urban land within the sub-region there is sufficient undeveloped land classified as Urban and Urban Deferred to meet the forecast housing requirements for the next 50 years in the south-eastern sector. On this basis, urbanisation of Lot 33 ahead of the staging identified in the Framework is not required in order to meet forecast housing requirements for the next 50 years.

Future Lifting of Urban Deferred

The MRS Amendment Report states that the matters that require addressing through the urban deferred lifting process are the provision of water and wastewater services and confirmation of the 60m wide Water Corporation infrastructure on the site.

However, the lifting of Urban Deferred should not only be predicated on the ability to provide services such as water and drainage. Rather, the relevant criteria as outlined in the *WAPC's draft Guidelines for Lifting of Urban Deferment* should be adequately addressed, as they apply to this proposal, in order to obtain support from the WAPC for any proposal that is not sequential and/or is inconsistent with the timeframe depicted in the staging plan of the Framework. The MRS Amendment Report is silent in this regard and should be given further consideration by the WAPC and relevant authorities in the consideration of this amendment.

Byford District Structure Plan

The current Byford DSP was approved in 2009 and serves as the district level structure plan for the Byford urban growth cell located to the north of the Lot 33. The Byford DSP designated a small portion of Lot 33 as Rural Residential, however the balance of the landholding falls outside of the DSP area. As such, the DSP did not contemplate the future urbanisation of Lot 33 and therefore has not been considered within the wider strategic planning context for the Byford-Oakford locality. The following matters require consideration prior to the WAPC supporting rezoning of Lot 33 to Urban Deferred:

- Any commercial floorspace provided on Lot 33 should not detract from The Glades Village Centre, Byford Town Centre or any other existing centres in the Byford DSP area which is considered the priority for this locality;
- The urbanisation of Lot 33 should appropriately consider the surrounding traffic environment so that there is no adverse impact on local and district movement network. The proposed Byford DSP (2018) proposes upgrades to key infrastructure such as grade-separated crossings and the extension of Orton Road. Given the identified staging of Lot 33 as beyond 2031, the validity and appropriateness and functionality of this infrastructure is brought into question if the urbanisation of Lot 33 occurs prior to 2031 (beyond the timeframe of the Development Contribution Plan (DCP)).
- The provision of land for community purposes in the Byford DSP has not considered the urbanisation of Lot 33 and associated population ahead of 2031.

The MRS Amendment also needs to recognise that the current approved Byford DSP identifies the requirement for the provision of land adjacent to the Tonkin Highway for the future Water Corporation Service Corridor. This land should be provided in the same way that other approved



Local Structure Plans within the Byford DSP (and wider Shire of Serpentine-Jarrahdale) have, being a 60m wide corridor.

The urbanisation of Lot 33 as proposed under this MRS Amendment is inconsistent with the current district planning for the area and should be considered independently of existing urban development within the Byford Urban Cell.

Draft Byford District Structure Plan

The Draft Byford District Structure Plan (draft Byford DSP) has been prepared as a revision to the Byford DSP (2009) and still remains in draft form, yet to be advertised. The draft Byford DSP identifies Lot 33 as a Development Investigation Area (DIA). The draft Byford DSP identifies the key considerations of the DIAs which should be addressed in the future planning and development of these sites within Table 2 of the Draft DSP report. As such, the proposed MRS Amendment should adequately address these matters identified, and these should be taken into consideration as part of WAPC's assessment of the proposed MRS Amendment.

The Glades Local Structure Plan

The Glades LSP provides further detail to guide development and subdivision for land within the Byford Structure Plan area, to the north of Lot 33.

The MRS Amendment Report inaccurately states that the LSP provides for the future crossing of the Cardup Brook via an extension to Doley Road. It has been made clear to the Shire of Serpentine-Jarrahdale in recent discussions that the extension of Doley Road and the crossing of Cardup Brook will not be facilitated by The Glades LSP, nor was it contemplated by the LSP or current approved Byford DSP. LWP's does not support the statement that the crossing of the Brook will be the responsibility of LWP.

LWP has committed to the provision of a local road for the portion of Doley Road south of Orton Road, through to the buffer of the Cardup Brook (Resource Enhancement Wetland). Given the need for the extension of Doley Road to Cardup Siding Road will be created by the development of land south of the Cardup Brook, it has always been the intent and communicated to the Shire that the construction and cost of this crossing would be borne by the landowners of Lot 33.

Therefore, the road widening, upgrade and extension (including construction of a bridge) required to facilitate the extension of Doley Road south of Cardup Brook should be borne by the landowners of Lot 33. The MRS Amendment Report should recognise it is the responsibility of the landowners to fund the construction of the extension of Doley Road, and in addition, it should not be funded by the DCP.

There are also significant environmental and heritage site constraints relating to the Cardup Brook that are required to be addressed in the proposed MRS Amendment and considered in the MRS Amendment Report. Associated with the responsibility of bridge construction is the need for the landowners of Lot 33 to undertake the required environmental and heritage assessments to facilitate crossing of the Brook. Given the MRS Amendment Report incorrectly assumes that the future crossing of the Cardup Brook would occur under The Glades LSP, the WAPC should acknowledge that the landowner is required to obtain the appropriate approvals at the relevant stages of the planning as a result of any impacts of the bridge crossing on Aboriginal Heritage and areas of environmental significant. We note that the MRS Amendment was not referred to SWALSC as it was not expected to impact on Aboriginal heritage values. We recommend that liaison / pre-referral with the relevant government agencies occurs.

.../4



The Glades LSP does not compromise the ability for the landowners of Lot 33 to provide a crossing over the Cardup Brook at some point in the future, when required as Lot 33 is developed. LWP's position remains that the future crossing of the Cardup Brook via an extension of Doley Road should be the sole responsibility of the landowner of Lot 33 given the need and nexus is driven by the future urbanisation of Lot 33.

CONCLUSION

It is considered the urbanisation of Lot 33 is considered premature, and has not been considered within the relevant planning framework, including the South Metropolitan Peel Sub-Regional Planning Framework, existing Byford DSP and The Glades LSP. Whilst we realise that some of the above matters will require addressing more specifically at later stages of the planning process, we respectfully request the WAPC take into consideration all of the above points in its consideration of the merits of the proposal.

We would be pleased to continue to engage with the WAPC in relation to any of the matters identified, particularly as the identification of Lot 33 as Urban Deferred relates to the Byford Estate and The Glades.

Should you wish to discuss any of the issues raised in this submission, please do not hesitate to contact the undersigned.

Yours faithfully
TAYLOR BURRELL BARNETT

A handwritten signature in black ink, appearing to read 'K Shirley'.

KATHERINE SHIRLEY
ASSOCIATE

CC: Kelli Howell – LWP Property Group

Response ID ANON-GMA6-WNUV-U

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-10 21:20:38

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I oppose the Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup for the following reasons:

I moved here 5 years ago for the semi-rural lifestyle, which is quickly being lost to urbanization. The area surrounding the Byford by the Brook estate is quiet and peaceful, a really nice pocket of Byford which is already being threatened by the Wormall plastics factory, the blocks from the Glades creeping up on the other side of the brook, the upcoming Tonkin highway extension, and the inevitable train line closeby. The last thing we need is low/medium density housing on the other side of the road as it will increase the noise and the traffic.

By building high/medium density housing on Lot 33 Hopkinson Road, there will be increased crime in the area and property values will drop. I receive the monthly crime statistics from the Mundijong Police Station and I have noticed a rise in crime in Byford and surrounds over the last few years. This makes total sense: the more people you have, the more crime there will be.

It may not seem like it, but the environmental impact will be felt largely with high/medium density housing. Not only will it become more polluted, but many of the birds and animals may be displaced from that area. There has already been an environmental issue with people putting feral fish into the lake in Byford. Let's not risk any more environmental issues that come with having more residents.

I think it's important that resident input be strongly considered during this process. Many of the residents here have lived for a very long time and deserve to be included in this process. We know the area very well and may prove helpful in making the right choices in relation to inclusive growth.

Beautiful open spaces such as Lot 33 Hopkinson Road are the entire reason people move out here. We don't want to compromise that unnecessarily. I don't believe there is a need for high/medium density housing in this area. I think that rural living is what people are chasing when they choose to purchase land in areas like Cardup. It is one of the suburb in this Shire with an "enviable rural setting". I hope it stays that way. If you must build, acreage would suit this absolutely perfectly. Anything smaller than that size, is just plain greedy.

Thank you for taking the time to read this.

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Response ID ANON-GMA6-WNUC-8

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-11 10:46:07

Introduction

1 What is your first name?

First name:
Wendy

2 What is your surname?

surname:
Hegarty

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
wendyhegarty@yahoo.com.au

5 What is your address?

address:
196 Karbro Drive, Cardup. WA 6122

6 Contact phone number:

phone number:
0411837074

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I oppose the change of use of this area for the following reasons

* Lot 33 is a large parcel of land sitting south of Cardup Siding Road and along side the Cardup reserve which is designated Bush forever and has protected fauna and flora within it.

*It is surrounded by 1-5 acre lifestyle blocks and is within a designated green area between the urban development of the Byford area and the proposed urban development of the Mundijong/Whitby area.

*It would be better to maintain the look and feel of the area by proposing a more sensitive development plan.

* Urban development will push the equestrian people out of the area, which will be detrimental to the rural look and feel of the area with resulting loss of business for those supporting this industry.

* There are still areas in the Byford and Mundijong areas that can be developed for housing and this block should be left as rural or special rural, accommodating those that wish to have more space and a quieter lifestyle.

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Response ID ANON-GMA6-WNUQ-P

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-11 19:54:50

Introduction

1 What is your first name?

First name:
Emily

2 What is your surname?

surname:
Michie

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
emilymichie@gmail.com

5 What is your address?

address:
686 Hopkinson Road Cardup WA 6122

6 Contact phone number:

phone number:
0409294653

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

1. We bought our property 10 years ago to get away from high density housing estates. At the time of purchasing our property, it was zoned for rural not urban. We do not want to be living opposite an area like this.
2. Bush forever with endangered species bordering the area, risk to damaging their environment.
3. Infrastructure doesn't really support the number of people this would bring to the area. We have already seen the chaos caused by other local developments. Increase in fatal car accidents & near misses at intersections not designed for this number of residents to the area.
4. Loss of amenities, horse riders will be unable to ride off property for safety reasons.

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Response ID ANON-GMA6-WNUF-B

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-11 20:32:49

Introduction

1 What is your first name?

First name:

Nigel & Julia

2 What is your surname?

surname:

Bruce

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

julzey@hotmail.com

5 What is your address?

address:

52 BAIGUP LOOP, Cardup WA 6122

6 Contact phone number:

phone number:

0405 227 548

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

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Nigel & Julia Bruce, oppose the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 of Lot 33 Hopkinson Road Cardup and submit the below points for consideration:

- the infill targets listed for Serpentine Jarrahdale as part of the Perth and Peel @ 3.5 million framework documents are open to review and refinement, refer Chairman's message Eric Lumsden page v of the South Metropolitan Peel, sub-regional planning framework.
- the amendment does not comply with the wishes of the local community, as evidenced by the Serpentine Jarrahdale SJ2050 vision document.
- the amendment is unnecessary as evidenced by the targets set out in the South Metropolitan Peel, sub-regional planning framework on Page 96 TABLE 2.4: Urban infill dwelling targets by local government Total infill (2050) for SJ Shire as 1,370. We urge the WAPC to consider the several existing housing developments with land currently available for sale within the Shire located at;
 - I. Cedar Woods - South Western Highway & Nettleton Road, Byford.
 - II. Byford Meadows estate - Thomas Rd & Malarky Road, Byford
 - III. Beenyup Grove - Doley Road & Shepparton Boulevard, Byford
 - IV. The Glades, Abernathy Rd, Orton Rd, Doley Rd, Byford
 - V. Redgum Brook estate, Thomas Rd & Kardan Blvd, Byford
- Approving this amendment will see Cardup, and the shire over saturated with housing development. The growth in the region has surpassed expected projections as evidenced by the 2016 ABS Census results that the SJ Shire is the largest growth shire in Australia. The WAPC's own targets for 2050 will be reached in the immediate to short-term due to current land developments approved and currently underway.

In addition, we believe the proposed change will adversely affect our community as listed below;

1. Education

Byford Secondary College IPS Business Plan 2017 – 2019 has projected the secondary college will achieve its **maximum** enrolment of over 2000 students by 2022. The amendment for land re-zoning to facilitate urban infill resulting in the creation of a new primary school on Lot 33 Hopkinson Road, Cardup has not considered the impact of the population increase and that the creation of a new feeder primary school cannot be sustained by the existing secondary school in Byford.

The state budget media statement released 09/05/2019 "Schools to benefit from investment in education" stated that the McGowan Government will invest \$452.8 million in 2019-20 to improve infrastructure in Western Australian public schools and create jobs. Funding considerations are for a new primary school only, to be constructed in Byford South for 2020. There is no funding mentioned to upgrade Byford Secondary College to cater for expansion.

2. Equine

There is a niche equine cluster within the Shire of Serpentine Jarrahdale. We refer to the Shire of Serpentine Jarrahdale Equine Strategy 2018 (the Strategy) presented at the Ordinary Council Meeting 27 August 2018. The strategy seeks to establish goals and strategic actions to ensure there is continued support and development of the sector into the future. The area has more horses than any other Local Government Area (LGA) in the State (Table 1), **2.1 Equine Economy** - The Shire conducted a business survey for all known equine businesses in the local government area. ANNUAL SERPENTINE JARRAHDAL E QUINE BUSINESS TURNOVER = \$21million. The local equine community spends at least \$84 million on horses per year and 80% of this is on local suppliers and services. This will be at risk of continued growth is the amendment is approved, as it is against the community wishes as evidenced below.

2.2 Existing equine facility - The Equine strategy clearly defines the existing Equine Facilities and Reserves which are critical to maintaining equine-based activities within the Shire. These amenities, their accessibility and proximity to equine enthusiasts sets Serpentine-Jarrahdale apart from other areas. **Directly abutting the proposed amendment area is Cardup Nature Reserve (Map below)**. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks (estimated to be approximately 5 km in length). The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. If the amendment is approved this will significantly impact the Cardup nature reserve's continued use as an equine facility due to the development resulting in increased traffic, noise, population and safety of riders due to dwellings abutting the reserve.



3. Planning Institute of Australia

Finding balance in the density debate - 27 February 2019

<https://www.planning.org.au/news-archive/2018-2019-media-releases/finding-balance-in-the-density-debate>

The considerations identified in the Planning institute of Australia article, are set out below and must be reviewed by WAPC, prior to any amendment of land use change. We note the following statements within the article, for your consideration;

- 3.1 Every extra hectare of land given over to tract housing ups the ante on our already stressed natural environment, and it puts governments tasked with supplying the required infrastructure further in debt. However, imposing a solid urban growth boundary is not the answer either as this has its own unintended consequences. *There is still a place for urban growth at the fringe, but it must be done differently so that we make the most out of our diminishing land resource.*
- 3.2 Overcoming that means spelling out the long-term risks of unabated sprawl in plain and compelling terms; it means explaining how planning and zoning helps build more sustainable communities; it means selling the very positive aspects of urban infill – not as a necessary infill rather than as a desirable choice; *it means consulting widely and exhaustively before imposing housing targets on councils; and it means holding developers to higher design and construction standards – in practice as well as in theory.*

4. Lifestyle

The reason why we have bought into this area is to maintain a semi rural lifestyle which is consistent with the SJ Shire's 2050 vision. We, like most other dwellings in the area, have horses. It is only reasonable that residents who have bought into an area that supports an equine lifestyle should be able to maintain this without compromising horse and owner safety. An expansion of urban dwelling will result in increased traffic and cause chaos for us. This is not a wild supposition. Discussions with equine owners who have gone through the same transition in Byford have recounted numerous injuries (and sometimes death) to horses due to increased traffic.

Mass increases in urban dwelling will also eventually see an increase in crime rates. Whilst that is consistent in all communities, where it differs in our situation is that we will have urban dwellers directly adjacent to semi rural dwellings which will directly jeopardize our horse's welfare. We also note that there is no discussion point to have an increased police presence to accommodate such a radical increase in urban dwellings in our area.

5. Design WA

Stage 1 released by the Minister for Planning became operational on 24 May 2019. The impact of approving the amendment has not been considered against the 10 principles identified in the State Planning Policy 7.0: Design of the Built Environment.

We ask the WAPC to oppose this amendment, and allow for whole-of-community consultation prior to any land zone change is considered.

Response ID ANON-GMA6-WNGX-F

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-12 13:15:19

Introduction

1 What is your first name?

First name:

Mathew & Karina

2 What is your surname?

surname:

Baker

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

karinamb61@hotmail.com

5 What is your address?

address:

11 Daisy road Cardup 6122

6 Contact phone number:

phone number:

0459219993

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

We greatly oppose the zoning changes from rural to urban deferred for the 118.4 ha land at 33 Hopkinson rd Cardup, Cardup is a unique area consisting of large Equine blocks from 5 to 10 acres down to half acre land holdings, dense urban development will not be in keeping with the wider area and will be largely detached and will not integrate with the community of rural and rural living lots. The Serpentine Jarrahdale Shires 2050 vision which was an extensive community consultation process must be upheld to insure the integrity of this unique Shire and to maintain in certain parts the sense of rural and maintain the green belt, this development will sit on the fringe of the Cardup Nature Reserve which has diverse Flora & Fauna - Bush Forever Site Description (from bush forever Volume 2 Government of W.A 2000) and would be greatly affected by dense urbanization population especially for breeding endangered fauna. Cardup residents services are ground water, rain water, ATU and septic Systems with such a dense development the services required would undoubtedly have an costly impact to the community especially on the smaller land holders whether they want it or not, we personally are self sufficient and take great care of our own needs. Public Transport is largely non existing in Cardup and is serviced by Buses only, Metronets placement will be in the Byford Township which is around 4 km away therefore it will not be easily accessible and a station in Mundijong which is further may not be buill for 20 years or so. All blocks for this development should not be smaller than 2000sqm and would create a sense of space and allow families in the Shire to move from smaller housing lots for their expanding families and truly enjoy the lifestyle which is sadly disappearing we need to maintain diverse living within the Shire and Cardup is a perfect area for this diversity. We implore the WAPC to consider dismissing the urban deferred zoning and support the local community as well as the SJ Shires 2050 vision and SJ Shires Rural Strategy.

File upload:

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Shire of
Serpentine
Jarrahdale

SJ 2050

NOVEMBER 2016

SJ 2050

November 2016

Contact Details

HAMES SHARLEY

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Subiaco WA

T +61 8 9381 0200

Ref: 43580

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SHIRE OF SERPENTINE

JARRAHDAL

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Mundijong WA 6123

T +61 8 9526 1111

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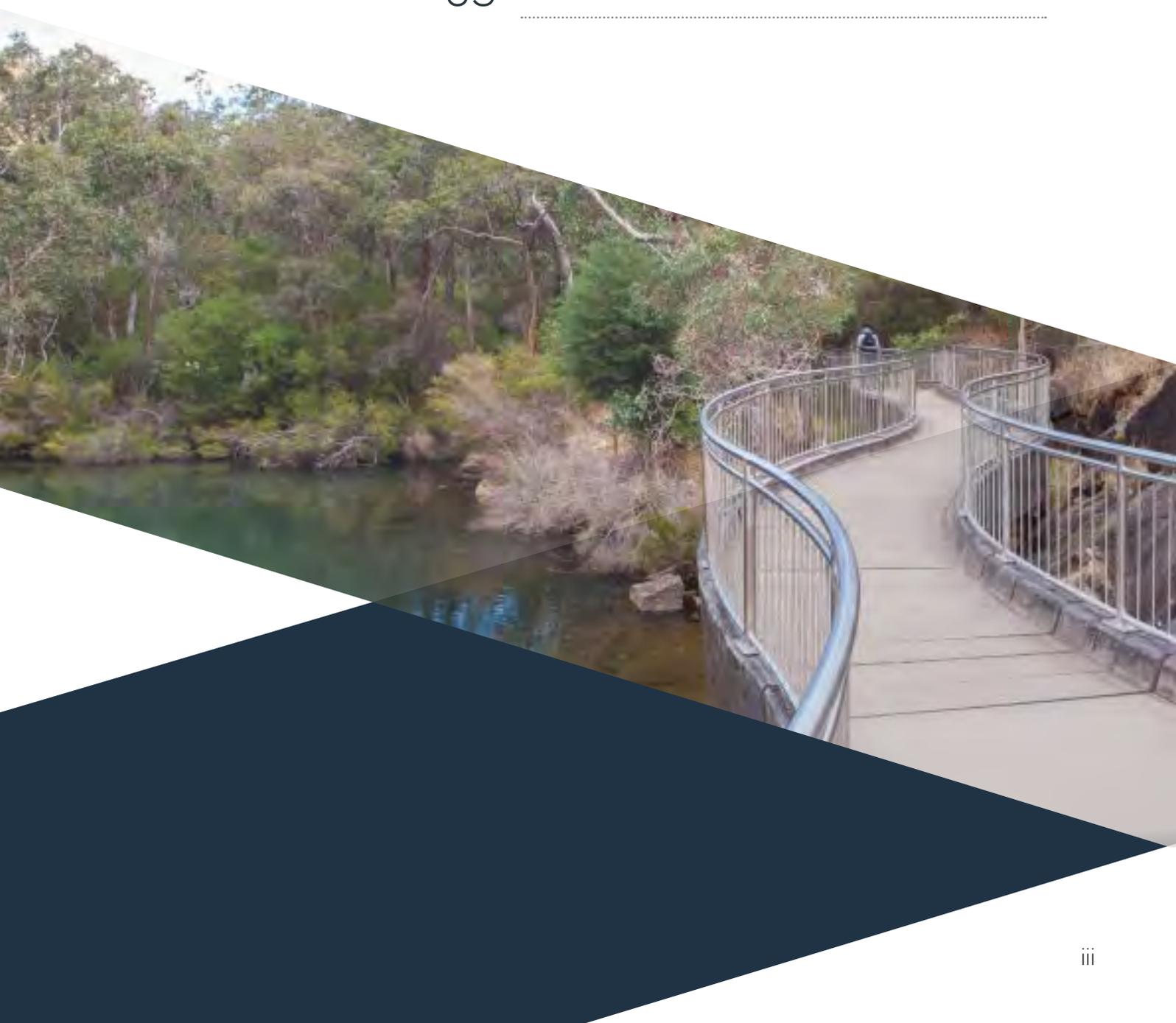
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**Hames
SHARLEY**



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SHIRE PRESIDENT'S FOREWORD

The Shire of Serpentine Jarrahdale is proud to present SJ 2050. Our community has shaped this vision through many hours of deliberation, consultation and input from the broader community. The Shire would like to thank everyone involved in developing the document and for all the individual contributions that has set this future direction.

The Serpentine Jarrahdale community and the organisation have experienced a number of challenges including possible amalgamation, significant growth (being the fastest per capita growth local government in Australia for the past three years) and increasing pressure on ageing infrastructure. SJ 2050 aims to set out a framework for the Shire and commit to accommodating the expected 100,000 people planned for in Perth and Peel @ 3.5 million.

Through the community engagement process the community identified core values that will remain central to delivering the vision:

- Maintaining a relaxed 'country lifestyle' and welcoming values.
- Retaining and integrating the natural environment.
- Maintaining a strong sense of community and 'neighbourliness'.
- Supporting local agriculture.
- Maintaining affordable and a choice of housing.
- Restoring and celebrating the local heritage and history.
- Retaining a high quality of life.
- Expanding and enhancing transportation choices connecting with both Perth and Peel.
- Planning for sustainable and economically resilient future.
- Promoting the areas unique sense of place and identity.
- Maintaining excellent educational opportunities.
- Fostering innovation through research and technology.

Nine important outcomes have been established to improve our quality of life and create a long-term, shared vision in alignment with **people, place and prosperity**.

- **Well-being:** Our shire will be noted for its healthy living, inclusive communities and integration with nature.
- **Connected Communities:** Our shire will be known for its vibrant, connected and resilient communities.
- **Education:** Our shire will offer high quality education and skills development opportunities to prepare the work force of the future.
- **Housing and Development:** Our shire will offer residents a range of housing choices and locations within good access to local facilities and amenities
- **Transport:** Our shire will invest in infrastructure that supports economic development and greater transportation choices.
- **History and Heritage:** Our shire will ensure the preservation of local arts, culture, and history, sharing stories and knowledge for generations to come.
- **Economic Development:** Our shire will strengthen its economy to encourage local business expansion, job training and greater diversity through innovation, research and development.
- **Agriculture:** Our shire will strengthen its agricultural base and value added industries, enabling increased production of local food to meet increasing demand.
- **Natural Environment:** Our shire will value, protect, and utilise our natural features and systems to provide resiliency from natural disasters and access to open space.

SJ 2050 will guide our planning under the Local Government Integrated Planning and Reporting Framework and will support the Shire's other strategic documents including the Strategic Community Plan, Corporate Business Plan, Long Term Financial Plan, Local Planning Strategy, the annual budgeting process and planning for community facilities.

Serpentine Jarrahdale is committed to the SJ 2050 future - the cover represents us stepping into this future: onwards and upwards yet respecting our heritage to achieve an inclusive, integrated, connected, equitable and innovative future based on our core values, community aspirations and visionary outcomes!

Councillor John Erren
Shire President

ACKNOWLEDGEMENTS

Many thanks to the dedicated individuals who have contributed to making SJ 2050 a reality.

Shire of Serpentine Jarrahdale Councillors

Cr John Erren (Shire President)
Cr Dave Gossage
Cr Jacqui See
Cr Sandra Hawkins
Cr Dave Atwell
Cr Michelle Rich
Cr Barry Urban
Cr Keith Ellis
Cr Sam Piipponen

Community Reference Group

Colleen Rankin
John Hardy
Amy Tan
Alan Clarkson
Grace Liew
Ludwig Easton
Margaret Cala
Adrian Liew
Jan Star
Athol Wigg
Rupert Richardson
Roger Harington
Merri Harris
David Woo
Clive Glands
Cheryl Whitsed
Jennifer Murphy
Diane Toohey
Matthew Highman
Neil Kentish
Dino Tan
Bill Denholm
Filippo Bongiovanni
Coralie Parkin
John Andrew
Karen Priest

John Palmer
Clayton Plug
Henry Dykstra

Shire of Serpentine Jarrahdale Officers

Gary Clark, **Acting CEO**
Andre Schonfeldt, **Director Planning**
Deon van der Linde, **Executive Manager Strategic Planning**
John O'Neill, **Economic Development Advisor**
Lauren Dujmovic, **Strategic Planner**
Evian Elzinga, **Strategic Community Planner**
Rob Casella, **Senior Strategic Planner**
Narelle Thompson, **Manager Communications**

Consultant Team

Shannon O'Shea, Hames Sharley
Shakira Everett, Hames Sharley
Naden Scafone, Hames Sharley
James Lunday, James Lunday Urban Design

Students and Teachers

Ben Freel, Year 11 and 12 Coordinator and Students of Serpentine Jarrahdale Grammar School

* A special thank you to all survey and postcard respondents.





SJ 2050 encompasses the Shire of Serpentine Jarrahdale’s 13 localities and townships inclusive of Byford, Cardup, Darling Downs, Hopeland, Mundijong, Serpentine, Jarrahdale, Karrakup, Mardella, Oakford, Oldbury, Whitby and Keysbrook.

Coming together as a community to plan the future shape of our shire, we have broadened our perspective to see how - as government, businesses and individuals - being part of a much wider, interconnected system, time has shown us that changing our own actions can lead to great impacts.

SJ 2050 enhances and protects the unique places we call home within the shire, it supports the people who live here and preserves the resources that will help drive the economy and allow us to prosper into the future.



WHY IS
SJ 2050
NECESSARY?

01

1

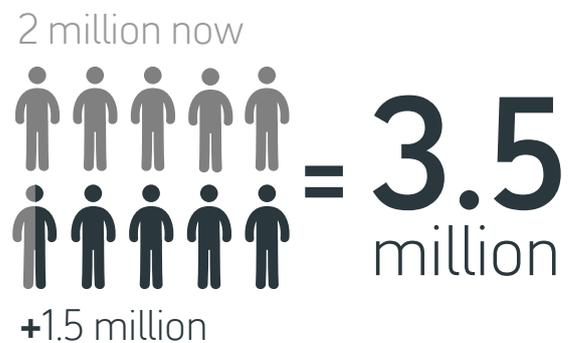
When the Shire of Serpentine Jarrahdale is compared to other regions across Western Australia, it sits within an enviable position. The high quality of life, backed by strong communities, a solid economic base and low cost of housing have increased its attraction for residents moving into the area. However, the shire today faces serious social-economic challenges, such as, projected population shifts that will test the shire's resilience. Steps are already being taken by community leaders in the public, private and non-for profit sectors to connect their communities to educational and economic opportunities. **To ensure that the shire continues to thrive, residents want it to remain a place where people of all walks of life have the opportunity to live, work, play and contribute.**

ACCOMMODATING A GROWING POPULATION - PERTH AND PEEL @ 3.5 MILLION

The *Perth and Peel @ 3.5 Million* strategic document released by the State Government in 2015 states that Perth's population will grow by 1.5 million, equating to an additional 800,000 households and 800,000 new jobs.



From this projected growth, the shire is expected to add nearly 100,000 people by 2050. The change will have a measurable impact across the entire metropolitan area, affecting not only urban areas, but also the suburban and rural communities. This will also affect the demographic composition of the region as new residents look for housing, jobs, services, entertainment and ways to be involved and give back to communities.



Perth and Peel
by 2050

2008 [BYFORD]



2012



2016



DETERMINING WHERE AND HOW WE GROW

One of the most pressing questions we must answer is how we will grow and what will that look like. The shire's growth, projected to be around an additional 100,000 people, will impact not only the urban form, but also the character and connections to the surrounding rural countryside and natural landscape.

During the past 20 or more years, the shire as a whole, has grown in an auto-centric manner – much like the rest of our metropolitan areas across the State. This pattern of growth is expensive both for infrastructure (water, sewer, roads) and local government to provide for community facilities and services such as libraries and public open space within expanding residential development areas with low tax revenue to support it. **Can we afford to absorb four times the population by building the way we currently do?**

Future growth will have a significant effect on the demographic composition of the shire as new residents look for housing, jobs, services, entertainment and a sustainable lifestyle all accessed locally. Similarly, many baby boomers are choosing to downsize into smaller houses and townhouses. These trends will result in a significant shift in the shire's development pattern.

As a shire, should we continue current trends, growing mostly outward and converting rural land to new residential developments and industrial parks? Should we encourage more of our growth inward, and invest more in existing communities? Can we do both in a way that improves the quality of life for all residents? How will we move around without compromising our quality of life?

We have a choice about where growth occurs, and how well it supports our economic competitiveness, resources, quality of life, equitable development and continued affordability. And importantly, how it will maintain the unique character and lifestyle the area has to offer.

The central question of how and where we grow is a driving force behind SJ 2050 which will require working together to grow responsibly.

1

GLOBAL DRIVERS OF CHANGE

Given the rapid global changes that are occurring, we can continue to expect the unexpected. Driverless cars may seem a long way off, however, forward thinking, innovative cities are already preparing for them. **How can these drivers of change, as a lens to view the future world, create a logical basis for upstream value added opportunities? Which global drivers will impact the shire directly, and what are the risks that need to be considered at the same time?**

Mega-trends demonstrate strong relationships to sustainability issues. These also provide a framework for thinking about the impacts of growth and future scenarios for how growth should occur. The opportunities presented by changing the way we do business are significant.

BUILDING OUR COMMUNITY AND ECONOMIC COMPETITIVENESS

The shire includes a rich variety of communities, but remains united by the regional economy, and we all have a stake in our future. Competition between metropolitan areas to attract and retain a talented workforce and new jobs will only increase in the years to come. Moreover, steady growth will place additional stress on the ability to provide infrastructure and services to maintain a high quality of life for our families.

In the past 40 years the area has been dominated by rural industry, however, in the past 3 years residential development has brought with it a landscape characterised by one-storey suburban development, with little regard to the provision of amenity, lifestyle and community.



2050

WORKING TOGETHER AS A SHIRE

The shire is currently home to over 27,000 people, an increase of 10,000 since 2011. Covering three wards within 905 square kilometres, the region is geographically diverse, with urban, suburban and rural communities. The majority of residents are located in the towns of Byford, Mundijong, Serpentine and Jarrahdale, as well as in rural residential areas of Oakford and Darling Downs. These rural residential areas feature a large share of equine properties, with significant training facilities.

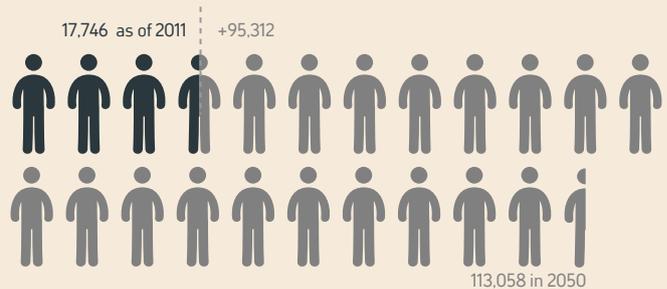
While the shire is fortunate to have a strong economic base that affords many residents a high quality of life, as the population grows, segments of the population left out of the current prosperity will increase as potential barriers, such as employment, affordable housing and appropriate services become further out of reach.

The residents of the shire highly value a strong sense of community, and want the shire to be an inclusive place where there are more opportunities for residents to be actively involved in work and community life.

The region's growing diverse population can be a major economic asset if leaders invest in ensuring all of our residents can access good jobs, contribute their talent and creativity to building a strong economy.

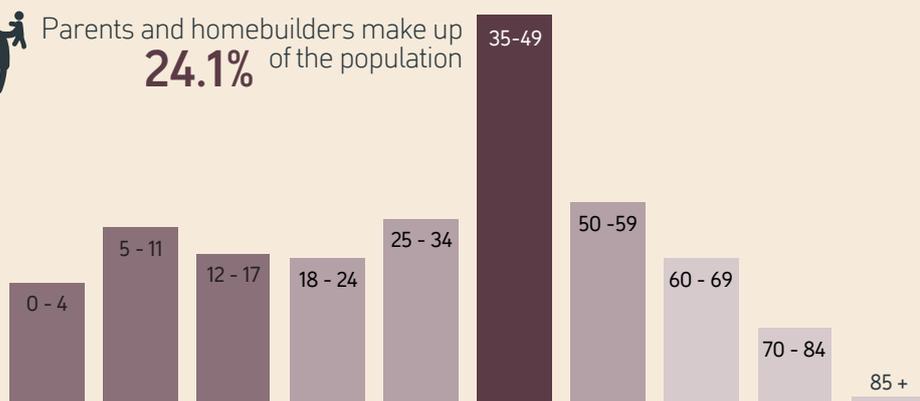
- How will we meet the needs of everyone in the community?
- How will the shire accommodate an aging population?
- How can we keep the shire a place we want to live, work and play?

2016



Parents and homebuilders make up **24.1%** of the population

28% of the population is under 18 years of age



Source: Profile.id 2011 ABS data

1

HOUSING DIVERSITY

Current reviews into the growth projections of *Perth and Peel @3.5 Million* have highlighted the high costs of "greenfield" development, estimated at \$94,561 per lot to provide infrastructure like roads, sewerage, communications, education and health services¹. This high cost of "greenfield" development helps us understand why cities are re-urbanising rather than expanding outwards in order to become more competitive, self sufficient and sustainable.

Residential development over the past three years has dramatically increased in the shire, with a much larger share of 'conventional' fringe residential development occurring in and around Byford and Mundijong. As the largest main growth area of the shire, Byford attracts people in all age groups, especially young and established families. Other areas such as Jarrahdale and Serpentine attract families as well as some empty-nesters and young retirees.

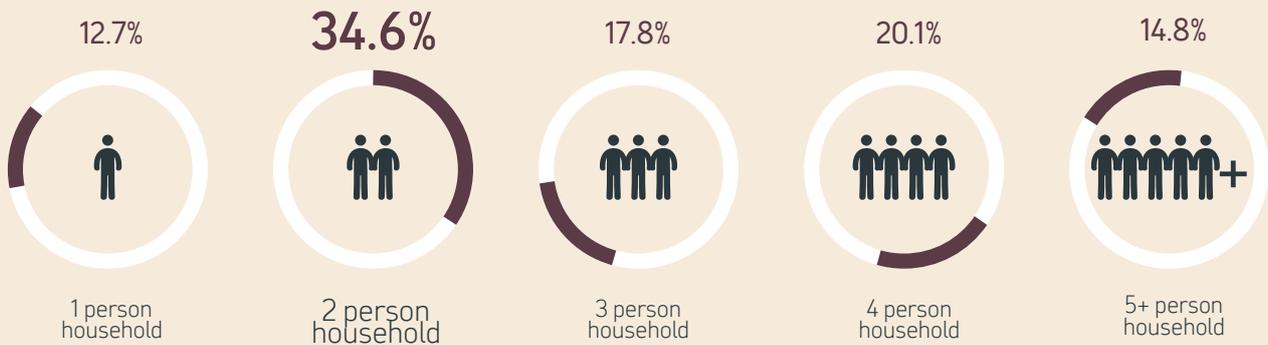
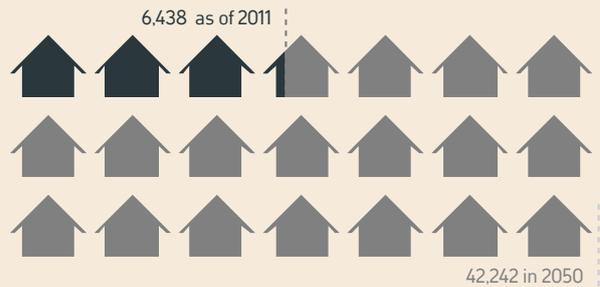
2050

Dwelling type is an important determinant of the shire's residential role and function. A greater concentration of higher density dwellings is likely to attract more young adults and smaller households, often renting². While larger, detached or separate dwellings will continue to attract families and prospective families. The opportunity therefore exists to take advantage of our location, such as building denser forms of housing around public transport nodes or employment centres.

Envisaging a future where sustainable communities can grow their own food and produce their own energy calls for more resilient solutions. The technology already exists, its just a matter of applying science into the architecture of everyday life.

- What will our towns look like in the future?
- What choice of housing should we be providing for within a growing population?
- How can we retain a local sense of community?

2016



1. Source. #DesignPerth, 2016
2. Source. Profile.id 2011 ABS data

2050

EMPLOYMENT PROSPERITY

Historically, cities came together to offer education, advanced technology and specialisations with a minority of goods exported. People came together to trade and sell locally. Industrialisation brought with it mass production and the distribution of goods globally. People, however, still lived close to their place of work. Post Industrialisation, there was a separation of work, living and recreation. People drove to the office, supermarket and golf, therefore, there was no need to live close to city centres. As we live in an increasingly global world, our social connections have been largely watered down to just family, and families are scattered across the globe.

Currently, only 21.5% of the local workforce work within the shire. Most are drawn to the surrounding major service centres such as Perth, Armadale, Rockingham, Kwinana and Canning. Within the shire, the top employment industries are construction, manufacturing and retail.

Increasingly, innovation through targeted research and development is driving productivity, enabling inputs such as capital and labour to be combined in new ways to produce higher value-added goods, services and increased efficiencies. Changing the way we do business – embracing creativity and sharing ideas will serve to increase local competitiveness.

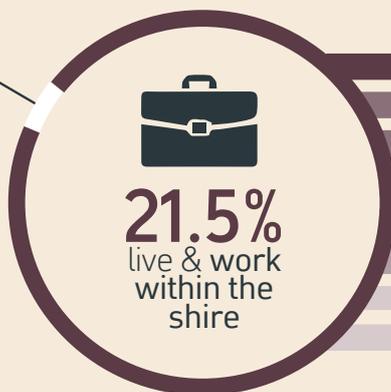
Pillars of good planning to promote innovation as part of the shire's identity include leadership, balancing a mix of land uses, specialist organisations, education, investment and economic networks, well connected neighbourhoods, or hubs linked to good internet access, and importantly, a shared vision to develop partnerships between private industry, government and educators.

- What will differentiate our shire and sustain our local economy?
- How can we provide greater opportunities for a diversity of live /work environments?
- How can we attract, retain and grow a skilled workforce?

2016



3.9% UNEMPLOYED



Source: Profile.id 2011 ABS data

*EMPLOYED PERSONS AGED 15+

1

2050

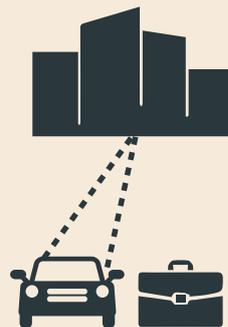
Aligned with *Transport @ 3.5 Million*, the integration of connections to the wider region, facilitating new forms of transit coordinated with Metro transit system improvements will improve the distribution of people, goods and services. This will enable greater opportunities for people to utilise public transport, walk or cycle to access employment, facilities and education, enhancing productivity and reducing commute times. There is the opportunity for leaders within the shire to address disruptive technologies and new innovations as job creating infrastructure projects, such as a drone airport distribution centre.

- What are realistic transportation options that can be delivered to accommodate 100,000 people?
- Will communities be concentrated in nodes or spread?
- How can we encourage active transport, making it safer and easier to access jobs, schools and services?

MOVEMENT AND TRANSPORT

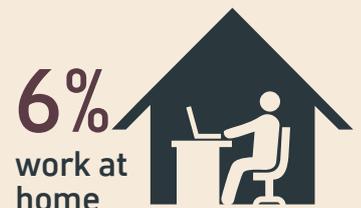
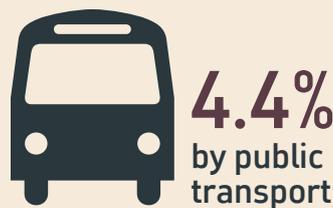
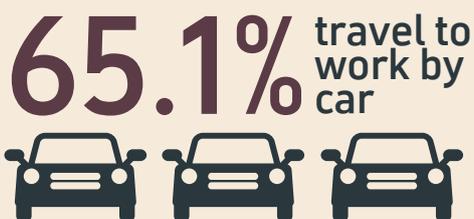
The Perth Transport Plan, *Transport @ 3.5 Million*, provides a long-term plan for transport infrastructure within Perth and Peel outlining improved connectivity to major activity centres as a key focus, encouraging transit orientated developments well-served by all modes of transport. Strategic investment in transport infrastructure is intended to enable a better choice of movement networks and connection to the wider region.

Currently, 65.3% of residents living in the shire work outside the shire with 65.1% travelling to work by car. Future investment in transport infrastructure has the opportunity to provide for greater efficiencies and value contributing to the overall quality of life for residents within the shire. This will be achieved through an expanded public transport and cycling network and the strategic improvement of major road and freight networks.



65.3%
live in the area, but work outside the shire

2016



Source, Profile.id 2011 ABS data



PLANNING FOR THE FUTURE WE WANT FOR OUR COMMUNITY

The shire is diverse with many different community networks, each with their individual identity. The SJ 2050 visioning process looks at the shire as a cohesive, interdependent whole while aiming to maintain and enhance the individuality of each place.

Planning for the future and working toward a shared vision is one way the community can protect the natural environment and quality of life, ensuring future generations are able to develop opportunities created from an approach which encapsulates people, place and local prosperity. The potential impacts of SJ 2050 extend beyond the shire and into the Perth and Peel region. **Creating a collective vision creates a platform for the shire to be competitive on a local and global scale while preserving unique characteristics, so close to Perth City and the Peel.**

If we want a resilient shire that **protects** and **enhances** our core values, what will our communities look like in 2050?

STRATEGIC FRAMEWORK

1. WESTERN GROWTH CORRIDOR

The Perth and Peel @ 3.5 Million document identifies strategic activity centres along the western growth corridor providing for additional employment and housing linked by an integrated transportation network. This corridor forms a vital link for the shire to connect with the wider network.

2. EASTERN GROWTH CORRIDOR

It will be important to define development limits along the eastern growth corridor as proposed within the Perth and Peel @3.5million - in order that the shire preserves its distinctive character and environmental qualities unique to the region.

3. DARLING SCARP

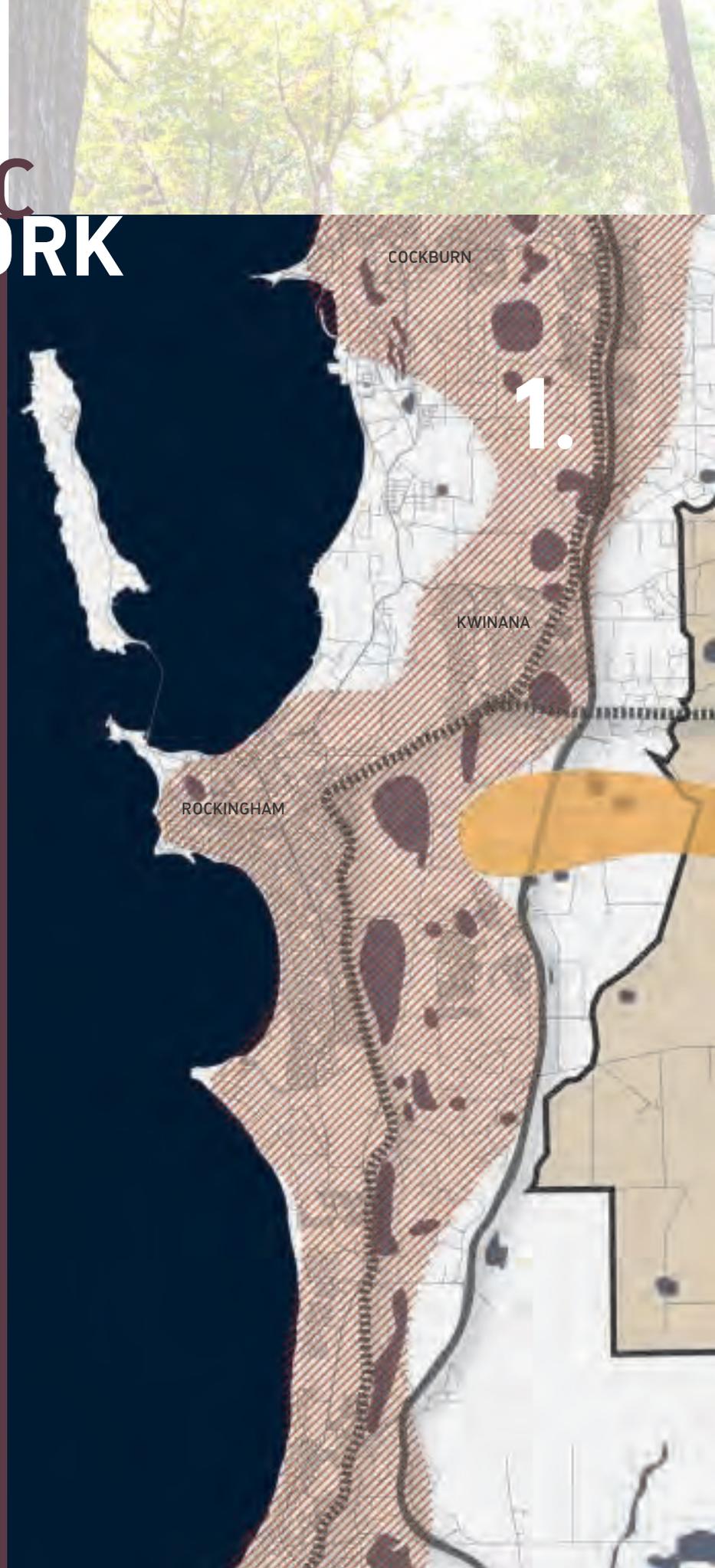
The State Forest set within the Darling Escarpment is a key asset to the shire providing the opportunity to further enhance its value as a natural resource for the wider community.

4. DEVELOPMENT LINK

The proposed upgrade of Mundijong Road and the realignment of the freight rail within this corridor provides an important east-west link for the shire, whilst also marking the last bastion for preserving the southern rural lands.

5. RURAL AGRICULTURAL

The shire benefits from its close proximity to productive and valuable farmland. Maintaining access to fresh, locally grown food and preservation of the rural farmland for future generations will continue to be an important asset to the region.









THE VISIONING
PROCESS

02

2

SJ 2050 has been created as a reflection of the values and aspirations of the shire's local community. The visioning process coordinated the input and feedback from key stakeholders, community reference groups and the wider public - ensuring opportunities for everyone at every level to contribute to this important conversation. To involve everyone, both young and old, new and established residents to be a part of setting the path for a shared future, a variety of tools and resources were used to engage people and harness the regional leadership and expertise to inform the process. Engagement rallied public support and momentum for realising a shared vision.

PUBLIC ENGAGEMENT

STEERING COMMITTEE

The Steering Committee, made up of Councillors and Senior Shire staff, has been the primary decision-making body throughout the process. It was supported in its decision-making role by focus group workshops organised around broad themes of: **people** (social capital), **place** (built capital) and **prosperity** (natural capital). Members represented a wide spectrum of a) community groups b) environment and heritage groups or associations c) business, industry and development representatives d) education committees and sporting clubs and e) primary producers.



VALUE BASELINE RESEARCH

The consultant team provided in-depth review, firstly through a process of back-casting into previous reports produced by the Shire to understand and identify core values and strategies that have shaped the region today. And secondly, by future-casting to identify key trends and challenges, such as state level growth projections, infrastructure priorities and global innovations that would all have an impact on shaping the region. The team presented this research for use during the development of scenarios and growth strategies for the Shire.

COMMUNITY REFERENCE GROUP

The Community Reference Group was formed around the broad themes of Environment, Economic Development, Agriculture and Community Development. Comprised of 30 individuals, the reference group represented a spectrum of expertise, community type, sector and positions on the value chain (e.g. producers and consumers).

Two round table workshops were held with the Reference Group. These served as forums for discussion, interpretation and networking. Ultimately, the Community Reference Group was responsible for crafting the aspirations and outcomes of the scenario testing which informed the shaping of the final vision. Their recommendations were the outcome of thorough analysis and detailed discussion about the shire's strengths, weaknesses, opportunities, and threats. It is anticipated that similar committees will continue to contribute as part of the implementation process.

Throughout the four months of consultation, the SJ 2050 team engaged and listened to nearly 1000 people.

COMMUNITY WORKSHOPS

A series of hands-on visioning workshops engaged local residents to gain a better understanding of core values and testing of growth scenarios and big ideas shaping the future of the shire. Workshops were conducted at the wider regional scale down to the neighbourhood scale and offered members of the public an opportunity to collaborate with the research team in determining how and where the shire should grow. Participants were challenged to think about global trends and mega forces impacting regional development, this allowed members of the public to act as planners, grappling with potential trade-offs and solving problems using future land use scenarios.

SCHOOL WORKSHOPS

To ensure the vision captured the perspectives of the youth living in the shire, Year 11 and 12 Students from Serpentine Jarrahdale Grammar School were invited to participate in two workshops.

Listening to the issues and opportunities of the youth and wider community recorded as part of these discussions provided a snapshot of core values, concerns and outlook unique to the region. These inputs formed an important starting point for shaping SJ 2050.

2050 VISIONING SURVEY

Following community workshops, the SJ 2050 campaign was launched online. Local residents were asked to identify their personal values and aspirations regarding the quality of life today and into the future. The survey also asked respondents to identify top concerns and possible solutions to overcome these issues. Lastly, participants were asked to rate possible 'big projects or ideas' and indicate their top priorities within the shire. This feedback was used to refine and finalise shared aspirations and outcomes of the vision.



2

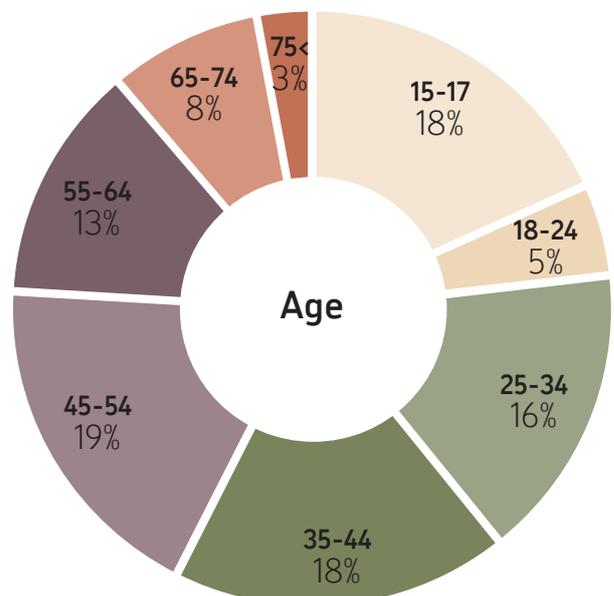
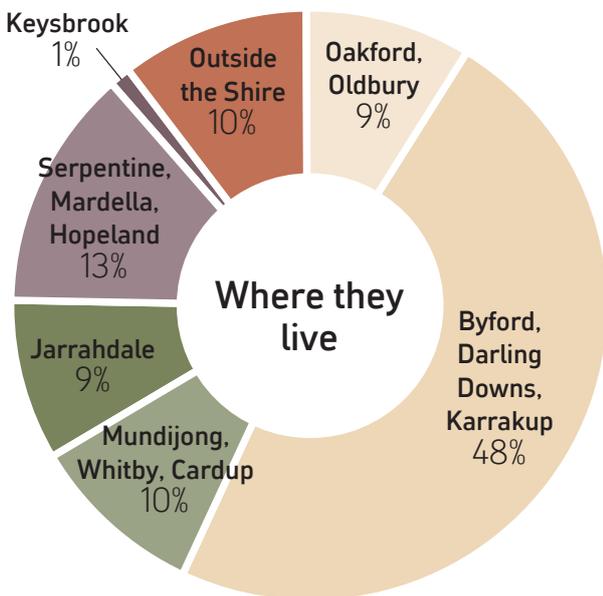
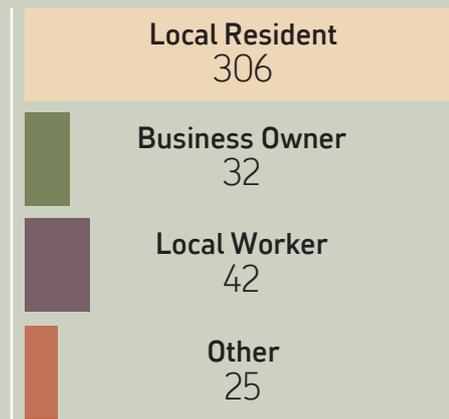
2050 VISION SURVEY RESULTS

The outcome of the online survey captured a total of 341 submissions. This was a statistically valid representative sample of the Serpentine Jarrahdale community. Of these, 306 were residents of the shire and nearly half were from the Byford area, which is the most densely populated part of the shire. Responses were found to be evenly represented across all age groups.

341 survey responses
32 postcards and emails
36 facebook comments



Respondents in the community



CORE VALUES

Gathering a snapshot of the community's core values was an important starting point in the SJ 2050 visioning process. By asking residents to identify the most valued aspects of the shire, today and into the future, insight has been gained into key elements that affect our happiness and shared direction for growing the shire.

What do we value most about the shire? What are the biggest threats to our current and future happiness? What are possible solutions? How do we feel about the future?

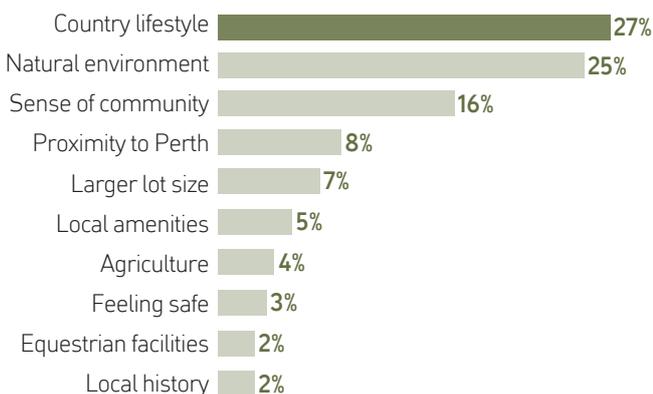
This information has provided a greater understanding of the aspects we need to safe guard within the shire, and to improve the quality of life for existing and future communities. **Together, with the results of other public and stakeholder involvement, this research helped to shape the shared outcomes of SJ 2050.**

“The country lifestyle and natural bushland.”



WHAT PEOPLE VALUE MOST

About Living in the Shire



The community most value the relaxed country lifestyle

The shire residents enjoy a lifestyle that is peaceful and quiet, they would like the tranquillity of the shire to be maintained as growth occurs. An element of this lifestyle is the neighbourly engagement that occurs, and the strong sense of community. The country lifestyle encompasses housing, the natural environment, families and community and should be strategically retained and enhanced for the community to maintain its unique way of life.

The beauty of the natural environment should be preserved, integrated and promoted.

The Darling Escarpment, State Forest and water bodies within the shire make the natural environment a unique asset. The community value the beauty of the landscape and believe it requires proper integration into residential development. Proper conservation efforts should be made as the landscape offers an opportunity to promote the shire as a 'trails hub' while providing high quality amenity and sense of place for local residents.

Strong sense of community is maintained

Residents feel there is a strong sense of community within the shire. The community is close-knit and akin to a small country community where neighbours are friendly and many tend to be family oriented. Many believe the shire encapsulates a 'family friendly lifestyle.'

2

CHALLENGES TO OUR QUALITY OF LIFE

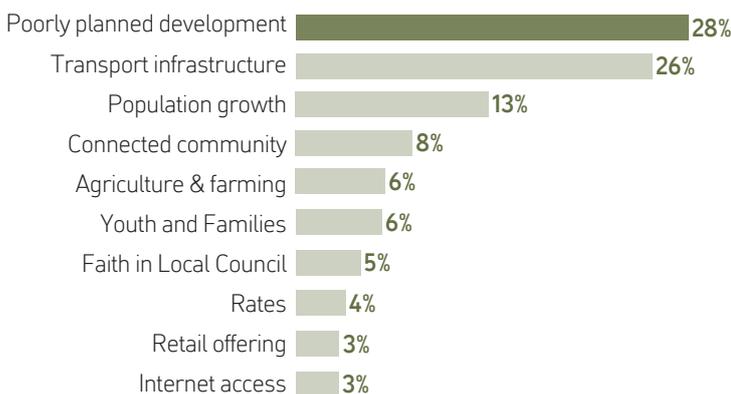
When asked about important issues that affect quality of life, poorly planned development and transport infrastructure concerns are at the top of the list.

“The sense of community’ will be lost and the ‘neighbourly’ feel of the shire will no longer be viable.”



ISSUES AND CHALLENGES

For the Next 20-40 years



Sprawling residential development

Residential development has been occurring in the shire at a substantial rate. This has resulted in little diversity in lot size and housing typology, and little consideration has been given to the natural environment. As the shire continues to grow, future development will need to be strategically planned and controlled via policy. Maintaining the uniqueness of the shire should be a key focus.

Access to public transport and increasing traffic congestion

The shire is poorly connected via public transport and an increase in traffic congestion due to population growth is placing stress on the local network. If not addressed, poor connections to the surrounding region will incrementally impact access to employment and education opportunities.

Provision of youth services

There is a gap in services for youth and teens within the shire. The community is predominantly comprised of young families but there is little infrastructure to support families throughout their lifecycle. This may lead to a growing rate of antisocial behaviour as young children grow up within the shire with nothing to do. There is a need for more entertainment, retail and sporting options for children and youth.

POSSIBLE SOLUTIONS

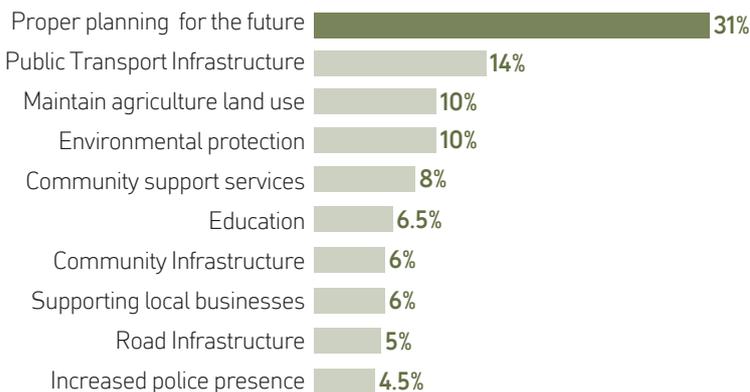
Respondents of the survey understand that planning for the future is important in solving existing and future issues. They recognise the value of good design and hope future developments positively respond to the natural environment. It is understood that improved planning will alleviate many of the issues that were brought to light in the previous question.

Although 'proper planning' was identified as the most popular solution in respondent's answers, the top 4 suggested solutions relate to the areas of public transport infrastructure, quality development, maintaining agriculture land use and environmental protection.

“Investing in public transport is an important priority for our shire”



POSSIBLE SOLUTIONS TO Issues and Challenges



Public transport infrastructure

The implementation of public transport infrastructure was identified as a primary tool to overcoming transport related issues within the shire. Many believe the highest priority should be to extend the train line from Armadale to improve connectivity with Perth and Peel, expanding access to employment and education opportunities. Public transport provides personal mobility and freedom for people of differing ages, the community express a desire to be well connected which will aid personal growth and promotes economic growth for the region.

Promote quality development

The quality of urban development is an issue not only aesthetically but also environmentally, socially and economically. Some believe that development should be stopped completely, however, there is also an understanding that it is inevitable and 'compromises will need to be made.' This should be done via the implementation of robust planning strategies and policies.

Maintain Agricultural Land Use

Respondents respect the agricultural history of the shire and highly value its contribution to the local economy. Respondents indicate that they would like to see agricultural land uses remain and the retention of existing large rural lots.

Environmental Protection

The Darling Scarp and Jarrah Forest are natural assets highly valued by respondents. There is concern that future development, due to population growth, will destroy existing biodiversity. Many hope efforts with regard to conservation and protection of the local ecosystem and natural beauty of the area will be embraced.

2

ASPIRATIONS

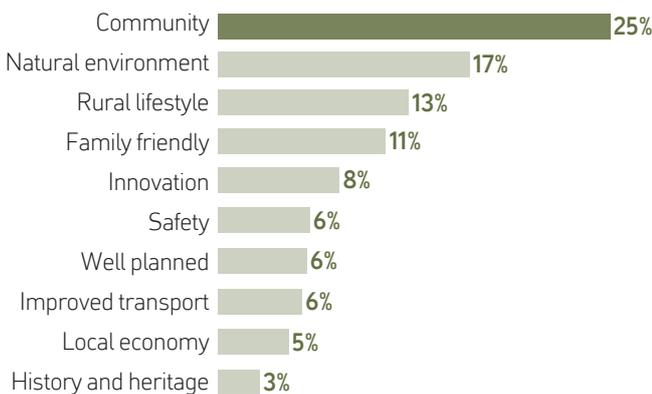
When asked to pick 5 key words to describe residents aspirations for the 2050 Vision, the word 'community' was the most commonly identified word and theme. Other words that featured in the top ten were 'family', 'nature', 'rural', 'peaceful', 'clean', 'progressive', 'tourism', 'local' and 'food'.

When translated into key themes, the top five were 'community', 'natural environment', 'rural lifestyle', 'family friendly' and 'innovation'.



COMMUNITY ASPIRATIONS

Common Themes



Community

As the most common theme, a number of responses mention a 'connected community,' as residents believe the shire currently isn't connected through each neighbourhood. Other common words associated with community were 'community spirit', 'integration', 'vibrant' and 'inclusive'.

“Protect and preserve the natural environment and relaxed country lifestyle”



“Innovative ways of introducing new “green friendly” technologies e.g. electric buses or bicycle paths”



Natural Environment

The landscape and natural environment was identified as the second highest priority. Residents of the shire want future growth to consider the natural environment and to retain and protect the existing landscape and wildlife unique to the area. Maintaining these features, and access to the natural environment for future generations are also seen as defining elements of the shire’s sense of place and identity.

Rural Lifestyle

The rural lifestyle experienced by those living in the shire is something the local community wish to see maintained. Respondents identified peacefulness, tranquility and a relaxed country lifestyle as key aspects they hope to see preserved as the population grows.

Family Friendly

A common theme was promoting a family friendly environment with ‘family’ the third most commonly word. It is hoped that the shire can encourage and maintain a ‘safe place for children to grow up’ with close-knit, family friendly communities.

Innovation

The shire’s community are open to new technologies and embracing innovation. Respondents indicate that the shire has an opportunity to be progressive and embrace change and creative thinking. One barrier commonly mentioned was the lack of internet access. If the shire aspires to embrace new technologies, strong leadership will be required to ensure a roll-out plan is in place.

OPPORTUNITIES AND CONSTRAINTS

1. RAILWAY LINE

A central barrier is created by the existing railway line. This can become a defining edge separating distinct character areas, or it can be integrated with the development of town centres, enabling transit orientated developments for concentrating jobs, housing, goods and services.

2. EXTENSION OF TONKIN HWY

The proposed extension of the Tonkin Highway creates the opportunity to define the western edge of the Byford and Mundijong town centres, forming a clear separation between land uses.

3. MUNDIJONG ROAD UPGRADE

The proposed upgrade of Mundijong Road provides the opportunity to preserve the existing environmental (greenway) corridor, whilst also providing for a dedicated bus/cycle link connecting through to the western corridor.

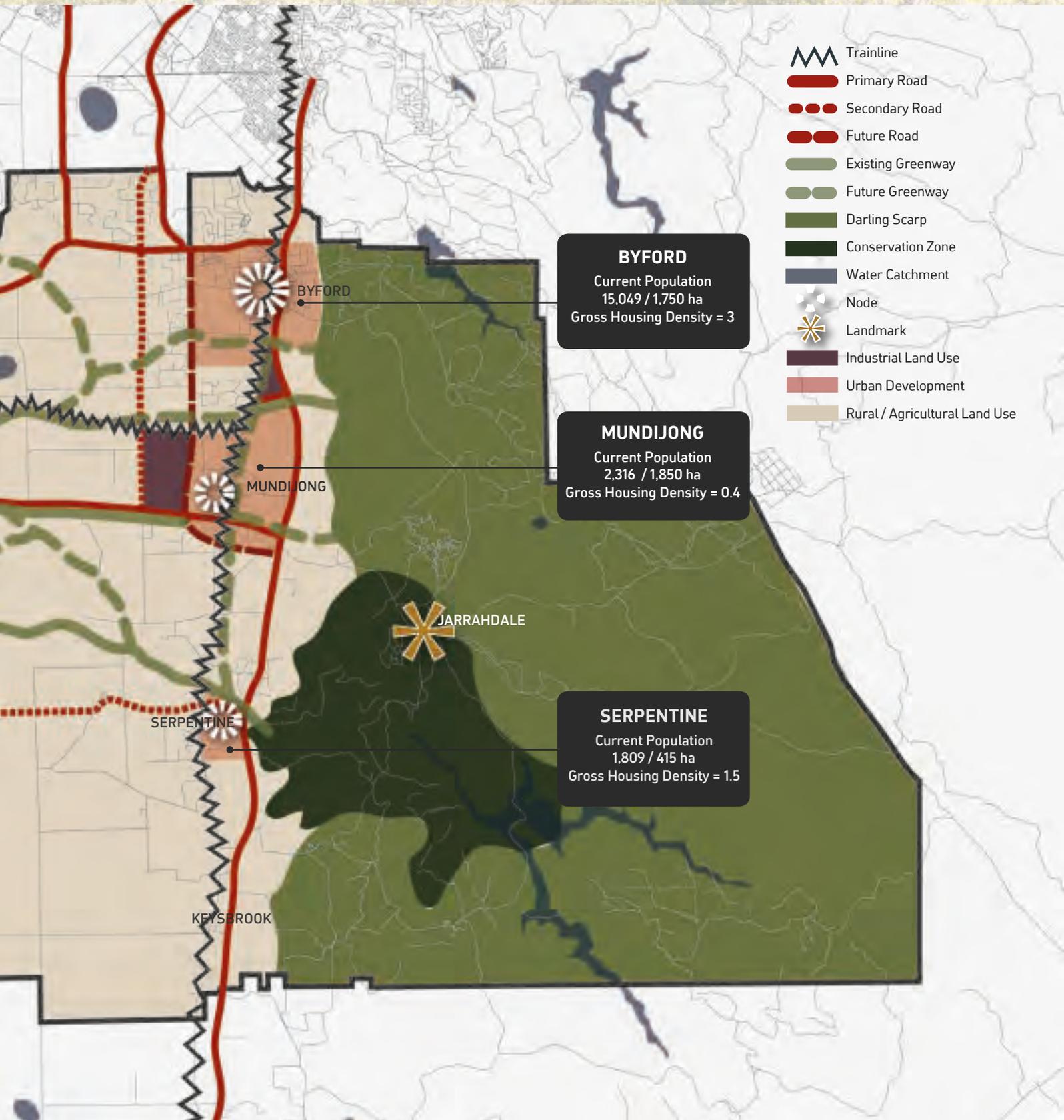
4. GREENWAYS

The preservation and extension of existing greenways provides the opportunity to expand pedestrian cycle and walkways, linking recreational corridors whilst also preserving the areas unique natural environments.

5. DARLING ESCARPMENT

The Darling Escarpment forms a natural edge to the eastern corridor, providing a distinct backdrop for the shire. Jarrahdale town centre is a key feature in the Scarp that has the opportunity to build on and celebrate the areas historic past and local heritage character.





2

Scenario 1 Business as Usual

SHAPING OUR FUTURE: SCENARIO TESTING

A key part of the visioning process that took place with the Community Reference Group was the testing of three scenarios. The three scenarios were driven by trends, forecasts and a review of existing strategies to reflect the different ways the shire could grow in the future. The scenario options resulted in differing development patterns of land use, residential density and employment opportunities, each with unique issues and constraints.

No scenario met all of the priorities of the participants. However, scenario 2 and 3 were most popular, and reflect the shire's desires for growth and investments that are managed, well-planned and enhance existing communities. The scenarios informed the final Spatial Framework presented in Chapter Three.



Scenario 1 represents the continuing trend of urban development in the form of sprawling low density suburbs. Most new development is focused on affordable single-family housing, limiting housing typologies and lot size variation. The population will remain disbursed as town centres lack consolidation. The shire will be unable to provide public transport to the surrounding Perth and Peel region and as a result employment options will remain scarce. As the sprawl continues, unique features that define the shire will be lost. Farmland will be engulfed, and it is likely that features of the natural environment will continue to be ignored as developers roll out residential housing.



Various development patterns
Scenario testing was driven by data and forecasts that reflect several different possibilities for how current trends could play out in the future.



Resulting Scenario Maps
The various scenarios resulted in land uses - such as low, medium and high density residential, employment and defined commercial/retail centres - unique to each scenario.



Resulting Information (Outcomes)
The resulting information gathered from each growth scenario gives us a better idea of the desired outcomes and of the impacts of these decisions over the long term on our shire's **people, place and prosperity.**

Scenario 2

East-West Corridor



Scenario 2 is based on workshop input and illustrates centralised containment of growth, reinforcing an east-west corridor. New high to medium density development is concentrated around Mundijong, spreading west and aims to demonstrate sustainable development options which give residents a choice of housing. The city centre will be self-sufficient and will include mixed-use development, apartments and townhouses with a focus on higher density. Farmland will be retained as a major local industry for the shire and the unique character of each neighbourhood centre will be maintained and enhanced.

Dedicated greenways with bus and cycle access will be utilised as the dominant movement system. They will connect the shire with existing rail infrastructure along the Mandurah Train Line opening up access to employment and education opportunities. The greenway will continue over the heavy railway corridor and connect the shire with the Western Australian coastline.

Scenario 3

Disbursed Nodes



Scenario 3 is based on nodal development and reinforces development patterns outlined in earlier plans for the shire. This scenario illustrates a compact, north-south, transit-oriented system around key neighbourhood and town centres, with reinvestment into existing communities and infrastructure.

High density centres include mixed-use development, apartments and townhouses, with infill and redevelopment giving people a greater mix of affordable housing options. Consolidating the centres linked by active forms of transport will bring destinations closer together and promote walkable communities and pockets of economic development across the shire.

Farmland will be retained and green corridors reinforced to maintain the unique character of the shire while development remains contained. The high population nodes will enable the extension of the Armadale Train Line providing greater access to employment and education opportunities. New employment growth within the shire will be focused in neighbourhood communities, making it easier for people to work close to where they live, promoting self-sufficient communities.

2

SHAPING OUR FUTURE: BIG PROJECTS AND IDEAS

Another key part of the visioning process featured the rating of shire priorities around 'big projects' or 'ideas'. Using the online survey tool or by filling out paper surveys, participants weighted the 22 projects, identifying their top priorities for the shire.

An understanding of how the community rate possible future 'big projects' provided a deeper understanding of the community aspirations, and further insight into how, and in what capacity the Shire should grow. This process helped to refine vision scenarios and guide the development of key aspirations, outcomes and future strategies.

What this tells us about what the community want for the shire:

Diversify the local economy while enabling the community

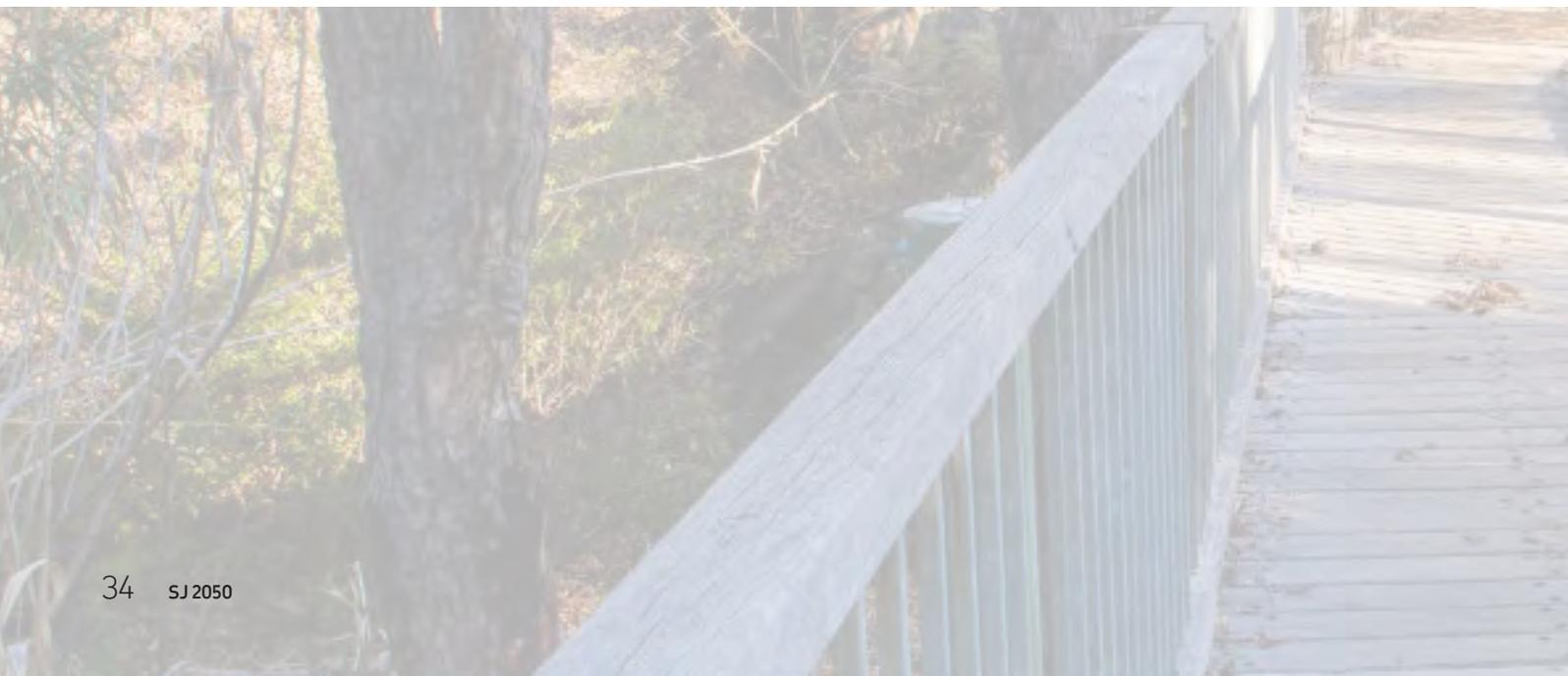
The community highly value the ability to diversify the local economy via cultural means, such as, a new university, better public transport, sporting facilities and tourism. Seven out of the top 10 Big Projects are classified as cultural in nature, servicing the local community.

Improved connectivity with the wider region

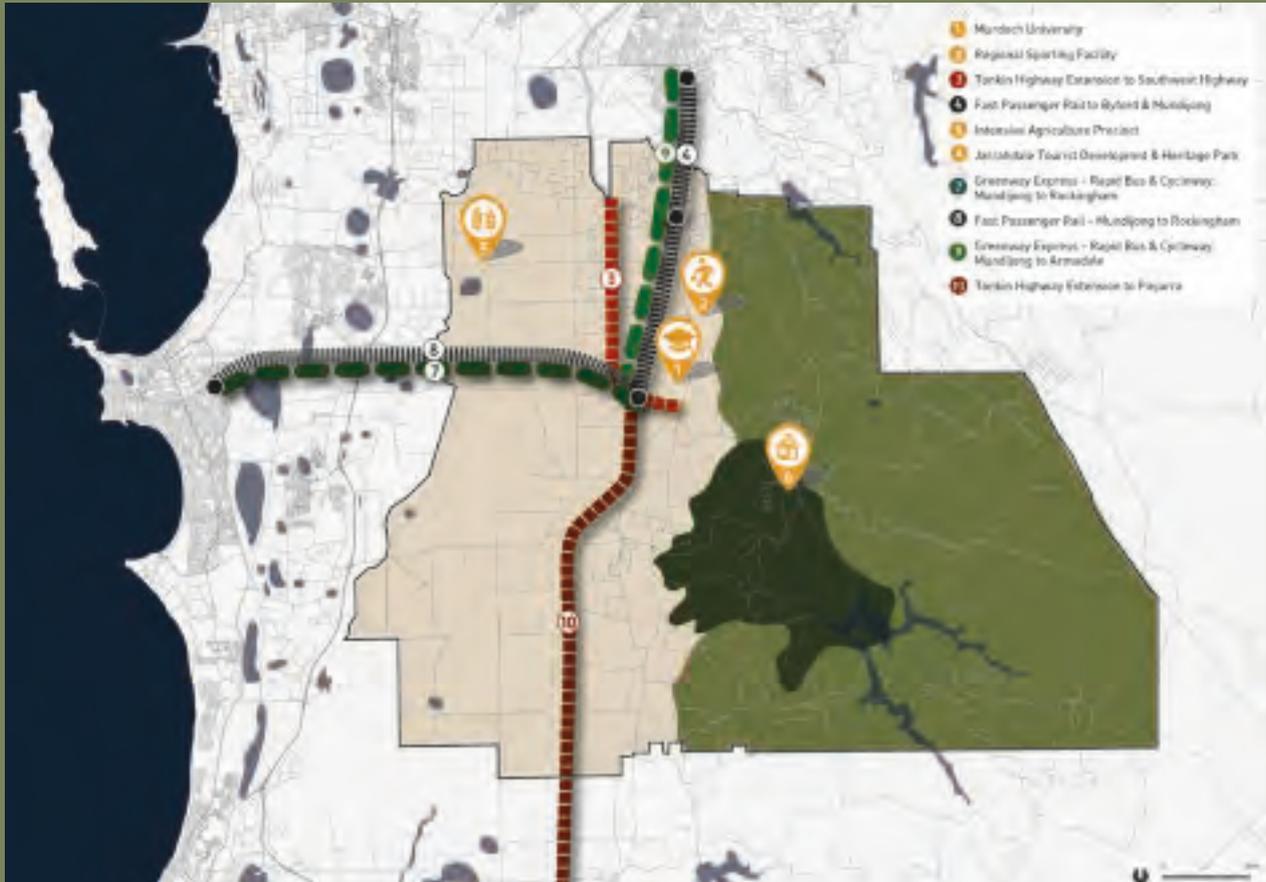
The community has a desire to be better connected with both Perth and Peel region. Six of the top 10 Big Projects are transport oriented and connect either with Armadale, Rockingham or Pinjarra. Improved connectivity with the wider region expands access to employment and education opportunities for local residents, this in turn promotes personal and economic growth within the shire.

Infrastructure to enable local industry

Three of the Top 10 Big Projects are classified as hard infrastructure projects that purely enable the economy rather than adding to social and cultural aspects of residents lives. These projects are the Tonkin Highway extension to the Southwest Highway and then to Pinjarra and the intensive agriculture precinct. All enabling local industry within the shire to flourish.



SHAPING OUR FUTURE BIG PROJECTS & IDEAS



The top 10 BIG PROJECTS identified by the community:

1. Murdoch University
2. Regional Sporting Facility
3. Tonkin Highway Extension to Southwest Highway
4. Fast Passenger Rail to Byford and Mundijong
5. Intensive Agriculture Precinct
6. Jarrahdale Tourist Development and Heritage Park
7. Greenway Express – Rapid Bus and Cycleway – Mundijong to Rockingham
8. Fast Passenger Rail – Mundijong to Rockingham
9. Greenway Express – Rapid Bus and Cycleway – Mundijong to Armadale
10. Tonkin Highway Extension to Pinjarra

The top 5 BIG IDEAS identified by the community:

1. Outdoor Adventure Activities
2. Develop Tourism and Heritage
3. Improve Transport - Public and Private
4. Public Swimming Pool
5. Retain Large Residential Lots and Rural Land







SJ2050
VISION

03

3

At the heart of SJ 2050 are nine outcomes that capture the hopes and aspirations for our shire's future. These nine outcomes span all aspects of life, from economic prosperity, to health and wellbeing, education and heritage, the natural environment and access within and connections to local communities. These outcomes will serve as a guide for future planning strategies and policy making, and will support collaboration among the individuals and organisations working to improve the quality of life for all in the shire.

SETTING A COURSE FOR SJ 2050

It is critical that SJ 2050 reflects the voice of the local residents, now and into the future - so how do we go about embedding this?

CORE VALUES OF THE COMMUNITY

From inputs compiled at the beginning of the visioning process and outcomes of the community survey, a refined list of core values was produced to serve the vision and its implementation moving forward. These values have been identified as the most important to our future success and happiness. Working together, we will strive to protect and preserve these values and strengthen the community to create a vibrant place to live, work and play. The core values identified:

- Maintaining a relaxed 'country lifestyle' and welcoming community. **[PEOPLE]**
- Retaining and integrating the natural environment. **[PROSPERITY]**
- Maintaining a strong sense of community and 'neighbourliness'. **[PEOPLE]**
- Supporting local agriculture. **[PROSPERITY]**
- Maintaining affordable and a choice of housing. **[PLACE]**
- Restoring and celebrating the local heritage and history. **[PLACE]**
- Retaining a high quality of life. **[PEOPLE]**
- Expanding and enhancing transportation choices connecting with both Perth and Peel **[PLACE]**
- Planning for a sustainable and economically resilient future. **[PROSPERITY]**
- Promoting the areas unique sense of place and identity. **[PLACE]**
- Maintaining excellent educational opportunities. **[PEOPLE]**
- Fostering innovation through research and technology. **[PROSPERITY]**

GUIDING ASPIRATIONS FOR THE VISION

Along with the core values identified by the community, five key aspirations were articulated through the work of the Steering Committee and Community Reference Group and outputs of the survey. These Aspirations go beyond the core values and create overarching themes used to guide the vision outcomes, and future strategies and actions to be adopted by the shire.

Inclusion: Decision making and the implementation of solutions within the shire will be done in a way that ensures all of the shire's residents have an opportunity to participate in the process, implementation and evaluation.

Integration: It is critical that future planning provide for the lifecycle of its local community integrating a diversity of housing, access to public transport, cycleways, walkways and public open space to ensure healthy, active and vibrant future.

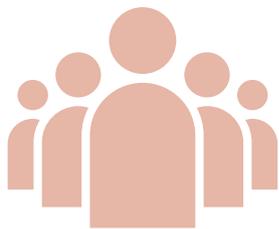
Connection: The shire will work to connect with the Perth and Peel on a regional scale while ensuring local and personal connection are facilitated through better design of our local communities.

Equity: All individuals and groups within the community will have full and equal access to opportunities throughout the shire.

Innovation: Innovation will drive productivity and growth by enabling new and productive ways to value-add goods, services and increase efficiencies.

VISION OUTCOMES

Using the Values and Aspirations as a framework, nine outcomes have been established with the input of the Steering Committee to improve our quality of life and create a long-term, shared vision in alignment with **people, place** and **prosperity**.



People

Wellbeing

Our shire will be noted for its healthy living, inclusive communities and integration with nature.

Connected Communities

Our shire will be known for its vibrant, connected and resilient communities.

Education

Our shire will offer high quality education and skills development opportunities to prepare the work force of the future.



Place

Housing and Development

Our shire will offer residents a range of housing choices and locations within good access to local facilities and amenities.

Transport Infrastructure

Our shire will invest in infrastructure that supports economic development and greater transportation choices.

History and Heritage

Our shire will ensure the preservation of local arts, culture, and history, sharing stories and knowledge for generations to come.



Prosperity

Economic Development

Our shire will strengthen its economy to encourage local business expansion, job training and greater diversity through innovation, research and development.

Agriculture

Our shire will strengthen its agricultural base and value added industries, enabling increased production of local food to meet increasing demand.

Natural Environment

Our shire will value, protect, and utilise our natural features and systems to provide resiliency from natural disasters and access to open space.



1

Wellbeing

Our shire will be noted for its healthy living, inclusive communities and integration with nature.

For residents of the shire, a relaxed country lifestyle is the most valued quality of the area. Health and wellbeing result from active living, the provision of material needs, good community services, a strong local economy, interaction with the natural environment and a safe built environment.

We want our shire to attract people to its places and spaces supported by iconic landscapes, unique histories, exciting activities, and access to active and passive recreation and calming natural environments, all integrated into existing and new settlement structures.

Aspirations

- Public spaces and places that encourage participation, social cohesion and a strong sense of place.
- A built environment designed to encourage healthy and active living within a 30 minute neighbourhood catchment.
- Social support and programs that continue to assist the people most in need.
- Improved public health and reduced healthcare costs with good access to health and wellbeing facilities, sport and recreation activities.
- Programs that promote and encourage active travel, such as walking and cycling, to reduce travel time and traffic congestion.

Future Measures

- » Wellbeing index.
- » Travel time, distance and cost.
- » Rates of social interaction and participation.

today



tomorrow





2 Connected Communities

Our shire will be known for its vibrant, connected and resilient communities.

Communities thrive when people come together in safe, inviting public spaces and when the natural environment encourages healthy living and well-being. People want to be able to bike and walk to neighbourhood stores, recreation, businesses and schools so they can be less dependant on cars and cultivate healthy lifestyles.

As the shire grows, the residents of Serpentine Jarrahdale want to see well designed growth that makes the most efficient use of existing and planned infrastructure and investment.

Aspirations

- Ongoing investment into community, sport and recreation, cultural and tourism facilities.
- Community hubs providing a variety of meeting spaces and places.
- Communities that are well connected by walking, cycling and public transport.
- Self-reliant communities providing opportunities to live, work and play.
- Inclusive and accessible communities.
- Young and mature age cohorts have greater propensity and opportunity to travel, experience and embrace healthier lifestyles.

Future Measures

- » Design excellence of community places and spaces.
- » The degree of connection within and between spaces and places.

today



tomorrow





3 Education

Our shire will offer high quality education and skills development opportunities to prepare the work force of the future.

Access to high-quality education that prepares individuals with the skills needed to participate in a growing and changing economy, and the opportunity to attract potential employers to a well-trained workforce will be crucial to the long term resilience and sustainability of the Serpentine Jarrahdale community.

Expanding educational opportunities from early childhood development, through to higher education and career entry will not only boost the shire's economic competitiveness, but it will also contribute to residents' capacity to participate in civic and political discourse as diversity increases.

Our shire's shared future depends on reducing the achievement gap in education attainment. Focusing on post-secondary education that grows the appropriate skills will ensure a wide variety of options for its residents.

Aspirations

- Leaders in educational and research activities associated with agriculture, value-added, manufacturing, environmental management, tourism, health and wellbeing.
- University hub to be a leading supplier of research services and investment opportunities.
- Creative, knowledge and industry clusters established.

Future Measures

- » Number of people going on to tertiary education.
- » Number of educational institutions and their supporting facilities and programs.
- » Rates of workforce attraction and retention.

today



tomorrow





4

Housing and Development

Our shire will offer residents a range of housing choices and locations within good access to local facilities and amenities.

Strong communities and neighbourhoods are vital to people living in the shire. As our shire grows, new homes, employment areas and places to shop should be encouraged to locate in areas that are already developed in both the smaller towns and the larger centres, ensuring that new development on the edge of the shire is well-planned, connected and affordable. This can be accompanied by revitalising existing and creating a new “town centre” development or “main street” that includes a mix of housing sizes and types to enable our growing elderly population to age in place whilst also providing suitable amenities to accommodate families.

Aspirations

- Compact and interconnected settlement structures that are adaptable to change and promote active living.
- Pilot projects to profile a greater variety of housing types, styles and sizes to accommodate changes in the local demographics and market demand.
- Accessible recreational facilities and public space that continue to contribute to the community’s urban fabric and sense of place.
- Affordable housing that incorporates the needs and character of the surrounding area.

Future Measures

- » Diversity of housing in new and existing communities.
- » Structure plan approvals that consider compliance to better neighbourhood design.

today



tomorrow





5 Transport

Our shire will invest in infrastructure that supports economic development and greater transportation choices.

To support the prosperity of all residents in the shire, we want our leaders to make sound investments in the transportation system, utilities, renewable energy and new technology.

There is a strong desire to ensure that existing road, highway and transit systems are properly maintained, improved, and implemented in a fair and equitable manner. This also calls for more options for getting around the shire, like expanding bike and pedestrian facilities and new forms of transit, coordinated with Metro's transit system improvements already underway.

Aspirations

- Well connected and coordinated infrastructure for modern living and emerging economies.
- A balance of mobility options and lower impact transport usage, with a continued shift to walking, cycling, public transport and rail.
- Dedicated lanes along rail reserves providing for autonomous buses/vehicles.
- Connection to global markets such as enabling freight links to Fremantle and the development of an aerodrome port supporting distribution and supply chains.

Future Measures

- » Volumes of people, goods and services transported as well as efficiency in movement networks.
- » Level of connectivity and accessibility of communities through movement networks.

today



tomorrow





6 History and Heritage

Our shire will ensure the preservation of local arts, culture, and history, sharing stories and knowledge for generations to come.

The diversity of natural and cultural landscapes in the shire offer an array of unique experiences to visitors and communities. Where potential exists, we want our shire to capitalise on its competitive advantage in terms of the unique experiences it affords. These experiences include the iconic landscapes of the Darling Escarpment, historical environments of the Jarrahdale township, and surrounding natural fauna and flora, all reinforcing a cultural identity of the local area and wider shire. We want our shire to plan for a variety of cultural experiences to enhance social cohesion and help create a shared sense of place.

Aspirations

- Promotion of the shire's unique identity, history and sense of place.
- The shire's arts, cultural and local heritage continues to be celebrated and showcased.
- Ongoing conservation of the shire's natural assets.
- Provide access to a range of tourism experiences supported by digital infrastructure to enhance tourism services.
- Increase short stay tourism accommodation in strategic locations.

Future Measures

- » The amount of economic investment into the tourism industry and local revenue generated.
- » The extent of outdoor recreational and eco-tourism experiences in the shire.

today



tomorrow





7 Economic Development

Our shire will strengthen its economy to encourage local business expansion, job training and greater diversity through innovation, research and development.

The Shire's residents want the opportunity for our children and grandchildren to stay in the region and enjoy the same low cost of living, high quality of services, and strong economy that the majority of people enjoy today. We want to enhance our local competitiveness by seizing opportunities to diversify through innovation, research and development to create value-added goods, services and increased efficiencies. To meet this outcome, advancing equity should be a driving force to strengthen the shire's economic growth and competitiveness. This includes prioritising shire investments in quality education and workforce development, housing, transit, and revitalisation in key neighbourhoods. In addition, this also includes supporting emerging business sectors including infrastructure, transportation, health care, agriculture and food processing.

Aspirations

- Globally recognised industries in the fields of agriculture and environmental science, embracing value-added innovations in manufacturing, production and distribution.
- Greater diversity of creative industries embracing disruptive technologies.
- Attract, develop and retain skilled workers to sustain the local economy.
- Strategic industrial areas to stimulate new ancillary businesses.
- An established Equine Centre of Excellence.
- Research and technology clusters to support and foster economic diversity.

Future Measures

- » Infrastructure capacity and investment levels.
- » Level of innovation and creativity in all areas.

today



tomorrow





8 Agriculture

Our shire will strengthen its agricultural base and value added industries, enabling increased production of local food to meet increasing demand.

The shire benefits from its close proximity to productive and valuable farmland. Maintaining these features, including access to fresh, locally grown food and preservation of the rural farmland for future generations is important.

The demand for food will grow with the wider population growth, making the protection of existing and potential food production areas and their energy and water supplies essential. We want our shire to explore incentives to ensure that the productive capacity of agricultural land is preserved and protected. Continued investment in research and development will ensure ongoing innovation and help the shire remain competitive in targeted food production and supply.

Aspirations

- Intensive farming embracing efficiency improvements and value added technologies in food production and processing.
- Food bowl establishing a central market for poultry and pork farming.
- Building on our strategic position in close proximity to the market and resources.
- Investment in aquaculture and mariculture research and production.
- Strengthen boutique wine production diversifying the local economy.

Future Measures

- » Economic value of agrifood and other production.
- » Increase in serviced land for food precincts and distribution centres.

today



tomorrow





9 Natural Environment

Our shire will value, protect, and utilise our natural features and systems to provide resiliency from natural disasters and access to open space.

The shire benefits from its close proximity to rural landscapes, clean air and high quality water sources, and good access to green space and the State Forest. The Darling Scarp is geologically significant supporting a unique biodiversity of environments. Maintaining these features, and access to the natural environment will encourage the value and preservation of this natural asset for future generations to come. In the future, the impact of natural disasters will be mitigated by limiting development in floodplains and careful stormwater management in other flood prone areas. Expanding the wealth of the existing recreational trails and green spaces will create a connected green network of recreational opportunities and provide places for healthy, active recreation.

Aspirations

- Ecological linkages continue to be maintained and enhanced providing for integrated biodiversity networks.
- The intrinsic value of the natural environment continues to be factored into strategic planning.
- Minimise the impact of development in areas which are environmentally sensitive or provide ecosystem support.
- People in all areas of the shire are able to walk or cycle and enjoy connections with the natural environment.

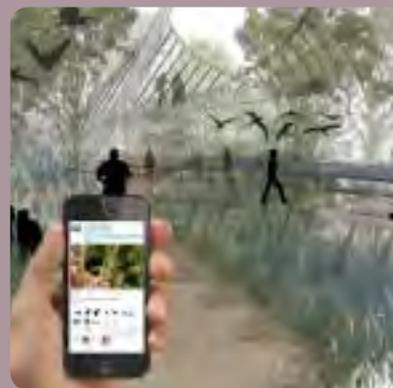
Future Measures

- » Effectiveness and efficiency of natural resource conservation and management.
- » Success of implementing biodiversity obligations.

today



tomorrow



THE SJ 2050 SPATIAL FRAMEWORK

The SJ 2050 Spatial Framework represents a future where we have taken steps to reach a shared Vision and Outcomes. It was created using the best ideas from the public and local stakeholder input.

WHAT IS THE SJ 2050 SPATIAL FRAMEWORK AND HOW WILL IT BE USED?

The 2050 Spatial Framework is an illustration of our shire's future, as shaped by the SJ 2050 participants and stakeholders. The Spatial Framework depicts how various elements - such as well-planned residential development, reinvesting in existing centres and neighbourhoods, and a revitalised urban core and main street environments - will function.

This map is a conceptual document, with no policy or regulatory function. Instead, it provides ideas, direction and focus for crafting land use and transport strategies and choosing strategic public investments that support the vision outcomes. It is the starting point for a region-wide discussion about the projects, investments and implementation steps that will allow us to achieve SJ 2050.

HOW WAS THE SJ 2050 SPATIAL FRAMEWORK DEVELOPED?

Development of the SJ 2050 Spatial Framework relied on the guiding values and aspirations, and extensive public input gathered during the SJ 2050 visioning process, hands-on workshops and the 2050 Vision survey.

The Spatial Framework embodies the values and outcomes expressed by the Serpentine Jarrahdale residents by: helping to keep existing centres strong; maintaining the shire's low cost of living; embracing new technology and innovations to expand its economic base; providing high mobility and new transportation options, such as a rapid bus and greenways, and access to nature and recreational opportunities.

SJ 2050 strikes a balance between concentrated growth and distributed growth, locating mixed use development in the urban core and smaller centres. The Framework incorporates the uniqueness of our rural and natural environments to create strategies for preserving and enhancing these natural assets. Finally, the Framework was refined by using feedback from the local community and Shire staff to ensure strong direction for the future prosperity of the shire.

Population Projections: If the shire is projected to accommodate 100,000 people by 2050, how and where this growth goes will be an important consideration for the shape of our communities and desired sense of place and identity.

Based on population projections for Byford and Mundijong, each receiving a total of 50,000 people, this equates to an approximate net residential density of between 14-15 dwellings per hectare, with an average lot size of 700-650m² respectively. Through careful planning balanced with an appropriate mix of uses, the desire for larger lots can be preserved within a diversity of lot sizes to accommodate the changing needs of the local demographic profile.

SJ 2050

SPATIAL FRAMEWORK

LEGEND

- Urban Core**
 A mix of small-lot, single family homes, townhouses and mixed use buildings found in town centres and along the main transit corridor.

- Medium Density**
 A mix of new investment in existing neighbourhoods and development of walkable neighbourhoods with a range of lot sizes.

- Rural fringe**
 Neighbourhoods of single-family homes on larger lots - supporting the local Equestrian industry.

- Industrial**
 Industrial job growth.

- Farmland**
 Land utilised for agricultural use - supporting development of 'food bowl' value added industries.

- Intensive Agriculture**
 Building on existing intensive agricultural use.

- Conservation Zone**
 Existing conservation zones.

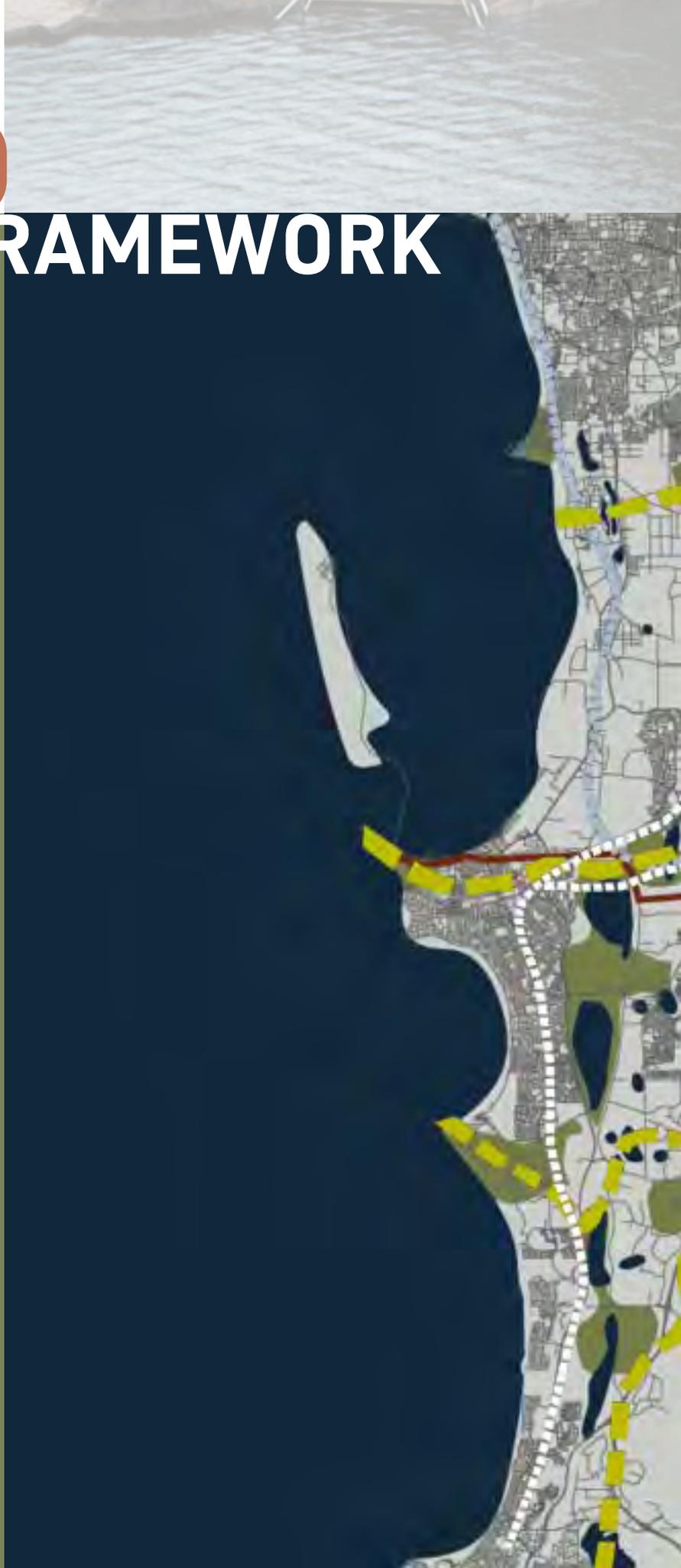
- Existing Forest / Parks**
 Nature and recreation areas.

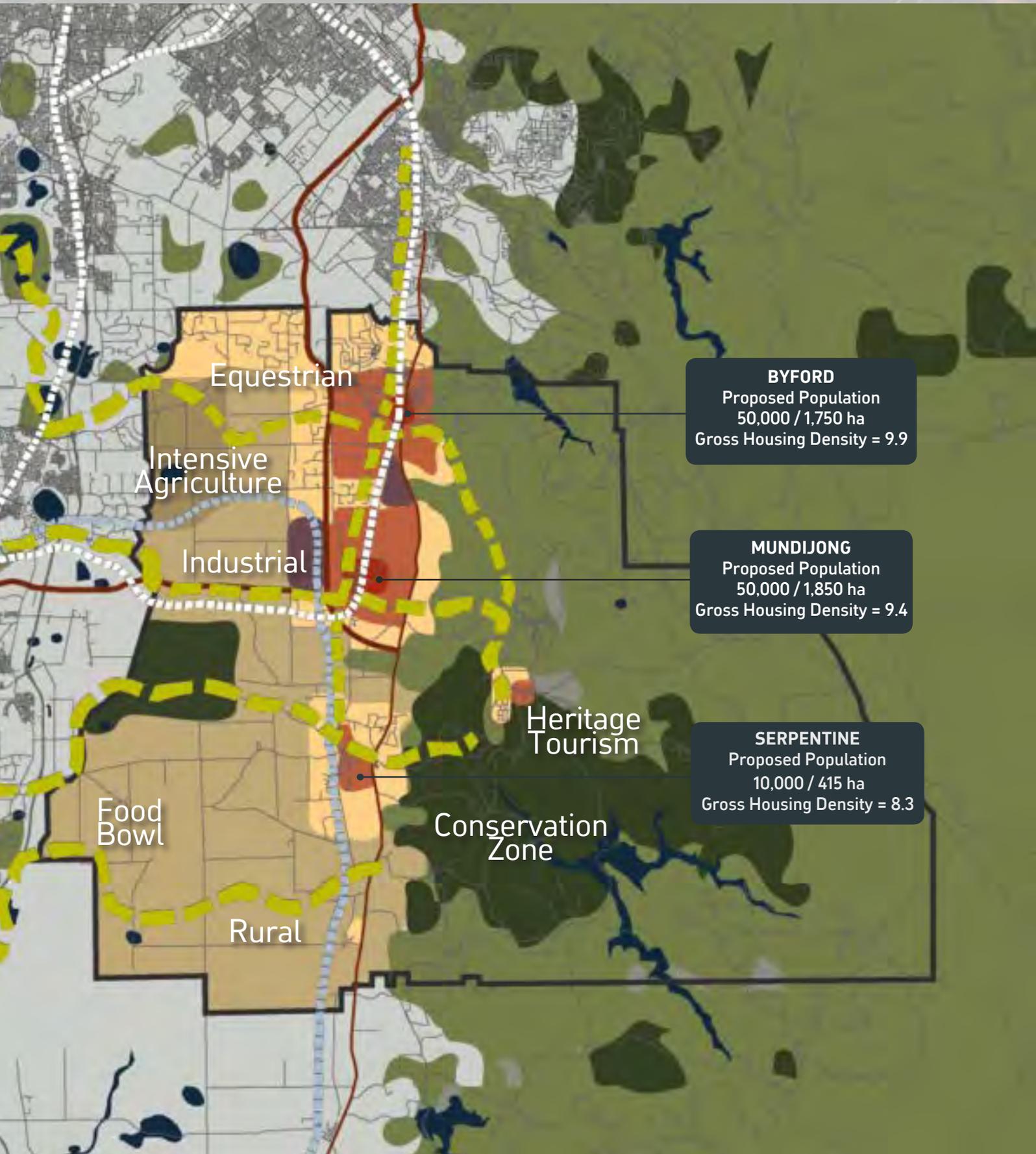
- Greenways**
 Network of ecological corridors linking with existing natural and recreation areas.

- Freight Rail Realignment**
 Proposed realignment of the freight railway.

- Passenger Railway Extension**
 Extension of the passenger railway to Mundijong linking through to Rockingham.

- Shire Boundary**





SJ 2050 SPATIAL FRAMEWORK



Intensive
Agriculture

Food Bowl

Rural



Equestrian

Industrial

Heritage
Tourism

Conservation
Zone



Shire of
Serpentine
Jarrahdale

Response ID ANON-GMA6-WNUM-J

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-13 07:24:22

Introduction

1 What is your first name?

First name:

Beverley

2 What is your surname?

surname:

Hunt

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

bevhunt76@gmail.com

5 What is your address?

address:

18 Berringar Elbow Cardup WA6122

6 Contact phone number:

phone number:

0431516314

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I have uploaded 3 files. We are presenting a group submission. Please let me know if all 3 files have loaded.

File upload:

Group Submission June 2019 - MRS Amendment 1353.57 - Lot 33 Hopkinson Road Cardup.docx was uploaded

We the undersigned, the local residents of Cardup and surrounds, submit the below points to oppose the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 (minor amendment) Lot 33 Hopkinson Road Cardup. We urge the WAPC to support the wishes of the community to maintain the semi-rural lifestyle for current and future generations of the region.

Point 1 – Perth and Peel@ 3.5million

The 118.4 ha site at Lot 33 Hopkinson Road Cardup is earmarked as an Urban Expansion area under Perth and Peel @ 3.5 Million. Together with The South Metropolitan Peel, sub-regional planning framework document WAPC outlines the need for significant investigation into servicing, in particular, drainage, electricity supply, water supply and wastewater management. Page 20 of the framework document classifies land within Cardup as; *“The WAPC’s position is that further investigations, regarding a range of key planning considerations, are required to determine whether any possible change from the lands current zoning could be supported in these sectors.”*

Infill dwelling targets on Page 96 of the sub framework document “The South Metropolitan Peel, sub-regional planning framework” are projected for the medium to long term. Table 2.4: Urban infill dwelling targets by local government lists total infill for Serpentine-Jarrahdale as 1,370 dwellings equating to an estimated infill population of 3010 by 2050.

The Australian Bureau of Statistics 2016 census results show the Shire of Serpentine Jarrahdale as the fastest growing local government in Australia; a population increase of 51 per cent from the 2011 results. If this amendment is approved, development of Lot 33 Hopkinson Road will see Cardup over-saturated with housing development and WAPC dwelling and population targets for 2050 erroneously realised within the very near future. The amendment of land at this time is premature and unnecessary to meet the long term projected targets for this region by 2050.

Furthermore, TABLE 3: Planning Investigation areas – key considerations list the Cardup sites as being a target for integration with the METRONET network. The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, which is located approximately 4km from the centre of this proposed amendment site. Clearly, an urban population on this site cannot be supported by the planned public transport network due to its considerable distance from the proposed Metronet site.

Point 2 – SJ2050 Vision

The shire conducted extensive, community driven consultation to determine the vision for the Serpentine Jarrahdale region and as a result the community’s aspirations have provided the shire with clear direction for the future.

Pg 25; The community most value the relaxed country lifestyle. The shire residents enjoy a lifestyle that is peaceful and quiet, they would like the tranquillity of the shire to be maintained as growth occurs. This should be strategically retained and enhanced for the community to maintain its unique way of life. Pg 26; Sprawling residential development. Residential development has been occurring in the shire at a substantial rate. This has resulted in little diversity in lot size and housing typology and little consideration has been given to the natural environment. As the shire continues to grow, future development will need to be strategically planned and controlled. Maintaining the uniqueness of the shire should be a key focus.

Pg 29; Rural Lifestyle – the rural lifestyle experienced by those living in the shire is something the local community wish to see maintained.

Point 3 – Amenity and Environment

The subject lot is surrounded by semi-rural properties and a bush forever site, Cardup Nature Reserve. Tree lines and remnant lone standing trees provide important foraging and nesting habitat for endangered fauna (Black Cockatoo), as well as refuges to support ground based fauna movement between the Bush Forever site and coastal plain to the west. A portion of the Cardup Nature Reserve is

classified as a Conservation Category Wetland and an Environmentally Sensitive Area, a portion of which extends into Lot 33 Hopkinson Road. We ask WAPC to recognise the environmental and natural (rural) character of the land as an important consideration.

A consequence of any change to zoning of the amendment site will result in land use conflicts. At the northern boundary, along Cardup Siding Road, are lot sizes of half an acre. The southern boundary abuts Orton Estate, comprising of five and 10 acre residential properties. The Western boundary is set aside for the Tonkin Highway extension. The eastern boundary is the bush forever site, known as Cardup Nature Reserve.

The site is also a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is an important example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

WAPC has a responsibility to carefully consider the proposed urban growth at the fringe of the metropolitan area to overcome the risk of unabated sprawl and to ensure a sustainable community for the future. We urge the WAPC to consult widely and exhaustively before imposing any zone change, ensuring that developers will be held accountable to higher design and construction standards, and avoid any clash of amenity with existing land holders and to maintain the natural environment for future generations.

Point 4 – Equine Strategy 2018

There is a niche equine cluster within the Shire of Serpentine Jarrahdale. The Shire of Serpentine Jarrahdale Equine Strategy 2018 (the Strategy) presented at the Ordinary Council Meeting 27 August 2018 seeks to establish goals and strategic actions to ensure continued support and development of the sector into the future. The shire has more horses than any other local government area in WA (Table 1)

Table 1 Horses in Registered Disciplines

Local Government Area	Racing		Equestrian Disciplines				Total
	Standardbred Horses	Thoroughbred Horses	Equestrian Horses	Pony Club Horses	Polocrosse Horses	Polo Horses	
Shire of Serpentine Jarrahdale	1085	445	792	963	333	258	3876
City of Swan	250	514	1251	1200	342	174	3731
City of Greater Geraldton	0	442	99	510	843	36	1930
Shire of Murray	496	225	258	387	183	0	1549
City of Rockingham	22	739	138	342	0	0	1241
Shire of Capel	202	299	132	318	162	0	1113
Shire of Mundaring	26	15	477	585	0	0	1103
City of Armadale	153	13	198	726	0	0	1090

The local equine community spends at least \$84 million on horses per year and 80% of this is spent at local suppliers and on local services. The Equine strategy clearly defines the existing Equine Facilities and Reserves which are critical to maintaining equine-based activities within the Shire. Directly abutting the proposed amendment area is Cardup Nature Reserve. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks (estimated to be approximately 5 km in length). The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. Allowing the amendment to proceed will significantly impact the Cardup nature reserve's continued use as an equine facility due to any development resulting in increased traffic, noise, population and safety of riders as a consequence of any dwellings abutting the reserve.

Point 5 – Education infrastructure

The amendment proposes to rezone the site from the Rural zone to the Urban Deferred zone to facilitate future residential development, interspersed with public open space corridors, centred around a local centre and primary school. The flow on impact of a new primary school on Lot 33 Hopkinson Road, Cardup has not been factored into existing Department of Education feeder primary schools into Byford secondary college. An additional primary school cannot be sustained by the local secondary school, Byford Secondary College, as enrolment projections in the colleges' IPS Business Plan 2017 – 2019 state maximum enrolment of over 2000 students will be achieved by 2022.

We ask the WAPC to consider implementation of Perth and Peel @ 3.5 million through a whole-of-community commitment. These plans are only as good as the will to implement their vision on behalf of the communities they develop, *now and into the future*.

The evidence contained within our submission clearly demonstrates that Metropolitan Region Scheme Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup should be dismissed. We urge the WAPC to support the local community in this matter, and oppose this amendment.

9

I hereby sign this document to say we are against the Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Rd Cardup WA 6122 (Against Rezoning to Urban).

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Touir Kueric	theshadesailmar@galco.com.au	0439 500 878
Renee Thore	renee.thore@iinet.net.au	0488 310 405
Donna Brown	donna62@iinet.net.au	0422 139 299
Daniel Willett	danwillett82@hotmail.com	0439 173 909
MARY PLANT	37 Alice Rd CARDUP	9525 0645
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Hannah Tew	gdm1@iinet.net.au	0429 489 034
Shona Toceruc	shona@acton.com.au	0408 035 023
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CHRIS CUMMINS	chms.g.cummis@bigpond.com	0489 899 971
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Jade Dowsett	jadedowsett@bigpond.com	0408 262 382
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SUSAN MARRIOTT	sortransport@hotmail.com	9525 1873
Wendy	Wendy	0411 837 074

K:

I hereby sign this document to say we are against the Metropolitan Region Scheme Amendment
 1353/57 - Lot 33 Hopkinson Rd Cardup WA 6122 (Against Rezoning to Urban).

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I hereby sign this document to say we are against the Metropolitan Region Scheme Amendment 1353/57 -- Lot 33 Hopkinson Rd Cardup WA 6122 (Against Rezoning to Urban).

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Natalie Roberts	jn.roberts@beyond.com	0419 502 541
John Roberts	john.roberts1954@gmail.com	0447 899 3109
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Sean Duffy		"
JAMES DUFF		"
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	83 KARDOLD	044 8866 991

Response ID ANON-GMA6-WNUH-D

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-13 07:28:58

Introduction

1 What is your first name?

First name:
Beverley

2 What is your surname?

surname:
Hunt

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
bev@groundbreaking.com.au

5 What is your address?

address:
18 Berringar Elbow Cardup 6122

6 Contact phone number:

phone number:
0431516314

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

File upload:
Bev's submission.docx was uploaded

Contained within the Western Australian Planning Commission's framework document – *The South Metropolitan Peel, sub-regional planning framework*, the dates for implementation for infrastructure staging to support urban development, is listed in the Medium to Long term. This amendment does not align with the framework timeframes as per below;

Material fact:

Page 2 - 1.2 Planning Framework – **retain land for rural and agricultural purposes**

Page 76 - Table 10 – infrastructure staging - Public Transport - **Medium-term (2022-2031)**

Expansion of the passenger rail network Armadale – Byford. Byford Station

Page 77 - Table 10: Infrastructure staging continued - Electricity supply – **Long-term (2031-2050)**

Point 9 – New 132kV Infrastructure Substation Cardup

Page 78 - Table 10: Infrastructure staging continued - Water and wastewater – Long term (2031-2050)

Point 26 – Byford wastewater pressure main to wastewater treatment plant (staged)

Point 34 – Byford second tank

Strategic Implications

The Perth and Peel suite of documents are fluid documents, open to change. This is evidenced by the message from Chairman, Eric Lumsden PSM on Page v of the *The South Metropolitan Peel, sub-regional planning framework* *"The frameworks are a first step in an ongoing process of refining and detailing planning proposals for Perth and Peel. They will be reviewed after three years and ongoing refinement will continue through local planning schemes and strategies, structure planning, subdivision and development"*

Furthermore, I ask the WAPC to further consider the statements within these framework documents *"While Government, in conjunction with local government, will take the lead, effective implementation can only be achieved through a whole-of-community commitment. This is critical, as plans are only as good as the will to implement their vision on behalf of communities, now and into the future.*

In summary,

- *the infill targets listed for Cardup on Page 24 of the South Metropolitan Peel framework are open to review*
- *the amendment does not comply with the wishes of the community*
- *the amendment is premature in nature as evidenced by the targets*
- *the growth in the region has surpassed expected projections as evidenced by the ABS Census the SJ Shire is the largest growth shire in Australia*

The evidence contained within our submission clearly demonstrates that amendment **1353/57** should be dismissed. I urge the WAPC to support us in this matter, and to recognise the whole of community will to oppose this amendment.

Significantly, as evidenced by the Australian Bureau of Statistics 2016 census, the Shire of Serpentine Jarrahdale was the fastest growing local government in Australia; a population increase of 51 per cent from the 2011 results. If this amendment is put through, the development of Lot 33 Hopkinson Road will see Cardup over-saturated with housing development and WAPC target levels for 2050 erroneously realised within the next 5 to 7 years to the absolute detriment of our community.

I, Beverley Hunt submit the below points to oppose the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 (minor amendment) Lot 33 Hopkinson Road Cardup. And urge the WAPC to support the community's wishes to maintain the semi rural lifestyle currently enjoyed in Cardup.

With reference to the Perth and Peel @ 3.5 million strategic documents we demonstrate to the WAPC, this amendment does not align to the targets contained within The South Metropolitan Peel, Sub-regional Planning framework;

I would like to principally draw your attention to WAPC's own infill dwelling targets listed within *The South Metropolitan Peel, sub-regional planning framework* that are projected for the medium to long term;

Page 96 - Table 2.4: Urban infill dwelling targets by local government

Serpentine-Jarrahdale Total infill by 2050 = 1,370

2011-2016 = 205

2016-2021 = 240

2021-2026=150

2026-2031=205

Post 2031=570

The urban infill dwelling target dates as stated above, clearly demonstrates the land at Lot 33 Hopkinson Road Cardup is prematurely before the WAPC, for amendment.

I further submit to the WAPC, the SJ Shire recently undertook the SJ2050 Vision process within the community to report on the communities aspirations. These outcomes have provided the shire with clear direction for the future.

SJ2050 Vision findings being:

Page 25 – The community most value the relaxed country lifestyle. The shire residents enjoy a lifestyle that is peaceful and quiet, they would like the tranquillity of the shire to be maintained as growth occurs...This should be strategically retained and enhanced for the community to maintain its unique way of life.

Page 26 – Sprawling residential development. Residential development has been occurring in the shire at a substantial rate. This has resulted in little diversity in lot size and housing typology and little consideration has been given to the natural environment. As the shire continues to grow, future development will need to be strategically planned and controlled. Maintaining the uniqueness of the shire should be a key focus.

Page 29 – Rural Lifestyle – the rural lifestyle experienced by those living in the shire is something the local community wish to see maintained.

Response ID ANON-GMA6-WNUW-V

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-13 08:52:24

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

As owners of L27 Berringar Elbow Cardup we oppose the proposed amendment as it is not in keeping with the development expectations of the area.

Lot Density

The location of the subject lot does not lend itself to development of any densities higher than R5. There are 5 acre Rural Living lots to the south and approx 1 acre lots to the north with Tonkin Hwy proposed for the west separating existing 2ha lots and an A Class Reserve on the whole eastern border. Creating development of density higher than R5 is not in keeping with the strategic vision and character for the area. Significant consideration will need to be given to transitioning lot sizes in order to reduce negative amenity impacts on adjoining landowners.

Access

For bushfire safety and amenity, future access planning to the subject lot is required. With Tonkin Hwy rendering a large portion of Hopkinson Road redundant – new access will impose on existing properties in the south west and south east. In particular, an unmade road reserve exists at the rear of L27 Berringar Elbow – it is unclear as to whether this road reserve is of sufficient width to provide road infrastructure and links to the existing bridle trail network. There is potential for this to impact our property. The developer will need to resolve this matter as soon as possible through the planning process.

Conservation of Reserve

Any future development of this lot should give due consideration to providing a buffer along the A class reserve to the east. It is an environmentally sensitive area and lot density will significantly impact the environmental and rural character.

Development of this lot cannot be considered for higher than R5 density. There are access issues that require resolution and concerns around the amenity impacts on surrounding landowners. We trust the WAPC will give high consideration to acceptable planning outcomes for this area in line with the strategic vision and character of the area.

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Response ID ANON-GMA6-WNUA-6

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup

Submitted on 2019-06-13 11:48:22

Introduction

1 What is your first name?

First name:

DONNA

2 What is your surname?

surname:

BROWN

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

donna62@iinet.net.au

5 What is your address?

address:

75 Cavanagh Close CARDUP WA 6122

6 Contact phone number:

phone number:

0422 139 299

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

MRS Minor amendment 1353/57 - Lot 33 Hopkinson Road Cardup

I, Donna Brown of 75 Cavanagh Close Cardup, strongly oppose the proposed amendment to the Metropolitan Region Scheme for the above mentioned parcel of land.

The proposed rezoning to Urban is unsuitable for this region of Cardup. There is no necessity for rezoning to Urban development for such a large parcel of land identified as Lot 33 Hopkinson road. The State Government's draft document "Strategic Assessment of Perth & Peel Regions" identifies the subject land as "Urban Expansion" with a "Long Term (Beyond 2031)" designation in the frameworks Urban staging plan. To bring forward this development is premature & to consider an Urban rezone for this parcel of land is unsuitable & would negatively impact the Cardup region, community & environment as noted below:

1. There is no demand / requirement for such a high density proposal within this area. This region will be at risk of being saturated with an oversupply of small block sizes due to a reckless, unsuitable zoning/subdivision, with the Developers & owners of this proposal clearly benefitting financially, however existing residents, who have invested in this area specifically for the rural lifestyle, will be subject to this impact on their rural lifestyle. Future development if this area should be in keeping with the "Semi Rural/ Rural Living" of which the Shire of Serpentine Jarrahdale promote within their published document "SJ-2050-Visioning Document."

2. Housing diversity is important, hence all the more reason to consider Rural/ Special Rural zoning in favour of Urban zoning for Lot 33 Hopkinson Road. This region already has sufficient land surrounding Cardup of which has already been zoned Urban. The neighbouring suburb of Byford has fulfilled that requirement for Urban zoning diversity, however this area requires more Rural, Special Rural zoning to achieve this diversity.

3. There are many other parcels of land across the Perth & Peel region of which would be deemed far more suitable for "Urban Zoning".

4. The Developers & Owners of this parcel of land in conjunction with the WAPC need to be mindful that CARDUP is a very unique pocket / suburb of which is clearly reflected in the quiet, Rural, Semi-Rural Living of which is the prime reason residents within this Shire reside within this area in the first instance and this needs to be protected from the extensive & invasive Urban development currently being proposed. The "Urban" rezoning is clearly not suitable for this parcel of land.

5. I reiterate, this development is not in keeping with the Semi-Rural living/lifestyle of which the Shire of Serpentine Jarrahdale promote & what residents within this community desire for this region. I specifically refer to their published document " SJ-2050- Visioning Document." This documents highlights the importance of protecting this special semi-rural region. The Semi-rural lifestyle is what has attracted residents to invest in larger lot sizes / acreage properties within this region. Should there be a requirement for development of this land, then this should be in keeping with the Shire's Rural Strategy & Town Planning Scheme. Extensive research has been undertaken by the Shire to ascertain what the Community envisaged for the future of this region and this proposal doesn't align with the vision of the Shire or the local community. Maintaining the Rural lifestyle is of the utmost importance to residents and this vision is also fully supported by the Shire.

6. There is no adequate infrastructure or public transport to service & cope with a concentrated Urban development as proposed. The proposed Byford Train Station (Metronet) is planned for the Byford Town Centre, this is a considerable distance (over 4kms) from the proposed development.

7. This development will have an environmental impact on surrounding Special Rural properties. The developers have not carried out adequate research to determine the extent of this impact in the long term.

8. More open space is required to create a healthier community.

9. If rezoned as Urban, this would allow the developers to potentially subdivide the lots down to a minimum of 150 sqm. The developers and owners of this parcel of land will be focussing on maximising their return, therefore there is a very real, strong possibility that an Urban subdivision with block sizing of 150 sqm could potentially happen, unless this application for Urban zoning is declined. Stringent conditions should be implemented to prevent this "Urban zoned" subdivision being approved in order to protect this beautiful, quiet, semi rural suburb of Cardup.

10. Statistic have proven that the crime rate increases with high density living. We should be working towards promoting a safer Community – not put the community at risk. The Western Australian Police Department are already struggling to maintain a service to keep the community safe due to the increase in crime within this region. Referring to the WA Police crime statistic report the rate of crime has sharply increased. In 2011 there were 415 offences reported for Byford. This has escalated to 1043 offences reported in 2018. Additional, concentrated, Urban development within this region will have a direct impact on the community and place more pressure on already strained Police resources. WA Police will not be able to adequately serve this region and unfortunately, Government funding doesn't allow for additional resources to be allocated, resulting in putting the Community at risk unnecessarily.

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No file was uploaded

Response ID ANON-GMA6-WNUR-Q

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-13 12:23:18

Introduction

1 What is your first name?

First name:
DANIEL

2 What is your surname?

surname:
WILLETT

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
danwillett82@hotmail.com

5 What is your address?

address:
75 Cavanagh Close CARDUP WA 6122

6 Contact phone number:

phone number:
0439 173 909

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:
MRS Minor amendment 1353/57 - Lot 33 Hopkinson Road Cardup

I, Daniel Jacob Willett of 75 Cavanagh Close Cardup, strongly oppose the proposed amendment to the Metropolitan Region Scheme for the above mentioned parcel of land.

The proposed rezoning to Urban is unsuitable for this region of Cardup. There is no necessity for rezoning to Urban development for such a large parcel of land identified as Lot 33 Hopkinson road. The State Government's draft document "Strategic Assessment of Perth & Peel Regions" identifies the subject land as "Urban Expansion" with a "Long Term (Beyond 2031)" designation in the frameworks Urban staging plan. To bring forward this development is premature & to consider an Urban rezone for this parcel of land is unsuitable & would negatively impact the Cardup region, community & environment as noted below:

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3. There are many other parcels of land across the Perth & Peel region of which would be deemed far more suitable for "Urban Zoning".

4. The Developers & Owners of this parcel of land in conjunction with the WAPC need to be mindful that CARDUP is a very unique pocket / suburb of which is clearly reflected in the quiet, Rural, Semi-Rural Living of which is the prime reason residents within this Shire reside within this area in the first instance and this needs to be protected from the extensive & invasive Urban development currently being proposed. The "Urban" rezoning is clearly not suitable for this parcel of land.

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6. There is no adequate infrastructure or public transport to service & cope with a concentrated Urban development as proposed. The proposed Byford Train Station (Metronet) is planned for the Byford Town Centre, this is a considerable distance (over 4kms) from the proposed development.

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10. Statistics have proven that the crime rate increases with high density living. We should be working towards promoting a safer Community – not put the community at risk. The Western Australian Police Department are already struggling to maintain a service to keep the community safe due to the increase in crime within this region. Referring to the WA Police crime statistic report the rate of crime has sharply increased. In 2011 there were 415 offences reported for Byford. This has escalated to 1043 offences reported in 2018. Additional, concentrated, Urban development within this region will have a direct impact on the community and place more pressure on already strained Police resources. WA Police will not be able to adequately serve this region and unfortunately, Government funding doesn't allow for additional resources to be allocated, resulting in putting the Community at risk unnecessarily.

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Response ID ANON-GMA6-WNU6-U

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-13 13:27:52

Introduction

1 What is your first name?

First name:

Travis

2 What is your surname?

surname:

Vandermeer

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

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5 What is your address?

address:

22 Learmouth Turn, Byford, WA, 6122

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

Clearly, I oppose any residential development at all on the proposed site as we moved out here for the country lifestyle and peace and quiet.

We moved here to enjoy the space and country air. If we wanted suburbia, we would have moved to suburbia.

Cardup residents have already been disregarded during the the supposed Light Industrial area rezoning debacle and now have an unwanted plastics factory nearby, with surely more such industrial complexes to follow. This does not help the environment, our living conditions or house value. Therefore, more unwanted development is a complete disregard to the current residents.

However, I've been around long enough to know that the opinions of current residents are not enough to stop such a development once the developer has purchased the land with a view to making profit then disappearing without any accountability to their effect on the environment and current residents.

Therefore, I make this submission, knowing that development is inevitable and that the following points I raise are the only acceptable compromise. Current residents matter more than the profits of a developer.

First and foremost, the new lots to be developed need to be 1 acre lots at a minimum. This maintains the country feel and lifestyle that we all moved here for. It also entices a different category of like minded resident.

One acre lots will definitely sell quickly and provide strong profits for the developer. The lots on the other side of Hopkinson on Bournbrook Ave and Coleman Close sold out in a flash and had a waiting list of buyers in case of cancellation. They were very popular and highly desirable.

1 acre lots in the new development will keep with the theme of the current surrounding estates such as the aforementioned area, Cardup Siding Road and Karbro Drive.

The State Housing idea cannot happen. It is unjust for an authority who does not reside or have any interests in the region to decide what goes on the land. This goes for residency types such as state housing and small block sizes.

If the proposed block size of 300 square metres gets approved, evidence suggests that this will attract a different type of resident. Whilst most will be decent people looking to start a nice life together, there will be the undesirables, particularly in the state housing lots who, due to their underprivileged upbringing, have less scruples than most people. Evidence suggests that those who have come from a life of poverty, crime and/or violence find it very difficult to break the cycle, regardless of the any new areas they may move to. Thus crime in the area will increase.

It follows that the value of the existing properties will drop significantly.

Many citizens of Cardup and surrounds, do not deserve to be negatively affected by corporate and government greed as that is all it is which drives the current high density housing cancer that is spreading across the city of Perth. Smaller block sizes equals more blocks to sell equals more profit.

It makes no sense whatsoever to put high density housing in the proposed area as all the surrounding estates have larger blocks. 1 acre blocks will have minimal impact on the environment, local flora and fauna and the current lifestyle of the area.

We are tired of unaccountable developers sweeping through areas, destroying the natural environment and ecosystems, collecting their pay checks and disappearing, leaving the existing residents to deal with the consequences of their greed. Declining house values are just one problem. Arterial routes into the newly developed estates were never designed for the new increases in traffic and traffic congestion becomes a huge issue, which the taxpayers are forced to foot the bill for down the track to improve the roads.

If our submissions are ignored and if the proposed high density housing development gets approved, the developers and government will be held to account and will not be allowed to disappear, free of consequence.

I, and many other citizens, are currently getting market appraisals on our properties and I would encourage all other Cardup residents to do the same.

If the high density housing goes ahead and as a consequence, property prices in Cardup plummet, the citizens of Cardup filing a class action against the developer and State Housing Authority to receive compensation to cover any losses incurred cannot be ruled out.

Avoiding this messy consequence is easy.

A minimum lot size of One acre is the only acceptable outcome.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNU5-T

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-13 16:11:00

Introduction

1 What is your first name?

First name:
Maree

2 What is your surname?

surname:
Woodman

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
mwoodman@nw.com.au

5 What is your address?

address:
354 Soldiers Road, Cardup WA 6122

6 Contact phone number:

phone number:
0414 791 388

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I, Maree Therese Woodman, a local resident of Cardup, submit the below points to oppose the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 (minor amendment) Lot 33 Hopkinson Road Cardup. I urge the WAPC to support the wishes of the residents of this community to maintain the semi-rural lifestyle for current and future generations of the region.

Point 1 – Perth and Peel@ 3.5million

The 118.4 ha site at Lot 33 Hopkinson Road Cardup is earmarked as an Urban Expansion area under Perth and Peel @ 3.5 Million. Together with The South Metropolitan Peel, sub-regional planning framework document WAPC outlines the need for significant investigation into servicing, in particular, drainage, electricity supply, water supply and wastewater management.

Insufficient investigations have occurred to determine whether the rezoning is appropriate

Page 20 of the framework document classifies land within Cardup as; "The WAPC's position is that further investigations, regarding a range of key planning considerations, are required to determine whether any possible change from the lands current zoning could be supported in these sectors."

Infill dwelling targets on Page 96 of the sub framework document "The South Metropolitan Peel, sub-regional planning framework" are projected for the medium to long term. Table 2.4: Urban infill dwelling targets by local government lists total infill for Serpentine-Jarrahdale as 1,370 dwellings equating to an estimated infill population of 3010 by 2050.

Rezoning is unnecessary in the light of projected population growth

The Australian Bureau of Statistics 2016 census results show the Shire of Serpentine Jarrahdale as the fastest growing local government in Australia; a population increase of 51 per cent from the 2011 results. If this amendment is approved, development of Lot 33 Hopkinson Road will see Cardup over-saturated with housing development and WAPC dwelling and population targets for 2050 erroneously realised within the very near future. The amendment of land at this time is premature and unnecessary to meet the long term projected targets for this region by 2050.

Furthermore, TABLE 3: Planning Investigation areas – key considerations list the Cardup sites as being a target for integration with the METRONET network. The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, which is located approximately 4km from the centre of this proposed

amendment site. Clearly, an urban population on this site cannot be supported by the planned public transport network due to its considerable distance from the proposed Metronet site.

Point 2 – SJ2050 Vision

The shire conducted extensive, community driven consultation to determine the vision for the Serpentine Jarrahdale region and as a result the community's aspirations have provided the shire with clear direction for the future.

Inconsistency with Serpentine Jarrahdale 2050 vision

Pg 25; Together with my family and residents of the community most value the relaxed country lifestyle. We all enjoy a lifestyle that is peaceful and quiet, and would like the tranquillity of the shire to be maintained as growth occurs. This should be strategically retained and enhanced for the community to maintain its unique way of life.

Pg 26; Sprawling residential development. Residential development has been occurring in the shire at a substantial rate. This has resulted in little diversity in lot size and housing typology and little consideration has been given to the natural environment. As the shire continues to grow, future development will need to be strategically planned and controlled. Maintaining the uniqueness of the shire should be a key focus.

Pg 29; Rural Lifestyle – the rural lifestyle experienced by those living in the shire is something the local community wish to see maintained.

Point 3 – Amenity and Environment

Lack of proper assessment of the environmental impact

The subject lot is surrounded by semi-rural properties and a bush forever site, Cardup Nature Reserve. Tree lines and remnant lone standing trees provide important foraging and nesting habitat for endangered fauna (Black Cockatoo), as well as refuges to support ground based fauna movement between the Bush Forever site and coastal plain to the west. A portion of the Cardup Nature Reserve is classified as a Conservation Category Wetland and an Environmentally Sensitive Area, a portion of which extends into Lot 33 Hopkinson Road. We ask WAPC to recognise the environmental and natural (rural) character of the land as an important consideration.

The potential increase in land use conflicts

A consequence of any change to zoning of the amendment site will result in land use conflicts. At the northern boundary, along Cardup Siding Road, are lot sizes of half an acre. The southern boundary abuts Orton Estate, comprising of five and 10 acre residential properties. The Western boundary is set aside for the Tonkin Highway extension. The eastern boundary is the bush forever site, known as Cardup Nature Reserve.

With possible urban development on the board of the forever bush Cardup Siding Reserve will increase the danger of cats killing wildlife and the excess people walking their dogs possible off leash in the area which poses a threat to Kangaroos, other mammals and reptiles etc with the risk of more traffic in the reserve will impact the Flora for the area which houses native animals.

Impact on the historic Fremnells dairy site

The site is also a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is an important example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

WAPC has a responsibility to carefully consider the proposed urban growth at the fringe of the metropolitan area to overcome the risk of unabated sprawl and to ensure a sustainable community for the future. I urge the WAPC to consult widely and exhaustively before imposing any zone change, ensuring that developers will be held accountable to higher design and construction standards, and avoid any clash of amenity with existing land holders and to maintain the natural environment for future generations.

Point 4 – Equine Strategy 2018

There is a niche equine cluster within the Shire of Serpentine Jarrahdale. The Shire of Serpentine Jarrahdale Equine Strategy 2018 (the Strategy) presented at the Ordinary Council Meeting 27 August 2018 seeks to establish goals and strategic actions to ensure continued support and development of the sector into the future. The shire has more horses than any other local government area in WA (Table 1)

Impact the Cardup nature reserve's continued use as an equine facility

The local equine community spends at least \$84 million on horses per year and 80% of this is spent at local suppliers and on local services. The Equine strategy clearly defines the existing Equine Facilities and Reserves which are critical to maintaining equine-based activities within the Shire. Directly abutting the proposed amendment area is Cardup Nature Reserve. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks (estimated to be approximately 5 km in length). The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. Allowing the amendment to proceed will significantly impact the Cardup nature reserve's continued use as an equine facility due to any development resulting in increased traffic, noise, population and safety of riders as a consequence of any dwellings abutting the reserve.

Point 5 – Education Infrastructure

The amendment proposes to rezone the site from the Rural zone to the Urban Deferred zone to facilitate future residential development, interspersed with public open space corridors, centred around a local centre and primary school.

Additional primary school cannot be sustained by the local secondary school

The flow on impact of a new primary school on Lot 33 Hopkinson Road, Cardup has not been factored into existing Department of Education feeder primary schools into Byford secondary college. An additional primary school cannot be sustained by the local secondary school, Byford Secondary College, as enrolment projections in the colleges' IPS Business Plan 2017 – 2019 state maximum enrolment of over 2000 students will be achieved by 2022.

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Point 6 – Crime

Statistics show increased crime rate with urban development. Byford's crime has more than doubled since 2010 while Cardup has stayed a constant low. Possible urban development will more than likely see the increase in the crime rate extending through Cardup. (Table 2)

Point – 7 Increase in traffic flow

Deterioration of roads ill-equipped to cope with traffic flow

With possible urban development will come increased traffic and also heavy vehicles on the roads which have not been upgraded to withstand more vehicle usage. Byford, for example, did not have any prior upgrades to the existing roads which has lead to the deterioration of roads such as Orton Road, Abernathy Road (before recent upgrades which have been recently commenced), Hopkinson Road and Kargolich Road.

Increased risk of danger to horse and riders

As Cardup is a rural area with hundreds of horse's properties, horse rider safety is a concern. Riding between properties and bridle trails often requires riders to be either near or on the side of a road. A significant increase in traffic flow around this area which is next door to a major riding trail, will increase the risk of horses and riders being either injured or killed by drivers who are not traditionally used to driving safely around horses, which has been evident in Byford by a number of serious accidents and fatalities caused by inconsiderate and careless drivers of vehicles.

Conclusion

The evidence contained within this submission clearly demonstrates that Metropolitan Region Scheme Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup should be dismissed. I would like it to recommend that the Minister decline to approve the scheme amendment.

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SUBMISSION 52 - ATTACHMENT

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Table 1 Horses in Registered Disciplines

Local Government Area	Racing			Equestrian Disciplines			Total
	Standardbred Horses	Thoroughbred Horses	Equestrian Horses	Pony Club Horses	Polocrosse Horses	Polo Horses	
Shire of Serpentine Jarrahdale	1085	445	792	963	333	258	3876
City of Swan	250	514	1251	1200	342	174	3731
City of Greater Geraldton	0	442	99	510	843	36	1930
Shire of Murray	496	225	258	387	183	0	1549
City of Rockingham	22	739	138	342	0	0	1241
Shire of Capel	202	299	132	318	162	0	1113
Shire of Mundaring	26	15	477	585	0	0	1103
City of Armadale	153	13	198	726	0	0	1090

Impact the Cardup nature reserve’s continued use as an equine facility

The local equine community spends at least \$84 million on horses per year and 80% of this is spent at local suppliers and on local services. The Equine strategy clearly defines the existing Equine Facilities and Reserves which are critical to maintaining equine-based activities within the Shire. Directly abutting the proposed amendment area is Cardup Nature Reserve. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks (estimated to be approximately 5 km in length). The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. Allowing the amendment to proceed will significantly impact the Cardup nature reserve’s continued use as an equine facility due to any development resulting in increased traffic, noise, population and safety of riders as a consequence of any dwellings abutting the reserve.

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Statistics show increased crime rate with urban development. Byford's crime has more than doubled since 2010 while Cardup has stayed a constant low. Possible urban development will more than likely see the increase in the crime rate extending through Cardup. (Table 2)

The image contains two screenshots. The left screenshot shows a mobile app interface for 'perth crime map' with a line graph titled 'Comparison Offences per Year for Mundijong, Byford, Cardup' for the period 2017-18. The right screenshot shows a website interface for 'perth crime map' with a 'My Suburb Profile' section.

Point – 7 Increase in traffic flow

Deterioration of roads ill-equipped to cope with traffic flow

With possible urban development will come increased traffic and also heavy vehicles on the roads which have not been upgraded to withstand more vehicle usage. Byford, for example, did not have any prior upgrades to the existing roads which has led to the deterioration of roads such as Orton Road, Abernathy Road (before recent upgrades which have been recently commenced), Hopkinson Road and Kargotich Road.

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Conclusion

The evidence contained within this submission clearly demonstrates that Metropolitan Region Scheme Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup should be dismissed. I would like it to recommend that the Minister decline to approve the scheme amendment.

Response ID ANON-GMA6-WNUT-S

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-13 22:05:05

Introduction

1 What is your first name?

First name:
Melissa

2 What is your surname?

surname:
Essex

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
messex@inet.net.au

5 What is your address?

address:
Lot 62 Cavanagh Close, Cardup, WA, 6122

6 Contact phone number:

phone number:
0407996449

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 (minor amendment) Lot 33 Hopkinson Road Cardup. Several other areas in close proximity have already been identified as urban areas that have not yet been developed so there is no need to change this area for urban development. The original plan was as areas were developed away from the centre of Byford, lot sizes were meant to increase to blend in with existing rural properties to keep the country, rural feel, what Byford was known for and why people chose to live there. If this area is to be rezoned it needs to be within the rural outlook of the Cardup area with lot sizes no smaller than 2 acres and certainly not suburban blocks of 300 squared metres.

Rapid growth in the Byford and surrounding area has led to major traffic congestion as infrastructure not in place to allow for the population explosion and planning of traffic management. As infrastructure changes needed to be made it has resulted in major roadworks that have been long in duration and are still not complete and a massive disruption to traffic flow. Even with the proposed Metronet to Byford (which may not happen if a change of state government) people will still need to use their own vehicles to get to the station as there is inadequate public transport, and this new proposed development is not close to the area they are looking at for the station location, thus adding more pressure on the roads in the area. There has also been a significant increase in the amount of road accidents in the area with several fatalities in the last few years which is due to the increase of built up traffic in the area.

With the limited employment opportunities that exist currently in the area and surrounds, with more small lot development (condensed population) will see people having to travel for work which will also add additional strain to the already overloaded and potentially dangerous commute to work. These poorly planned developments do not foresee the problems with such things as job opportunities, public transport, liveability of the area of having small houses on small lots with no gardens, with very little green spaces.

An increase in the population will lead to an increase in student numbers which cannot be sustained by the local secondary school, Byford Secondary College, as enrolment projections in the colleges' IPS Business Plan 2017 – 2019 state maximum enrolment of over 2000 students will be achieved by 2022. This number may be reached sooner with the rapid growth that has occurred in the area recently.

Population growth has seen a significant increase in crime rates as seen on the Western Australian Police Force Website particularly in drug offences, burglaries, stealing and assaults over an eight year period. This crime in the Byford area has now started to infiltrate the surrounding rural areas.

The SJ 2050 Strategy Plan, asked for community feedback and the main aspirations they received was the community wanted to keep the natural environment, relaxed rural lifestyle, maintain agricultural land and existing large rural lots. The community liked the small country atmosphere, which is peaceful and quiet and they wanted the conservation and protection of the natural fauna and flora. The planning does not assimilate to the SJ 2050 Strategy Plan in any way at all.

The Cardup Nature Reserve which contains endangered species, borders this amendment area so will be placed at extreme risk of being damaged or permanently destroyed not to mention the kangaroos and birdlife that inhabit this area as well. This development will destroy existing natural assets and biodiversity.

The area to be developed is notoriously wet through the winter, so the land will have to be built up, thus causing flooding problems for surrounding properties and natural bushland. There is also no amenities like drainage, water, wastewater and electricity.

The area has local historical significance as the site is also a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is an important example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

The 2018 Equine Strategy Plan proves that the equestrian community spends \$84 million locally per year and 80% of that is at local suppliers and on local services. Many of these people have properties that will be effected by this development or they use the equine facility in this area. Without the equine community who support these local businesses and services, many of which have been around for a very long time, what will happen to these family run, local community businesses?

The evidence contained within my submission clearly demonstrates that Metropolitan Region Scheme Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup should be dismissed. I urge the WAPC to support the local community in this matter, and oppose this amendment, it will destroy the rural, country feel of the Cardup area and go against what the community wants for the future and why we chose to live here.

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No file was uploaded

Response ID ANON-GMA6-WNUE-A

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-13 22:05:33

Introduction

1 What is your first name?

First name:

Pauline

2 What is your surname?

surname:

Roy

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:

paulie9@inet.net.au

5 What is your address?

address:

55 Cavanagh Close, Cardup, WA, 6122

6 Contact phone number:

phone number:

0417901247

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

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Response ID ANON-GMA6-WNUS-R

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup

Submitted on 2019-06-14 09:49:31

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

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Email:

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address:

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phone number:

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Submission:

MRS Minor amendment 1353/57 - Lot 33 Hopkinson Road Cardup

I, [redacted] of [redacted], strongly oppose the proposed amendment to the Metropolitan Region Scheme for the above mentioned parcel of land. The proposed rezoning to Urban is unsuitable for this region of Cardup. There is no necessity for rezoning to Urban development for such a large parcel of land identified as Lot 33 Hopkinson road. The State Government's draft document "Strategic Assessment of Perth & Peel Regions" identifies the subject land as "Urban Expansion" with a "Long Term (Beyond 2031)" designation in the frameworks Urban staging plan. To bring forward this development is premature & to consider an Urban rezone for this parcel of land is unsuitable & would negatively impact the Cardup region, community & environment as noted below:

1. There is no demand / requirement for such a high density proposal within this area. This region will be at risk of being saturated with an oversupply of small block sizes due to a reckless, unsuitable zoning/subdivision, with the Developers & owners of this proposal clearly benefitting financially, however existing residents, who have invested in this area specifically for the rural lifestyle, will be subject to this impact on their rural lifestyle. Future development if this area should be in keeping with the "Semi Rural/ Rural Living" of which the Shire of Serpentine Jarrahdale promote within their published document "SJ-2050-Visioning Document."
2. Housing diversity is important, hence all the more reason to consider Rural/ Special Rural zoning in favour of Urban zoning for Lot 33 Hopkinson Road. This region already has sufficient land surrounding Cardup of which has already been zoned Urban. The neighbouring suburb of Byford has fulfilled that requirement for Urban zoning diversity, however this area requires more Rural, Special Rural zoning to achieve this diversity.
3. There are many other parcels of land across the Perth & Peel region of which would be deemed far more suitable for "Urban Zoning".
4. The Developers & Owners of this parcel of land in conjunction with the WAPC need to be mindful that CARDUP is a very unique pocket / suburb of which is clearly reflected in the quiet, Rural, Semi-Rural Living of which is the prime reason residents within this Shire reside within this area in the first instance and this needs to be protected from the extensive & invasive Urban development currently being proposed. The "Urban" rezoning is clearly not suitable for this parcel of land.

5. I reiterate, this development is not in keeping with the Semi-Rural living/lifestyle of which the Shire of Serpentine Jarrahdale promote & what residents within this community desire for this region. I specifically refer to their published document " SJ-2050- Visioning Document." This documents highlights the importance of protecting this special semi-rural region. The Semi-rural lifestyle is what has attracted residents to invest in larger lot sizes / acreage properties within this region. Should there be a requirement for development of this land, then this should be in keeping with the Shire's Rural Strategy & Town Planning Scheme. Extensive research has been undertaken by the Shire to ascertain what the Community envisaged for the future of this region and this proposal doesn't align with the vision of the Shire or the local community. Maintaining the Rural lifestyle is of the utmost importance to residents and this vision is also fully supported by the Shire.

6. There is no adequate infrastructure or public transport to service & cope with a concentrated Urban development as proposed. The proposed Byford Train Station (Metronet) is planned for the Byford Town Centre, this is a considerable distance (over 4kms) from the proposed development.

7. This development will have an environmental impact on surrounding Special Rural properties. The developers have not carried out adequate research to determine the extent of this impact in the long term.

8. More open space is required to create a healthier community.

9. If rezoned as Urban, this would allow the developers to potentially subdivide the lots down to a minimum of 150 sqm. The developers and owners of this parcel of land will be focussing on maximising their return, therefore there is a very real, strong possibility that an Urban subdivision with block sizing of 150 sqm could potentially happen, unless this application for Urban zoning is declined. Stringent conditions should be implemented to prevent this "Urban zoned" subdivision being approved in order to protect this beautiful, quiet, semi rural suburb of Cardup.

10. Statistics have proven that the crime rate increases with high density living. We should be working towards promoting a safer Community – not put the community at risk. The Western Australian Police Department are already struggling to maintain a service to keep the community safe due to the increase in crime within this region. Referring to the WA Police crime statistic report the rate of crime has sharply increased. In 2011 there were 415 offences reported for Byford. This has escalated to 1043 offences reported in 2018. Additional, concentrated, Urban development within this region will have a direct impact on the community and place more pressure on already strained Police resources. WA Police will not be able to adequately serve this region and unfortunately, Government funding doesn't allow for additional resources to be allocated, resulting in putting the Community at risk unnecessarily.

11. I, along with the Community of Cardup & the wider community, feel it of the utmost importance that the WAPC do not approve this Urban rezoning and please consider the impact this will have on the community within this region. It is vitally important that this rural parcel of land is not destroyed, as this provides the community with much needed diversity in favour of over developed land saturated with housing development.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNUB-7

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 12:23:14

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

Name and contact details removed at the request of the submitter

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

Name and contact details removed at the request of the submitter

5 What is your address?

address:

Name and contact details removed at the request of the submitter

6 Contact phone number:

phone number:

Name and contact details removed at the request of the submitter

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

File upload:

Opposition Submission June 2019 - MRS Amendment 1353.57 - Lot 33 Hopkinson Road, Cardup.docx was uploaded

As local residents of Learmouth Turn in Byford I would like to submit the below points to strongly oppose the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 (minor amendment) Lot 33 Hopkinson Road Cardup. We urge the WAPC to support the wishes of the community to maintain the semi-rural lifestyle for current and future generations of the region.

Point 1 – Perth and Peel@ 3.5million

The 118.4 ha site at Lot 33 Hopkinson Road Cardup is earmarked as an Urban Expansion area under Perth and Peel @ 3.5 Million. Together with The South Metropolitan Peel, sub-regional planning framework document WAPC outlines the need for significant investigation into servicing, in particular, drainage, electricity supply, water supply and wastewater management. Page 20 of the framework document classifies land within Cardup as; *“The WAPC’s position is that further investigations, regarding a range of key planning considerations, are required to determine whether any possible change from the lands current zoning could be supported in these sectors.”*

Infill dwelling targets on Page 96 of the sub framework document “The South Metropolitan Peel, sub-regional planning framework” are projected for the medium to long term. Table 2.4: Urban infill dwelling targets by local government lists total infill for Serpentine-Jarrahdale as 1,370 dwellings equating to an estimated infill population of 3010 by 2050.

The Australian Bureau of Statistics 2016 census results show the Shire of Serpentine Jarrahdale as the fastest growing local government in Australia; a population increase of 51 per cent from the 2011 results. If this amendment is approved, development of Lot 33 Hopkinson Road will see Cardup over-saturated with housing development and WAPC dwelling and population targets for 2050 erroneously realised within the very near future. The amendment of land at this time is premature and unnecessary to meet the long term projected targets for this region by 2050.

Furthermore, TABLE 3: Planning Investigation areas – key considerations list the Cardup sites as being a target for integration with the METRONET network. The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, which is located approximately 4km from the centre of this proposed amendment site. Clearly, an urban population on this site cannot be supported by the planned public transport network due to its considerable distance from the proposed Metronet site.

Point 2 – SJ2050 Vision

The shire conducted extensive, community driven consultation to determine the vision for the Serpentine Jarrahdale region and as a result the community’s aspirations have provided the shire with clear direction for the future.

Pg 25; The community most value the relaxed country lifestyle. The shire residents enjoy a lifestyle that is peaceful and quiet, they would like the tranquillity of the shire to be maintained as growth occurs.

This should be strategically retained and enhanced for the community to maintain its unique way of life.

Pg 26; Sprawling residential development. Residential development has been occurring in the shire at a substantial rate. This has resulted in little diversity in lot size and housing typology and little consideration has been given to the natural environment. As the shire continues to grow, future development will need to be strategically planned and controlled. Maintaining the uniqueness of the shire should be a key focus.

Pg 29; Rural Lifestyle – the rural lifestyle experienced by those living in the shire is something the local community wish to see maintained.

Point 3 – Amenity and Environment

The subject lot is surrounded by semi-rural properties and a bush forever site, Cardup Nature Reserve. Tree lines and remnant lone standing trees provide important foraging and nesting habitat for endangered fauna (Black Cockatoo), as well as refuges to support ground based fauna movement between the Bush Forever site and coastal plain to the west. A portion of the Cardup Nature Reserve is

classified as a Conservation Category Wetland and an Environmentally Sensitive Area, a portion of which extends into Lot 33 Hopkinson Road. We ask WAPC to recognise the environmental and natural (rural) character of the land as an important consideration.

A consequence of any change to zoning of the amendment site will result in land use conflicts. At the northern boundary, along Cardup Siding Road, are lot sizes of half an acre. The southern boundary abuts Orton Estate, comprising of five and 10 acre residential properties. The Western boundary is set aside for the Tonkin Highway extension. The eastern boundary is the bush forever site, known as Cardup Nature Reserve.

The site is also a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is an important example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

WAPC has a responsibility to carefully consider the proposed urban growth at the fringe of the metropolitan area to overcome the risk of unabated sprawl and to ensure a sustainable community for the future. We urge the WAPC to consult widely and exhaustively before imposing any zone change, ensuring that developers will be held accountable to higher design and construction standards, and avoid any clash of amenity with existing land holders and to maintain the natural environment for future generations.

Point 4 – Equine Strategy 2018

There is a niche equine cluster within the Shire of Serpentine Jarrahdale. The Shire of Serpentine Jarrahdale Equine Strategy 2018 (the Strategy) presented at the Ordinary Council Meeting 27 August 2018 seeks to establish goals and strategic actions to ensure continued support and development of the sector into the future. The shire has more horses than any other local government area in WA (Table 1)

Table 1 Horses in Registered Disciplines

Local Government Area	Racing		Equestrian Disciplines				Total
	Standardbred Horses	Thoroughbred Horses	Equestrian Horses	Pony Club Horses	Polocrosse Horses	Polo Horses	
Shire of Serpentine Jarrahdale	1085	445	792	963	333	258	3876
City of Swan	250	514	1251	1200	342	174	3731
City of Greater Geraldton	0	442	99	510	843	36	1930
Shire of Murray	496	225	258	387	183	0	1549
City of Rockingham	22	739	138	342	0	0	1241
Shire of Capel	202	299	132	318	162	0	1113
Shire of Mundaring	26	15	477	585	0	0	1103
City of Armadale	153	13	198	726	0	0	1090

The local equine community spends at least \$84 million on horses per year and 80% of this is spent at local suppliers and on local services. The Equine strategy clearly defines the existing Equine Facilities and Reserves which are critical to maintaining equine-based activities within the Shire. Directly abutting the proposed amendment area is Cardup Nature Reserve. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks (estimated to be approximately 5 km in length). The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. Allowing the amendment to proceed will significantly impact the Cardup nature reserve's continued use as an equine facility due to any development resulting in increased traffic, noise, population and safety of riders as a consequence of any dwellings abutting the reserve.

Point 5 – Education infrastructure

The amendment proposes to rezone the site from the Rural zone to the Urban Deferred zone to facilitate future residential development, interspersed with public open space corridors, centred around a local centre and primary school. The flow on impact of a new primary school on Lot 33 Hopkinson Road, Cardup has not been factored into existing Department of Education feeder primary schools into Byford secondary college. An additional primary school cannot be sustained by the local secondary school, Byford Secondary College, as enrolment projections in the colleges' IPS Business Plan 2017 – 2019 state maximum enrolment of over 2000 students will be achieved by 2022.

Point 6 – Crime Statistics

It is also a concern that high density housing will bring a higher crime rate to our area. Stealing offences, drug offences and many others have risen substantially in Byford since 2008. This data can be found on the following website; <https://www.abc.net.au/news/2018-02-17/crime-data-for-every-perth-suburb-revealed-by-wa-police/9447642>. This rise in crime coincides with the development of high density housing in the area.

We ask the WAPC to consider implementation of Perth and Peel @ 3.5 million through a whole-of-community commitment. These plans are only as good as the will to implement their vision on behalf of the communities they develop, *now and into the future*.

The evidence contained within our submission clearly demonstrates that Metropolitan Region Scheme Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup should be dismissed. We urge the WAPC to support the local community in this matter, and oppose this amendment.

Regards

Name removed at the request of the submitter

Response ID ANON-GMA6-WNUZ-Y

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 13:18:16

Introduction

1 What is your first name?

First name:
Charelle

2 What is your surname?

surname:
Ranieri

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
cuervo101@hotmail.com

5 What is your address?

address:
8 Learmouth Turn BYFORD WA 6122

6 Contact phone number:

phone number:
0448601798

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I, Charelle Ranieri a local resident of Byford, submit the below points to oppose the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 (minor amendment) Lot 33 Hopkinson Road Cardup. I urge the WAPC to carefully consider the implications of this amendment as it does not support to maintain the rural character and landscape of the region for current and future generations.

Byford Structure Plan

The Byford Structure Plan was developed to ensure that the Byford urban cell was confined up the edge of Cardup Brook / Tonkin Highway and that no urban development would occur to the south of Cardup Brook.

Land between Cardup Siding Road and Cardup Brook was permitted to be subdivided into one acre lots to act as a transition / buffer between the small lots in the Byford Urban Cell and the planned larger lots south of Cardup Siding Road.

Rural Strategy

Council's adopted Rural Strategy 2017 shows the land surrounding this site as:

Rural Living A and B on west side of Tonkin Highway
Rural Living B – Along Hopkinson Road

The large lot on the south side of the Cardup Siding Road was originally envisaged to be subdivided into rural lifestyle lots. This has now changed to an investigation areas as the land has been purchased by a land developer.

The community's expectations for many years was that land on the south side of Cardup Siding Road would be developed into larger lifestyle lots as has occurred on all the surrounding land and not developed into small urban lots.

The Shire of Serpentine and Jarrahdale 2050 Strategy Plan also supports this expectation by stating the community values the beauty of the landscape and believes it requires proper integration into residential development.

The accommodation of urban growth must align with the Shires strategy, and be sympathetic to rural lifestyle through encouraging the proponent to incorporate low density living.

Interface to surrounding land

Development of this site into small residential lots will create major interface and buffer issues for local residents and the community as outlined below:

- Large lifestyle lots to the east and south. These lots contain rural land uses such as horses, animals and rural activities that could create a nuisance to a dense urban environment (noise, dust, odours)
- Smaller lifestyle lots to the north. There must be a transition of lot sizes and adequate interface provided between the lots north of Cardup Siding Road and development to the south.

Residents do not want small 350-400m² lots fronting Cardup Siding Road and facing towards our community.

Vegetation along Cardup Siding Road should not be cleared to allow for driveways, roads, footpaths and for the installation of services.

Development will create a large increase in traffic on this local road.

Risk of large walls or rear fences being built on the edge of the property adjacent to Cardup Siding Road which is not in keeping with the rural amenity of the area.

If development is to occur, then a very wide vegetated / parkland buffer of at least 15 metres should occur. Alternatively, larger lots (4000m²) are established fronting Cardup Siding Road.

- Parks and Recreation zone along Cardup Siding Road. Large buffers with no development must be provided adjacent to the conservation reserve to provide adequate protection for bush fire risk and to protect flora and fauna.

High density living adjacent to the Cardup Nature Reserve will have significant impact on the native flora and fauna corridor linking the reserve to the Cardup Brook in the north.

TRAFFIC

Due consideration must be given to the implications of rezoning Lot 33 Hopkinson Rd in relation to traffic impact. If high density dwelling is extended into Lot 33, I ask who and how will the increase in traffic be mitigated? The Tonkin Hwy extension of 2021 proposes to stop access from Cardup Siding Road onto the future Tonkin Hwy extension. This therefore will direct traffic to Cardup Siding Road and Soldiers Road. Will Doley Road, situated in the northern Byford urban growth cell, be extended to connected to the proposed development be part of this proponents Structural Plan obligations? If not, how will the traffic be mitigated as the existing road networks will not accommodate high density living traffic. In addition, current street lighting is grossly inadequate on Hopkinson Road to support the additional traffic making it highly dangerous.

Aboriginal Heritage

Referencing Point 5 of the amendment, it is read the amendment was not referred to South West Aboriginal Land and Sea Council (SWALSC) as it was not expected to impact the Aboriginal heritage. Can you please demonstrate what studies were done to determine there is no Aboriginal heritage of significance worthy of interest and therefore SWALSC were not referred to? Other known planning sites in the metropolitan area have conducted site surveys of large development sites despite there being no known registered sites under the Aboriginal heritage listed sites; these developments were also severely degraded from pastoral use.

I urge the WAPC to oppose the MRS Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup due to the reasons detailed above.

Thankyou for your consideration.

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Response ID ANON-GMA6-WNU3-R

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 14:37:17

Introduction

1 What is your first name?

First name:
Jan

2 What is your surname?

surname:
de Jager

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
jan.dejager@covalentlithium.com

5 What is your address?

address:
264 Cardup Siding Road Byford 6122

6 Contact phone number:

phone number:
0438122198

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

As a resident of Byford and living at 264 Cardup Siding (Directly north of Lot 33 across Cardup Siding Road), I do oppose the development of Lot 33 for the following reasons:

1) Lot 33 is surrounded by Semi Rural property developments on the Northern, Western and Southern side and by a Nature reserve on the Western side. All the property and land developments referred to on the Northern, Southern and Eastern side are Rural Style developments where Lot sizes vary from 2000 sqm to 5 Acres. The Lots on the Northern side of which I attach a copy of my litle deed has restricted covenants registered over them which require owners to build farm-style houses to a minimum sqm stipulated.

Changing Lot 33 to "Urban deferred" will highly likely lead to future subdivision into smaller lots to make this economically viable for the proposed property developers as well as SJ Shire. I therefore believe that if the rezoning is accepted and subdivided into smaller lots which do not have the restricted covenants attached this will directly negatively impact the value of the surrounding properties.

2) Having a development in Lot 33 will destroy the Black Cockatoo population that are very regularly making the Green strips of trees their habitat.

3) Current road infrastructure in and around Byford does not support any further development. I am trying to get into the CBD from Cardup Siding Road in the morning and it at an average takes me 10 min in the morning to turn left from Hopkinson into Thomas Road

4) Sufficient open space areas should be left undeveloped to not destroy the rural feel of the current properties that these area surround

5) If development go ahead Cardup Siding Road should be straightened in the plan. The turn in the road should be re-engineered to avoid further accidents.

File upload:

Lot 264 Cardup Siding Road.PNG was uploaded



626

SUBMISSION 58 - ATTACHMENT

681

Hopkinson Rd

Turn

LOT 8025

BYFORD

Learmouth

Brixton

Culham

Vista

Cardup

Siding

Rd

LOT 180

182

184

190

Shire of Serpentine-jarrahdale

CARDUP

Landgate



Government of **Western Australia**
Department of **Education**

Submission 59

Your ref : 833-2-29-15 P1
Our ref : (RLS/0793)
Enquiries : D19/0246827

Ms Sam Fagan
Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6000

Department of Planning, Lands and Heritage Received	
Scanned	19 JUN 2019
Attachments	<input type="checkbox"/>
Scan QA	<input type="checkbox"/>
Doc No.	<input type="checkbox"/>
File No.	RLS/0793

M. Bubanic

Dear Ms Fagan

**Metropolitan Region Scheme Proposed Amendment 1353/57
Lot 33 Hopkinson Road, Cardup**

Thank you for your letter dated 1 April 2019 to provide the Department of Education (Department) the opportunity to comment on the proposed Metropolitan Region Scheme Amendment (Amendment) on the abovementioned property.

The Department, in collaboration with the Shire of Serpentine-Jarrahdale, are currently undertaking a review of the provision of public primary and secondary schools within the Byford District Structure Plan having regard to the future residential growth and student accommodation number of existing public schools serving the locality.

Byford Secondary College currently serves the Byford locality and the 2018 student projections indicate that the school will reach its site capacity by 2025. The Western Australian Planning Commission's Development Control Policy 2.4 – School Sites stipulates that a public secondary school is required to be provided for every four to five public primary schools within the catchment. However, in this instance, the Byford Secondary College currently serves a catchment area of eight existing public primary schools and three future public primary schools in the locality.

It is also worth noting that any future residential development on the land subject to this Amendment as well as the areas immediately to the south identified as 'Planning Investigation Area' under the Perth and Peel @ 3.5 million South Metropolitan Peel Sub-Regional Planning Framework will trigger the need for additional primary schools and consequentially impose further accommodation pressure on the Byford Secondary College.

Accordingly, the Department's position is to identify a new secondary school site within the Byford locality. Preliminary analysis of the existing and future land use in the locality contemplates two potential locations for a new secondary school site, either on land subject of this Amendment or the Byford Horse Trotting Complex vicinity which is bounded by Shine Road/Larsen Road to the north; Thatcher Road/Warburton Court to the east; Abernethy Road to the south; and Nightmarch Green/Galilee Close to the west. The Byford Horse Trotting Complex vicinity is currently zoned 'Rural' under the MRS and 'Special Residential' and 'Special Rural' use under the Shire of Serpentine-Jarrahdale's Town Planning Scheme 2.

However, given the challenges and uncertainty in securing a public secondary school site on either of the land identified above, the Department welcomes the opportunity to meet and discuss the above matter with the Department of Planning; Lands and Heritage prior to the determination of the proposed Amendment.

Should there be any questions, please do not hesitate to contact Mr Ikmal Ahmad, Principal Consultant on 9264 4435 or ikmal.ahmad@education.wa.edu.au

Yours sincerely



Matt Turnbull
**Manager Land and Property
Asset Planning and Services**

13 June 2019

Response ID ANON-GMA6-WNUD-9

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 15:23:20

Introduction

1 What is your first name?

First name:
SUSAN

2 What is your surname?

surname:
MARRIOTT

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
sorttransport@hotmail.com

5 What is your address?

address:
62 Baigup Loop
Cardup
WA
6122

6 Contact phone number:

phone number:
0895251873

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:
submission attached

File upload:
SUBMISSION LOT 33 HOPKINSON RD CARDUP.docx was uploaded

SUBMISSION 60 - ATTACHMENT

I'm a resident of Cardup; I have an equine property the northern boundary which forms part of the southern boundary of Lot 33 Hopkinson Road Cardup. I'm opposed to the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 (minor amendment) Lot 33 Hopkinson Road Cardup. The reasons for the opposition to the amendment are listed below.

1. Environment

The subject lot is surrounded by semi-rural properties and a bush forever site, Cardup Nature Reserve. Tree lines and remnant lone standing trees provide important foraging and nesting habitat for endangered fauna (Carnaby's Black Cockatoo), as well as refuges to support ground based fauna movement between the Bush Forever site and coastal plain to the west. A portion of the Cardup Nature Reserve is classified as a Conservation Category Wetland and an Environmentally Sensitive Area, a portion of which extends into Lot 33 Hopkinson Road. We ask WAPC to recognise the environmental and natural (rural) character of the land as an important consideration.

A consequence of any change to zoning of the amendment site will result in land use conflicts. At the northern boundary, along Cardup Siding Road, are lot sizes of half an acre to one acre. The southern boundary abuts Orton Estate, comprising of five and 10 acre equine residential properties. The Western boundary is set aside for the Tonkin Highway extension. The eastern boundary is the bush forever site, known as Cardup Nature Reserve.

Cardup Nature Reserve is listed as Carnaby's Black Cockatoo habitat under the Endangered Act 1999 (WWF). The DPAW lists one of the reasons for the threats to the black cockatoos as death and injury from vehicle collisions including loss of foraging habitat due to loss and degradation of vegetation. The proposed Brett road construction along the Eastern boundary of Lot 33 Hopkinson Rd and the connection to Doley Rd extension at Cardup Siding Road to accommodate the rezoning to Urban deferred will result in the deaths of these endangered birds. The recovery plans advocated by the DPAW include protecting and managing habitat, breeding and non-breeding and protection from vehicle collision. Protection of the Carnaby's Black Cockatoo will be impossible to maintain with the rezoning from rural to urban deferred and eventually high density urban housing. The Cardup Nature Reserve will become a dumping ground for residents household rubbish and degradation of the reserve by off road bikers.

The site is also a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is an important example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

WAPC has a responsibility to carefully consider the proposed urban growth at the fringe of the metropolitan area to overcome the risk of unabated sprawl and to ensure a sustainable community for the future. We urge the WAPC to consult widely and exhaustively before imposing any zone change, ensuring that developers will be held accountable to higher design and construction standards, and avoid any clash of amenity with existing land holders and to maintain the natural environment for future generations.

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Infill dwelling targets on Page 96 of the sub framework document "The South Metropolitan Peel, sub-regional planning framework" are projected for the medium to long term. Table 2.4: Urban infill dwelling targets by local government lists total infill for Serpentine-Jarrahdale as 1,370 dwellings equating to an estimated infill population of 3010 by 2050.

The Australian Bureau of Statistics 2016 census results show the Shire of Serpentine Jarrahdale as the fastest growing local government in Australia; a population increase of 51 per cent from the 2011 results. If this amendment is approved, development of Lot 33 Hopkinson Road will see Cardup over-saturated with housing development and WAPC dwelling and population targets for 2050 erroneously realised within the very near future. The amendment of land at this time is premature and unnecessary to meet the long term projected targets for this region by 2050.

Furthermore, TABLE 3: Planning Investigation areas – key considerations list the Cardup sites as being a target for integration with the METRONET network. The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, which is located approximately 4km from the centre of this proposed amendment site. Clearly, an urban population on this site cannot be supported by the planned public transport network due to its considerable distance from the proposed Metronet site.

3. SJ 2050 Vision

The Serpentine Jarrahdale Shire conducted extensive community consultation to determine the vision for the Serpentine Jarrahdale Shire region and this resulted in the community providing the Shire with a clear direction for the future.

Page 25: 27 % of the community valued the relaxed country lifestyle, The Shire residents enjoy a lifestyle that is peaceful and quiet, and they would like the tranquillity of the Shire to be maintained as growth occurs. This should be strategically retained and enhanced for the community to maintain its unique way of life.

25 % of the community think the natural beauty of the Shire should be preserved with the Darling Scarp, State Forest, Bush Forever areas i.e. Cardup Nature Reserve, and waterways making the natural environment a unique asset.

16 % of the community want the strong sense of community maintained, akin to a small country community.

Page 26: Sprawling residential development. Residential development has been occurring in the shire at a substantial rate. This has resulted in little diversity in lot size and housing typology and little consideration has been given to the natural environment. As the shire continues to grow, future development will need to be strategically planned and controlled. Maintaining the uniqueness of the shire should be a key focus.

Page 29: Rural Lifestyle – the rural lifestyle experienced by those living in the shire is something the local community wish to see maintained.

4. Equine Strategy 2018

There is a niche equine cluster within the Shire of Serpentine Jarrahdale. The Shire of Serpentine Jarrahdale Equine Strategy 2018 (the Strategy) presented at the Ordinary Council Meeting 27 August 2018 seeks to establish goals and strategic actions to ensure continued support and development of the sector into the future.

The shire has more horses than any other local government area in WA (Table 1)

Table 1 Horses in Registered Disciplines

Local Government Area	Racing			Equestrian Disciplines			Total
	Standardbred Horses	Thoroughbred Horses	Equestrian Horses	Pony Club Horses	Polocrosse Horses	Polo Horses	
Shire of Serpentine Jarrahdale	1085	445	792	963	333	258	3876
City of Swan	250	514	1251	1200	342	174	3731
City of Greater Geraldton	0	642	99	510	843	36	1930
Shire of Murray	496	225	258	387	183	0	1549
City of Rockingham	22	739	138	342	0	0	1241
Shire of Capel	202	299	132	318	162	0	1113
Shire of Mundaring	26	15	477	585	0	0	1103
City of Armadale	153	13	198	726	0	0	1090

The local equine community spends at least \$84 million on horses per year and 80% of this is spent at local suppliers and on local services. The Equine strategy clearly defines the existing Equine Facilities and Reserves which are critical to maintaining equine-based activities within the Shire. Directly abutting the proposed amendment area is Cardup Nature Reserve. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks (estimated to be approximately 5 km in length). The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. Allowing the amendment to proceed will significantly impact the Cardup nature reserve's continued use as an equine facility due to any development resulting in increased traffic, noise, population and safety of riders as a consequence of any dwellings abutting the reserve.

5. Education infrastructure

The amendment proposes to rezone the site from the Rural zone to the Urban Deferred zone to facilitate future residential development, interspersed with public open space corridors, centred around a local centre and primary school. The flow on impact of a new primary school on Lot 33 Hopkinson Road, Cardup has not been factored into existing Department of Education feeder primary schools into Byford secondary college. An additional primary school cannot be sustained by the local secondary school, Byford Secondary College, as enrolment projections in the colleges' IPS Business Plan 2017 – 2019 state maximum enrolment of over 2000 students will be achieved by 2022.

The evidence contained within my submission clearly demonstrates that Metropolitan Region Scheme Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup should be dismissed. I urge the WAPC to support the local community in this matter, and oppose this amendment.

Response ID ANON-GMA6-WNU9-X

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 15:26:02

Introduction

1 What is your first name?

First name:
Wayne

2 What is your surname?

surname:
MARRIOTT

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
sortransport@hotmail.com

5 What is your address?

address:
62 Baigup Loop
Cardup
WA
6122

6 Contact phone number:

phone number:
0895251873

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:
submission attached

File upload:
SUBMISSION LOT 33 HOPKINSON RD CARDUP.docx was uploaded

SUBMISSION 61 - ATTACHMENT

I'm a resident of Cardup; I have an equine property the northern boundary which forms part of the southern boundary of Lot 33 Hopkinson Road Cardup. I'm opposed to the Western Australian Planning Commission (WAPC) Metropolitan Region Scheme Amendment 1353/57 (minor amendment) Lot 33 Hopkinson Road Cardup. The reasons for the opposition to the amendment are listed below.

1. Environment

The subject lot is surrounded by semi-rural properties and a bush forever site, Cardup Nature Reserve. Tree lines and remnant lone standing trees provide important foraging and nesting habitat for endangered fauna (Carnaby's Black Cockatoo), as well as refuges to support ground based fauna movement between the Bush Forever site and coastal plain to the west. A portion of the Cardup Nature Reserve is classified as a Conservation Category Wetland and an Environmentally Sensitive Area, a portion of which extends into Lot 33 Hopkinson Road. We ask WAPC to recognise the environmental and natural (rural) character of the land as an important consideration.

A consequence of any change to zoning of the amendment site will result in land use conflicts. At the northern boundary, along Cardup Siding Road, are lot sizes of half an acre to one acre. The southern boundary abuts Orton Estate, comprising of five and 10 acre equine residential properties. The Western boundary is set aside for the Tonkin Highway extension. The eastern boundary is the bush forever site, known as Cardup Nature Reserve.

Cardup Nature Reserve is listed as Carnaby's Black Cockatoo habitat under the Endangered Act 1999 (WWF). The DPAW lists one of the reasons for the threats to the black cockatoos as death and injury from vehicle collisions including loss of foraging habitat due to loss and degradation of vegetation. The proposed Brett road construction along the Eastern boundary of Lot 33 Hopkinson Rd and the connection to Doley Rd extension at Cardup Siding Road to accommodate the rezoning to Urban deferred will result in the deaths of these endangered birds. The recovery plans advocated by the DPAW include protecting and managing habitat, breeding and non-breeding and protection from vehicle collision. Protection of the Carnaby's Black Cockatoo will be impossible to maintain with the rezoning from rural to urban deferred and eventually high density urban housing. The Cardup Nature Reserve will become a dumping ground for residents household rubbish and degradation of the reserve by off road bikers.

The site is also a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is an important example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

WAPC has a responsibility to carefully consider the proposed urban growth at the fringe of the metropolitan area to overcome the risk of unabated sprawl and to ensure a sustainable community for the future. We urge the WAPC to consult widely and exhaustively before imposing any zone change, ensuring that developers will be held accountable to higher design and construction standards, and avoid any clash of amenity with existing land holders and to maintain the natural environment for future generations.

2. Perth and Peel@ 3.5million

The 118.4 ha site at Lot 33 Hopkinson Road Cardup is earmarked as an Urban Expansion area under Perth and Peel @ 3.5 Million. Together with The South Metropolitan Peel, sub-regional planning framework document WAPC outlines the need for significant investigation into servicing, in particular, drainage, electricity supply, water supply and wastewater management.

Page 20 of the framework document classifies land within Cardup as; *"The WAPC's position is that further investigations, regarding a range of key planning considerations, are required to current zoning could be supported in these sectors."*

Infill dwelling targets on Page 96 of the sub framework document "The South Metropolitan Peel, sub-regional planning framework" are projected for the medium to long term. Table 2.4: Urban infill dwelling targets by local government lists total infill for Serpentine-Jarrahdale as 1,370 dwellings equating to an estimated infill population of 3010 by 2050.

The Australian Bureau of Statistics 2016 census results show the Shire of Serpentine Jarrahdale as the fastest growing local government in Australia; a population increase of 51 per cent from the 2011 results. If this amendment is approved, development of Lot 33 Hopkinson Road will see Cardup over-saturated with housing development and WAPC dwelling and population targets for 2050 erroneously realised within the very near future. The amendment of land at this time is premature and unnecessary to meet the long term projected targets for this region by 2050.

Furthermore, TABLE 3: Planning Investigation areas – key considerations list the Cardup sites as being a target for integration with the METRONET network. The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, which is located approximately 4km from the centre of this proposed amendment site. Clearly, an urban population on this site cannot be supported by the planned public transport network due to its considerable distance from the proposed Metronet site.

3. SJ 2050 Vision

The Serpentine Jarrahdale Shire conducted extensive community consultation to determine the vision for the serpentine Jarrahdale Shire region and this resulted in the community providing the Shire with a clear direction for the future.

Page 25: 27 % of the community valued the relaxed country lifestyle, The Shire residents enjoy a lifestyle that is peaceful and quiet, and they would like the tranquillity of the Shire to be maintained as growth occurs. This should be strategically retained and enhanced for the community to maintain its unique way of life.

25 % of the community think the natural beauty of the Shire should be preserved with the Darling Scarp, State Forest, Bush Forever areas i.e. Cardup Nature Reserve, and waterways making the natural environment a unique asset.

16 % of the community want the strong sense of community maintained, akin to a small country community.

Page 26: Sprawling residential development. Residential development has been occurring in the shire at a substantial rate. This has resulted in little diversity in lot size and housing typology and little consideration has been given to the natural environment. As the shire continues to grow, future development will need to be strategically planned and controlled. Maintaining the uniqueness of the shire should be a key focus.

Page 29: Rural Lifestyle – the rural lifestyle experienced by those living in the shire is something the local community wish to see maintained.

4. Equine Strategy 2018

There is a niche equine cluster within the Shire of Serpentine Jarrahdale. The Shire of Serpentine Jarrahdale Equine Strategy 2018 (the Strategy) presented at the Ordinary Council Meeting 27 August 2018 seeks to establish goals and strategic actions to ensure continued support and development of the sector into the future.

The shire has more horses than any other local government area in WA (Table 1)

Table 1 Horses in Registered Disciplines

Local Government Area	Racing			Equestrian Disciplines			Total
	Standardbred Horses	Thoroughbred Horses	Equestrian Horses	Pony Club Horses	Polocrosse Horses	Polo Horses	
Shire of Serpentine Jarrahdale	1085	445	792	963	333	258	3876
City of Swan	250	514	1251	1200	342	174	3731
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Shire of Murray	496	225	258	387	183	0	1549
City of Rockingham	22	739	138	342	0	0	1241
Shire of Capel	202	299	132	318	162	0	1113
Shire of Mundaring	26	15	477	585	0	0	1103
City of Armadale	153	13	198	726	0	0	1090

The local equine community spends at least \$84 million on horses per year and 80% of this is spent at local suppliers and on local services. The Equine strategy clearly defines the existing Equine Facilities and Reserves which are critical to maintaining equine-based activities within the Shire. Directly abutting the proposed amendment area is Cardup Nature Reserve. This 71 ha nature reserve is situated in Cardup and accommodates equestrian riders along the perimeter firebreaks (estimated to be approximately 5 km in length). The site is managed by the Department of Biodiversity, Conservation and Attractions and is an existing equine facility. Allowing the amendment to proceed will significantly impact the Cardup nature reserve's continued use as an equine facility due to any development resulting in increased traffic, noise, population and safety of riders as a consequence of any dwellings abutting the reserve.

5. Education infrastructure

The amendment proposes to rezone the site from the Rural zone to the Urban Deferred zone to facilitate future residential development, interspersed with public open space corridors, centred around a local centre and primary school. The flow on impact of a new primary school on Lot 33 Hopkinson Road, Cardup has not been factored into existing Department of Education feeder primary schools into Byford secondary college. An additional primary school cannot be sustained by the local secondary school, Byford Secondary College, as enrolment projections in the colleges' IPS Business Plan 2017 – 2019 state maximum enrolment of over 2000 students will be achieved by 2022.

The evidence contained within my submission clearly demonstrates that Metropolitan Region Scheme Amendment 1353/57 – Lot 33 Hopkinson Road, Cardup should be dismissed. I urge the WAPC to support the local community in this matter, and oppose this amendment.

Response ID ANON-GMA6-WNUK-G

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 15:34:08

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

Where will this stop?

People living in Cardup through to Mundijong and onwards are here for the lifestyle. If we wanted to live on top of each other in dog boxes we would buy in areas zoned for that. I oppose the rezoning for the following reasons:

I specifically, personally brought a built/ older house out in Cardup for the lifestyle. If the rezoning of this land at Lot 33 Hopkinson Rd, Cardup goes ahead the area will be just like the glades and other dog box areas. If I wanted to live like that I would have spent my near on million dollars elsewhere. The zoning proposed is ridiculous and will put a major impact on cardup siding road in particular. I never spent my money to live like that. Also, if I do choose to move and sell, will my resale value be anywhere near as high since people move here for the 'rural feel'. All that in mind, when I purchased there was NO planning to this effect, hence why I chose this area.

The wildlife. I see mobs of roos nesting on the land that you are proposing to rezone. I see ENDANGERED black cockatoos flying freely over the land and perching on all of the trees around. Where will they go if you keep pushing them out? The Cardup Nature reserve next to the proposed area will nowhere near be large enough to house these creatures who don't have a say.

In recent conversations to the council, they specifically say that their goal is to 'protect public health and amenity and managing environmental risks'. A way to do that would be to LISTEN to what the rate paying landowners are saying. My family and my health will be impacted. I live in a rural/semi-rural area for my health both emotionally and physically.

I suggest if the land HAD to be used for anything, turning it into a continuation of the Cardup Nature reserve. plant more native trees to help improve the earth and cater to our beautiful wildlife, that is already endangered enough. Create a bridle/ walk path through the new reserve for the local horse population.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNU2-Q

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 15:46:23

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

File upload:

CARDUP OBJECTION SUBMISSION MRS 1353 57.docx was uploaded

SUBMISSION 63 - ATTACHMENT

MRS Minor amendment 1353/57 - Lot 33 Hopkinson Road Cardup

I am strongly opposed the proposed amendment to the Metropolitan Region Scheme for the above mentioned parcel of land.

The proposed rezoning to Urban is unsuitable for this area of Cardup. There is no necessity for rezoning to Urban development for such a large parcel of land identified as Lot 33 Hopkinson road. The State Government's draft document "Strategic Assessment of Perth & Peel Regions" identifies the subject land as "Urban Expansion" with a "**Long Term (Beyond 2031)**" designation in the frameworks Urban staging plan. To bring forward this development is premature & to consider an Urban rezone for this parcel of land is unsuitable & would negatively impact the Cardup region, community & environment as noted below:

1. There is no demand / requirement for such a high density proposal within this area as there is already so much being over developed in Byford. This region will be at risk of being saturated with an oversupply of small block sizes due to a reckless, unsuitable zoning/subdivision, with the Developers & owners of this proposal clearly benefitting financially, however existing residents, who have invested in this area specifically for the rural lifestyle, will be subject to this impact on their rural lifestyle. Future development if this area should be in keeping with the "**Semi Rural/ Rural Living**" of which the Shire of Serpentine Jarrahdale promote within their published document "**SJ-2050- Visioning Document.**"
2. Housing diversity is important, hence all the more reason to consider Rural/ Special Rural zoning in favour of Urban zoning for Lot 33 Hopkinson Road. This region already has sufficient land surrounding Cardup of which has already been zoned Urban. The neighbouring suburb of Byford has fulfilled that requirement for Urban zoning diversity, however this area requires more Rural, Special Rural zoning to achieve this diversity.
3. There are many other parcels of land across the Perth & Peel region of which would be deemed far more suitable for "Urban Zoning".
4. The Developers & Owners of this parcel of land in conjunction with the WAPC need to be mindful that CARDUP is a very unique pocket / suburb of which is clearly reflected in the quiet, Rural, Semi-Rural Living of which is the prime reason residents within this Shire reside within this area in the first instance and this needs to be protected from the extensive & invasive Urban development currently being proposed. The "Urban" rezoning is clearly not suitable for this parcel of land.
5. I reiterate, this development is not in keeping with the Semi-Rural living/lifestyle of which the Shire of Serpentine Jarrahdale promote & what residents within this community desire for this region. I specifically refer to their published document "**SJ-2050- Visioning Document.**" This documents highlights the importance of protecting this special semi-rural region. The Semi-rural lifestyle is what has attracted residents to invest in larger lot sizes / acreage properties within this region. Should there be a requirement for development of this land, then this should be in keeping with the Shire's Rural Strategy & Town Planning Scheme. **Extensive research has been undertaken by the Shire to ascertain what the Community envisaged for the future of this region and this proposal doesn't align with the vision of the Shire or the local community.**

Maintaining the Rural lifestyle is of the utmost importance to residents and this vision is also fully supported by the Shire.

O/Pge

Page 2

6. There is no adequate infrastructure or public transport to service & cope with a concentrated Urban development as proposed. The proposed Byford Train Station (Metronet) is planned for the Byford Town Centre, this is a considerable distance (over 4kms) from the proposed development.
7. This development will have an environmental impact on surrounding Special Rural properties. The developers have not carried out adequate research to determine the extent of this impact in the long term.
8. More open space is required to create a healthier community.
9. If rezoned as Urban, this would allow the developers to potentially subdivide the lots down to a minimum of 150 sqm. The developers and owners of this parcel of land will be focussing on maximising their return, therefore there is a very real, strong possibility that an Urban subdivision with block sizing of 150 sqm could potentially happen, unless this application for Urban zoning is declined. Stringent conditions should be implemented to prevent this "Urban zoned" subdivision being approved in order to protect this beautiful, quiet, semi rural suburb of Cardup.
10. Statistics have proven that the crime rate increases with high density living. **We should be working towards promoting a safer Community – not put the community at risk.** The Western Australian Police Department are already struggling to maintain a service to keep the community safe due to the increase in crime within this region. Referring to the WA Police crime statistic report the rate of crime has sharply increased. In 2011 there were 415 offences reported for Byford. This has escalated to 1043 offences reported in 2018. Additional, concentrated, Urban development within this region will have a direct impact on the community and place more pressure on already strained Police resources. WA Police will not be able to adequately serve this region and unfortunately, Government funding doesn't allow for additional resources to be allocated, resulting in putting the Community at risk unnecessarily.
11. I, along with the Community of Cardup & the wider community, feel it of the utmost importance that the WAPC do not approve this Urban rezoning and please consider the impact this will have on the community within this region. It is vitally important that this rural parcel of land is not destroyed, as this provides the community with **much needed diversity in favour of over developed land saturated with housing development.**

Response ID ANON-GMA6-WNUG-C

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 16:36:36

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I oppose the amendment due to the following reasons:

Several other areas in close proximity identified as urban that have not yet been developed so no immediate need.

2018 equine strategy proved the equestrian community generated \$168 million to the area, they do not support this

Previous planning outlined in Sj 2050 projected outlook does not align with amendment.

Roads cannot support current traffic let alone increased traffic to the area.

No amenities to support increase of population to Cardup

Bush forever area with endangered species, including cockatoos

Further loss of Kangaroo habitat.

File upload:

No file was uploaded

Response ID ANON-GMA6-WNU1-P

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 16:55:14

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

We moved to Cardup in December 2017 we moved here because of the rural lifestyle. It is getting harder and harder to find places that are not just roof city's. We wanted room to grow some veggies, get some pets and a horse for our children, and room for a granny flat so my parents could be close. In most places now that can't be done as people live on top of each other. I feel really sad at the thought that this change will mean that there are lots of little blocks (soon to be just another roof city) so very close. We love seeing other hobby farms, the sheep, the cows and horses around, we love access to the bridal trails. Have you seen the mess that blows into the the trails from the area that is lots of little houses, you don't get that in the big blocks. If there has to be a change can't it at least keep with the theme and be 5 acre lots that match what is hear? Why does anything have be turned into roof cities? With roof cities comes so many more people and with more people come more break in and other crime. Please keep our lovely Cardup the way it is.

File upload:

No file was uploaded

Response ID ANON-GMA6-WN1P-H

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 16:56:36

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

We bought a property in this area on 5 acres with my children's grandparents only 18 months ago because we wanted to live in a rural / semi rural area. We wanted to live in an equine area that is horse friendly and that's what we have. By rezoning this farm to small houses you will destroy the area. It will no longer be a quiet horse friendly area. If it must be developed, keep it in line with the area. Minimum 5 to 10 acre properties

File upload:

No file was uploaded

Response ID ANON-GMA6-WN17-R

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 17:00:25

Introduction

1 What is your first name?

First name:
Katherine

2 What is your surname?

surname:
Sturges

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
ks.sturges@hotmail.com

5 What is your address?

address:
92 Cavanagh Close, Cardup

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I strongly oppose the amendment for multiple reasons, though primarily being LOSS OF AMENITY.

The land in question, Fremnells Dairy, (InHerit ID 24405) listed as a Category 4 by the Australian Heritage Council in 2000, defined as follows, "conservation desirable of some significance on an individual level or significant in contributing to local character or streetscape value".

This is why I live here. Local character. To amend the zoning to Urban would detract and destroy that "country feel" appeal of the area. Our local character and tranquility is what the community most value here in the shire, as per the SJ2050 Vision (pg 25). I very recently bought my 5 acre equine property in Cardup and have moved here for this very reason.

I grew up in rural Canning Vale and watched as my home and its surrounds were developed for urban residential living. Please do not let this happen here.

File upload:

No file was uploaded

Response ID ANON-GMA6-WN13-M

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 17:06:02

Introduction

1 What is your first name?

First name:
Shannon

2 What is your surname?

surname:
Summers

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
shannon@lunecorp.com.au

5 What is your address?

address:
27 Gallagher way
Cardup
6122

6 Contact phone number:

phone number:
0427089419

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I own a 2hectare property not far from the proposed Cardup redevelopment.
It would be preferable for me that it didnt go ahead for obvious reasons. (higher population = higher crime/ noise/ traffic)

File upload:

No file was uploaded

Response ID ANON-GMA6-WN18-S

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 17:06:20

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

Having an urban zoned and developed area situated in the middle if Cardup is a terrible idea. Small urban blocks do not fit with the life style here in Cardup. The environmental impacts will be ALL negative. There is a stream that flows through Cardup and the area that is wanting to be rezoned is also right next to a bushland reserve with lizards, snakes, bandicoots and a few kangaroos. This type of development brings people (working and living) who don't care about the area or its existing residents and wildlife.

The people if Cardup moved out here for a type of lifestyle that is NOT zoned urban. There are plenty of small urban areas in Byford suburb next door. Cardup does not need small blocks. Rezoning is allowing another greedy developer to destroy a whole communities way of life. Small blocks won't sell, they will have to reduce the price and it will bring undesirable people to our neighbourhood - this is what had happened in Byford next door. The west side of Cardup has over 20 single acre+ blocks for sale that have been on the market for years! Small blocks will not sell unless they are dirt cheap, which would reduce the value of existing residents properties.

Do not rezone this area. Cardup residents do not support it.

File upload:

No file was uploaded

Response ID ANON-GMA6-WN1U-P

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 17:07:36

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

We live in a lovely area of acreages and larger lots. Lovely trees, horses, sheep and other farm animals. To have small suburban lots at our doorstep will destroy vegetation and nature reserves.

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Response ID ANON-GMA6-WNUY-X

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 17:31:53

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I would like to oppose the application to urban deferred. I would propose a lower impact classification of special rural would be much more aligned with the surrounding properties and the valuable carnaby cockatoo habitat in the adjacent Cardup nature reserve.

Leading practice development could support support additional banksia woodland regeneration areas as part of future development and would be much more suitable in semi rural environments. I propose the project does not go ahead as there are many other pockets of land in greater proximity to the city and facilities and services - the area between Armadale and gosnells being one.

I would also like to oppose the development on the grounds it is not in keeping with the rural lifestyle a stated assert of this shire and would lead to future impact to amenity and safety of the area. I would like to repeat I am comfortable with special rural development, but not urban deferred.

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Response ID ANON-GMA6-WN14-N

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 17:37:53

Introduction

1 What is your first name?

First name:

Name and contact details removed at the request of the submitter

2 What is your surname?

surname:

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

4 What is your email address?

Email:

5 What is your address?

address:

6 Contact phone number:

phone number:

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

This area borders a natural reserve and future Tonkin Highway and numerous rural properties. I cant see the point in putting in a small estate which potentially will impact on local wildlife. The area must maintain some rural aspect which unfortunately is being lost because of the high density and increasing amount of urban development within the Serpentine/ Jarrahadale Shire. Kind Regards. Peter

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Response ID ANON-GMA6-WN1J-B

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 19:03:33

Introduction

1 What is your first name?

First name:
Judith

2 What is your surname?

surname:
Sabine

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
krraleashowponies1@gmail.com

5 What is your address?

address:
19 bullock drive oakford 6121

6 Contact phone number:

phone number:
0407970605

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

I moved out here 20 years ago for a peaceful quiet life. Since byford has exploded the peace has been shattered. The traffic has increased so much, the noise from trucks motor bikes etc at times is unbearable. We have police car sirens waking one in the middle of the night, crime has increased dramatically where I no longer feel safe in my own home. I thought serpentine jarrahdale shire wanted keep a rural theme in byford. Not sure how that can happen with so many houses being built. Nothing rural about that. Subdividing lot 33 Hopkinson road will just increase the traffic down Hopkinson rd. We ride our ponies around the bush forever site behind lot 33 but with the increased traffic it has become unsafe to do so, so with that subdivision it will make impossible to do so. More trees will go to make way for the subdivision as what has happened along abernethy rd with the upgrade. Is this what we have to give up for "progress". I am really upset as to what has happened to our lovely rural area

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Response ID ANON-GMA6-WN1V-Q

Submitted to Metropolitan Region Scheme Amendment 1353/57 - Lot 33 Hopkinson Road, Cardup
Submitted on 2019-06-14 19:55:51

Introduction

1 What is your first name?

First name:
Marine

2 What is your surname?

surname:
Tinguely

3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

4 What is your email address?

Email:
marine@innerbalancebowen.com

5 What is your address?

address:
35 fremnells vale cardup

6 Contact phone number:

phone number:
0428044424

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

Oppose

8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

Submission:

Been a horse owner and purchase recently a horse property, i am very worries about having a lot of residential near us (few streets away) . Cardup has been resided by a lot of people who own horses, we love going around the cardup reserve to exercice our horses and take them out for a trail ride. Our road are getting more busy each day and by the implatation of big residential near by this make it even more dangourous on the road for us horse rider.People who does not know about horses are driving too fast and make it unsafe for us and with all the residential this will make it a lot more worse.

Also, will the urbanisation just beside the reserve will impact on horse rider going around ? I can answer this question and i know it will be a yes! Why? Because of the noises , people will polute (like anywhere else) bushes and the reserve will be like a rubbish bin , Also, with the new populated area just beside the reserve , this will make a real challenge for the horses to be ridden anymore around the firebreak. (spooky from noise, people , rubbish and more) .

In conclusion for my point of vue, i bought that place in cardup because it was safe and quiet , a beautiful horse area , a beautiful surrounding with magnificent property . We bought in cardup because it was different than been in byford who was getting more city every day.

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Your Ref: 833-2-29-15 P1 (RLS/0793)
Our Ref: F-AA-40543/3 D-AA-19/23480

Ms Sam Fagan
Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Attention: Mr Andrew Thomas, Senior Planning Officer

Department of Planning, Lands and Heritage Received	
Scanned: 11 JUN 2019	<input checked="" type="checkbox"/>
Attachments:	<input type="checkbox"/>
Scan QA: A16122623	<input type="checkbox"/>
Doc No:	
File No: RLS/0807	

Marija Subanic

Dear Ms Fagan

MRS PROPOSED AMENDMENT 1353/57 – LOT 33 HOPKINSON ROAD, CARDUP

Thank you for your letter of 19 February 2019 requesting comments from the Department of Health (DOH) on the above proposal. The DOH provides the following comment:

1. Water Supply and Wastewater Disposal

The development is required to connect to scheme water and reticulated sewerage, and be in accordance with the *Government Sewerage Policy Perth Metropolitan Region*. Any on-site recycled wastewater treatment process is to be in accordance with DOH publications available at: http://ww2.health.wa.gov.au/Articles/N_R/Recycled-water

2. Public Health Impacts

The DOH document '*Evidence supporting the creation of environments that encourage healthy active living*' is enclosed and may assist you with planning elements related to this structure plan: https://ww2.health.wa.gov.au/Articles/F_I/Health-risk-assessment

3. Medical Entomology

The proposal is located in an area that may be prone to mosquitoes as wetlands are in the vicinity. Stormwater management infrastructure such as culverts, road drainage systems etc. should be in accordance with the Department of Water publication '*Stormwater Management Manual for Western Australia*', and to the satisfaction of the local government. Further information can be found at: http://ww2.health.wa.gov.au/Articles/J_M/Mosquito-management

Should you have queries please contact Vic Andrich on 9222 2000 or ehinfo@health.wa.gov.au.

Yours sincerely

Matthew Lester
A/EXECUTIVE DIRECTOR
ENVIRONMENTAL HEALTH DIRECTORATE

29 May 2019



Evidence supporting the creation of environments that encourage healthy active living

This evidence brief summarises the literature supporting the creation of environments that encourage healthy active living. It is designed to be used by State and Local Governments and developers, seeking to create new or redevelop existing neighbourhoods. It is structured according to six key components of urban development, and includes a rationale for action and a summary of the key design elements that have demonstrated effectiveness in increasing healthy active living.

The way in which our neighbourhoods and cities are designed can have a profound impact on the degree to which people can live healthy lifestyles (particularly in relation to active living and access to fresh and healthy food). Creating supportive built environments is well recognised as a means of improving health and wellbeing, whilst also contributing to a reduction in traffic congestion and parking problems, and improved social and environmental outcomes.

The Department of Health supports the incorporation of healthy design elements into urban development that encourage healthy active living. Design elements that are supported by current evidence are described below. Further information on each design element and the evidence base supporting these can be found at www.healthyactivebydesign.com.au

Mixed Land Use

The location of different land uses and destinations relative to each other has a large impact on how accessible they are and how people travel to and between different places¹. A good land use mix enables residents to fulfil a variety of daily activities where they live, work and play (e.g. shopping precincts, schools, employment, community spaces, recreation facilities and open spaces). The more of these land uses and destinations that exist within walking distance, the more likely residents are to walk, cycle or use public transport to get to those places^{2, 3}.

Convenient access to fresh and healthy food can improve healthy eating⁴⁻⁶. Land use planning can impact on all parts of the 'paddock to plate' food chain (growing/producing, processing, transporting, distributing and selling food) which in turn affects the supply, access and cost of fresh and healthy food for the community⁷⁻⁹.

Design Elements

- Developments should have a compact mix of land uses and groupings of destinations within walking distance of most residents^{3, 10-15}. Key destinations include retail, fresh and healthy food outlets, public open space, services, sport and recreation, local employment, schools, and community facilities.
- To ensure the availability and accessibility of fresh and nutritious food, arable land needs to be protected and appropriate land should be available for the production, storage, distribution and transportation of food^{11, 16}. On a smaller scale, vacant public land, parks and streetscapes can be used to provide local opportunities to produce locally grown fruit and vegetables.

Activity Centres

Developing activity centres and main streets with a mix of land uses and destinations within walking distance of most residential dwellings can support active transport^{3, 10-15, 17}. The co-location and grouping of destinations within the centre allows for multiple activities to be undertaken which is more conducive for active transport (walking, cycling and public transport). With growth and higher residential density increasingly occurring around the network of activity centres, it is even more critical that access via active transport modes is prioritised.

The provision of fresh and healthy food stores within the mix of destinations in a centre is important to provide access to fresh and healthy food and encourage its consumption^{10-12, 15, 17}. This could be through large supermarkets, grocery stores, smaller fruit and vegetable retailers and farmers markets.

Design elements

- Developments should create activity centres with a mix of land uses and destinations that meet daily living needs within walking distance of most residential dwellings^{3, 11-14} and near public transport.
- Centres should be surrounded by walking, cycling and public transport routes that are put in place early to enable access to key services and destinations from the outset¹⁸.
- Centres should provide a high quality, attractive and safe public realm, and be structured in main street formats that are not dominated by car parking.
- Centres should provide a variety of fresh and nutritious food outlets (supermarkets, grocery stores, farmers markets)^{10-12, 15, 17}.

Movement Network

Active transport is well recognised as a means of improving health and wellbeing, whilst also contributing to a reduction in traffic congestion and parking problems and improved environmental and social outcomes^{19, 20}.

Car-centric infrastructure and urban planning has seen an increasing reliance on the car, associated traffic congestion, less walking and cycling for short trips and increased sedentary behaviour. Creating environments that support replacing short car trips with walking, cycling or public transport (which usually involves a walking or cycling trip to the stops and between destinations) and recreational walking and cycling can reduce overweight and obesity and improve overall health¹⁹.

Local access to a variety of good quality, affordable fresh and healthy food is reliant on the food transport system. As well as costing more, the range and quality of foods available decrease with increasing distance from Perth. A movement network that provides an effective food transport system locally and across the state can help to overcome this.

Design elements

- Developments should provide an accessible, connected movement network integrating walking, cycling and public transport in which neighbourhoods, centres and destinations are connected to each other¹¹⁻¹⁵. Walking and cycling routes should be continuous, connected²¹⁻²⁸, convenient, direct and legible with paths located on at least one, but ideally both sides of the street^{3, 11-13, 21-23, 29-31}.
- Development should provide a safe, functional and attractive environment to support walking, cycling and public transport and maximise pedestrian safety by heightening visibility³², providing safe places to cross streets^{22, 33}, minimising the potential for conflicts with motorists and providing amenities that enhance functionality and comfort^{34, 35}.
- Public transport should be available and accessible and be a viable and attractive alternative transport option. Transit stops should be located within walkable catchments of all residents, workplaces and key destinations along well connected streets and in safe locations^{2, 36, 37}.
- The movement network should integrate appropriate infrastructure for the efficient and timely transport of fresh and healthy food around the state to ensure access by all.

Public Open Space

The provision of high quality attractive parks and public open spaces helps to create an enjoyable and attractive neighbourhood environment in which to walk or cycle^{28, 38}. Parks provide opportunities to be active within them and those living closer to a park or having more parks are more likely to be active^{24, 39-44} and have a healthier weight⁴⁴. Having more parks and a greater public open space area⁴⁵ can also increase physical activity. The inclusion of footpaths, trails, natural play spaces, sport facilities/courts, equipment and playgrounds has been shown to encourage park use and physical activity within parks⁴⁵⁻⁴⁸. This is becoming increasingly important for those living in higher density housing without a private backyard⁴⁹.

Parks can provide opportunities to grow and provide local access to fresh and healthy foods. Community gardens can positively influence a healthy diet, provide greater access to fruit and vegetables^{50, 51}, enable residents to consume more fruit and vegetables⁵² and provide opportunities to be active^{51, 52}. Parks and community gardens also improve social activity and social connections with neighbours^{50, 53} and offer improved mental health outcomes^{51, 52}.

Design elements

- Developments should provide a range of quality public open spaces to contribute towards the recreation, physical activity, health and social needs of the community.
- Parks and open spaces should be located within walking distance of most residents^{3, 11-13}, along connected routes^{3, 12, 13} and be co-located with other community facilities to encourage access by walking or cycling.
- The design of parks and open space and the infrastructure provided within them should cater for a variety of users to undertake a mix of activities that increase physical activity, provide access to healthy nutritious foods (through community gardens) and prevent injury.

Housing Diversity

A combination of higher residential density and mixed land use can increase walking among adults, particularly walking for transport^{24, 41, 49, 54-57}. Higher densities and smaller lot sizes generally result in the creation of more compact uses of land decreasing the distances between destinations. This increases the likelihood that people will walk and cycle for transport,⁵⁸⁻⁶¹ and also provides increased patronage to support local businesses, services and facilities^{3, 62}.

Design elements

- Developments should provide a range of residential lot sizes and choice of housing types within walking distance of key destinations¹⁴.
- Residential densities should be increased in areas within close proximity to mixed use centres, local employment, community facilities and public transport^{3, 14, 29}.
- Lot layouts could be oriented to maximise opportunities for residents to grow fruit and vegetables, especially in areas with limited access to fresh and healthy food.
- *Crime Prevention Through Environmental Design* features should be incorporated to lessen the opportunity for crime and enhance personal safety, traffic safety, property safety and security. This will contribute to streetscape amenity which in turn encourages walking, cycling and use of public spaces^{32, 36}.

Schools

Environments that support children and their parents to walk, cycle or use public transport to get to school increases their physical activity and reduces traffic in the local community⁶³. Living in close proximity to school is one of the most consistent predictors of walking or cycling to school^{33, 64-68}. Infrastructure that maximises connectivity and safety is also critical so the environment surrounding the school must also incorporate connected pathways, traffic management and safe crossings⁶⁹.

Schools grounds are an ideal location for students to achieve part of their daily physical activity needs. The provision of playspaces, sports facilities, line markings for games and grassed areas increases the likelihood that students will be active during recess and lunch⁷⁰⁻⁷³. Enabling community use of these facilities outside of school hours has also been shown to increase the community's physical activity^{74, 75}.

Growing fresh and healthy food through school kitchen gardens can increase children's exposure to fruit and vegetables⁷⁶ and can encourage healthier diets and fruit and vegetable consumption⁷⁶. Extending the school garden to be accessible to the wider community outside of school hours can facilitate shared maintenance and shared benefits.

The food environment and presence of food stores around schools also plays an important role in children's daily exposure of healthy or unhealthy foods, which can influence healthy eating behaviours. Emerging evidence is showing that the closer someone is to fresh and healthy food outlets the more likely they are to consume healthy products⁷⁷.

Design elements

- Developments should locate schools within 800m walkable catchments of most residents that are integrated with connected walking and cycling networks and serviced by public transport routes (where appropriate) to enable students to conveniently and safely access the school via means other than the car³.
- School grounds and facilities should be designed to encourage active and unstructured play during school hours. Site design should enable shared use by the general public outside of school hours.
- End of trip facilities should be provided within schools to encourage walking and cycling to school (e.g. bike racks).
- School grounds could be utilised to grow fresh and healthy food³.
- School car parks and ovals could be designed to host farmers markets to enable fresh and healthy food to be sold locally, particularly in areas underserved by fresh and healthy food stores.
- Consider limiting the location of fast food outlets in close proximity of schools⁷⁸.

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Shire of
Serpentine
Jarrahdale

All enquiries to Jake Spiteri of Development Services on 9526 1111
Our ref: SJ206:OC19/9224

6 June 2019

Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Department of Planning,
Lands and Heritage
Received

Scanned 14 JUN 2019
Attachments
Scan QA
Doc No. A10126803
File No. RLS/0807



Dear Sir/ Madam

Metropolitan Region Scheme Amendment 1353/57 (Minor Amendment) - Lot 33 Hopkinson Road, Cardup

The Shire of Serpentine Jarrahdale refers to the above Metropolitan Region Scheme (MRS) amendment, which is currently being advertised by the WAPC. The amendment proposal seeks to rezone approximately 118.4 hectares from the Rural zone to the Urban Deferred zone in the Metropolitan Region Scheme (MRS). The Shire raises significant concerns with the proposal, due to its lack of consistency with the local planning framework, and specifically it not reflecting the planned network of urban villages separate and defined rural and conservation corridors.

The Shire recommends that the amendment not be supported, on the basis that it creates an expectation for development to be urban in nature. The community vision for development patterns within the Shire, as reflected in the Shire's suit of strategic planning documents, contains urban forms of development to the north side of Cardup Siding Rd. This land, directly south of the road, land should be retained in its Rural zone under the MRS, with an appropriate planning response to design a sympathetic rural style outcome that deals with the transition of intensity between the urban centre of Byford to the north, and the intended conservation and rural setting south of Cardup Siding Road.

This is explained following:

Lot Density and Rural Lifestyle Character

The Shire's aspiration is creating a sense of place and character for its local community. SJ2050 was a visioning document, which was developed to guide planning under the Local Government Integrated Planning and Reporting Framework and to support other strategic documents. Lot 33 Hopkinson Road sits in close proximity to the green corridor, as described within SJ2050 as '*Farmland [which] will be retained and green corridors reinforced to maintain the unique character of the Shire while development remains contained*'. Given the location of the subject lot, the

08 9526 1111 info@sjshire.wa.gov.au 08 9526 5441

Shire considers it important to ensure the development of this lot reflects the strategic vision of the Shire, as described above.

The Shire's Draft Local Planning Strategy also outlines a focus on character and urban containment. One of the three identified themes, and a key future focus area, is 'place'. The strategic document describes the need to spatially develop patterns within urban areas in the Shire to follow a nodal type of development, which should be interspersed by green corridors and rural forms of development. This transition of intensity results in contained urban corridors, with interfacing areas of special rural development, which then transitions beyond in to the protected agricultural and conservation policy areas for the Shire.

The Shire considers that the proposed amendment will create development expectations that are clearly not aligned with the prevailing Strategic Planning Framework.

Consideration must be given to ensure that the character of this rural living area is preserved and maintained. Properties to the south are 2 hectares in area, and northern properties on the other side of Cardup Siding Road are approximately 2,000m² – 3,000m² in area. Western properties on the other side of Hopkinson Road are 4,000m² – 2 hectares in size. This shows how the containment of Byford urban centre is proposed, with a critical strategic edge along Cardup Siding Rd.

The subject land has a strategic objective associated with reinforcing this intended rural urban edge and pattern, through transitioning between lot sizes of 2000-3000m² to the north, and predominantly 2ha lots to the south. This is shown following:



Larger lots, which act as this transition, will enhance both the natural, rural and equestrian sense of place. This aligns with the Shire's Equine Strategy, which recognises:

There is a niche equine cluster within the Shire of Serpentine Jarrahdale. Numerous competitive advantages (existing market, growing population and demand, land

availability, large workforce, high business confidence) make this the ideal location to invest in equine facilities and businesses.

and

There is a genuine, value-based equine culture in the Shire of Serpentine Jarrahdale. The Shire's equine reputation has emerged naturally over many years due to availability of suitable land, local facilities and the community going about their everyday activities and interests.

The Shire therefore seeks to ensure that this land performs a clear graduation of lot sizes and activity, between the 2,000m² lots south of Cardup Brook and the 2ha lots north of Karbro Drive. The Shire recommends larger lot sizes on the eastern boundary of Lot 33 Hopkinson Road, which should be separated from the conservation reserve by a large, multiple use, and managed road reserve also. This will cover aspects of bushfire management and safety, provide distance from the sensitive area, create a sense of place and be compatible with appropriate planning for the area.

The subject lot is surrounded by rural living properties, which can also impact the amenity of residential areas and potentially cause land use conflicts especially in areas where equestrian activities occur. Management of this interface is dependent upon the transitional design arrangements that the Shire identifies for the land.

Transport

Lot 33 Hopkinson Road, Cardup will be impacted by the Tonkin Highway extension and proposed realignment of Orton Road. This will result in large noise and vibration impacts, and thus create a significant amenity issue for future residents. Contemplating urban densities in an area which will adjoin one of Perth's most strategic freight routes, and the broader freight connection to the productive agricultural regions of the state (via South West Hwy), is not an effective planning response. This further justifies why limiting lot sizes such that they transition between the aforementioned 2000 to 3000sqm lots on the north side of Cardup Siding Road, and the 2ha lots south of the subject land, is appropriate.

The proposed Byford Train Station (METRONET) is planned for the Byford Town Centre, which is located approximately 4km from the centre of the subject site. The proposed MRS amendment seeks to develop an urban population which is located a considerable distance from the planned public transport network. The proposed population increase of the subject site will be poorly connected to future employment opportunities within the Town Centre and other surrounding local government areas. The Shire's preference is for increased residential populations to be located in the areas surrounding the Byford Town Centre and the future Byford Train Station. This will facilitate a transit-orientated development (TOD) and an improved movement network to services, community and social infrastructure and employment and education opportunities.

Servicing

As the site is recognised as an Urban Expansion area under Perth and Peel @ 3.5 Million, the document outlines the need for significant investigation into servicing. In particular drainage, electricity supply, water supply and wastewater management. Significant upgrades and additions to the surrounding network would be essential for servicing infrastructure to accommodate the increased density. Under Perth and Peel @ 3.5 Million a new substation/ investigation has been identified to be located south of subject site, in close proximity to the 2ha lots located to the south.

Perth and Peel @ 3.5 Million states; *'In the eastern sector, major water storage reservoirs will be necessary in the escarpment near Byford Tank (Byford), Mundijong Reservoir (Jarrahdale) and Canns Road Tank (Bedfordale), to serve long-term urban development in this sector'*. Capacity improvement will need to be investigated due to the increase in population within the subject site. This will need to be confirmed in investigating the servicing capabilities of the current water storage facilities and may result in the potential need for future planned water storage reservoirs.

Currently the site identifies three points of inflow according to Department of Water and Environmental Regulation regional flood modelling. Two drainage inflows exist along the eastern boundary from Cardup Nature Reserve and a further breakout flow from Cardup Brook during major flood events is identified. Future consideration, best practice water sensitive urban design and nutrient management may be required to maintain these catchments/ paths through the subject site.

Environmental Considerations

The site contains threatened ecological communities, which are a naturally occurring groups of native plants, animals and other organisms that are interacting in a unique habitat. Tree lines and remnant lone standing trees provide important foraging and nesting habitat for endangered fauna (Black Cockatoo), as well as refuges to support ground based fauna movement between the Bush Forever site and coastal plain to the west.

Located directly east to the site is Cardup Nature Reserve, a registered Bush Forever site and Parks and Recreation Reserve under the MRS. A portion of the Cardup Nature Reserve is classified as a Conservation Category Wetland and an Environmentally Sensitive Area, a portion of which extends into Lot 33 Hopkinson Road. This further drives an outcome that recognises the environmental and natural (rural) character of the land.

Preservation of Heritage

The site is a municipal registered site, known as Fremnells Dairy. The Fremnells Dairy is a relatively intact example of an operational dairy farm established in the Serpentine Agricultural area and has historic value in its association with the Orton and Kargotich families.

In conclusion, rezoning to Urban Deferred must only occur if the applicant is prepared to acknowledge the strategic intent supports the proposal to rezone the subject site from 'Rural' to 'Urban Deferred' under the MRS, subject to regard being given to the issues discussed above at later stages within the planning process.

Minor amendment

The Shire notes the justification on page 5 regarding this being a minor amendment. Please note that the Shire does not agree to the initiation of this amendment, as detailed in this response.

If you have any queries in relation to this advice, please contact Jake Spiteri on 9526 1124 or at jspiteri@sjshire.wa.gov.au.

Yours faithfully



Andrew Trosic
Director Development Services

Section 57 Amendment (Minor)
Form 57

Submission

Metropolitan Region Scheme Amendment 1353/57

Lot 33 Hopkinson Road, Cardup

OFFICE USE ONLY

SUBMISSION NUMBER

RLS/0807

To: Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Title (Mr, Mrs, Miss, Ms) Mr First Name Andrew

Surname Trosic (PLEASE PRINT CLEARLY)

Address 6 Puterson Street, Mundijong Postcode 6123

Contact phone number (08) 9526 1120 Email address atrosic@sjshire-wa.gov.au

Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission? Yes No

Submission (Please attach additional pages if required. It is preferred that any additional information be loose rather than bound)

Please refer to attached letter Ref: 0019/9224
Shire of Serpentine Jarrahdale - MRS Amendment -
Lot 33 Hopkinson Road, Cardup for your
consideration.

turn over to complete your submission



14 June 2019

Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

(sent by email to mrs@planning.wa.gov.au)

Dear Ms Fagan

**FREIGHT AND LOGISTICS COUNCIL OF WESTERN AUSTRALIA INC SUBMISSION
METROPOLITAN REGION SCHEME AMENDMENT 1353/57
LOT 33 HOPKINSON ROAD, CARDUP**

The Freight and Logistics Council of Western Australia Inc ('FLCWA') comprises senior decision makers from industry and Government whose charter is to provide independent policy advice to the Minister for Transport on issues impacting the provision of freight and logistics services in this State.

Since its inception, FLCWA has been strongly focused on engaging with State and Local Government to inform strategic and statutory land use and transport planning and policy to identify, protect and defend strategic supply chain infrastructure, such as ports, intermodal terminals, road and rail corridors.

It is in this context that FLCWA would like to thank you for the opportunity to comment on, and inform, the consideration of Amendment 1353/57 ('the Amendment') to the Metropolitan Region Scheme ('MRS'), which proposes to rezone 118.4ha of 'Rural' land to 'Urban Deferred'.

FLCWA is focused on securing supply-chain efficiency through the protection of strategic infrastructure and raises issues/concerns over the Amendment on the following grounds:

- a) The site abuts the planned, reserved and Federally funded Tonkin Highway extension;
- b) The Tonkin Highway extension is a critical piece of infrastructure within the WA supply chain;
- c) The proposed Amendment has the potential to introduce noise sensitive land uses abutting a strategic freight route;
- d) In FLCWA's experience, it is preferable to address potential land use conflict issues as early as possible through the planning process; and
- e) Should the site be rezoned 'Urban Deferred', the next opportunity to address the issue of land use conflict will be at the Structure Planning phase.

STRATEGIC SUPPLY CHAIN SIGNIFICANCE OF THE FUTURE TONKIN HIGHWAY EXTENSION

The proposed Tonkin Highway extension, abutting Lot 33:

- Is reserved 'Primary Regional Road' under the Metropolitan Region Scheme ('MRS');
- Has been allocated \$404m in Federal funding towards the total \$505m project cost;
- Is designated as a 'Primary Freight Road' under the South Metropolitan Peel Sub-Regional Planning Framework ('Sub-Regional Framework');



- Forms a primary freight connection between the South-West, Great Southern and Peel regions with metropolitan Perth and through to North-Link and the Western Australia's North West region;
- Directly connects to Perth's key strategic industrial areas, including Kenwick, Welshpool, Kewdale IMT and the future Mundijong IMT, as well as the future South Bullsbrook IMT and industrial area (via North-Link); and
- Will connect to Kwinana Outer Harbour via Thomas Road/Mundijong Road (4km north of the site) and Mundijong Road (6km south of the site), thereby further increasing the strategic importance of Tonkin Highway as a primary freight route.

Whilst Tonkin Highway extension is yet to be constructed, the route is reserved under the MRS and the project has secured Federal funding. In that regard, consideration should be given to the impact of the operation of the Tonkin Highway extension on proposed and future land use interface, including Lot 33 Hopkinson Road, the subject of the MRS amendment.

Clause 7.1 (a) of the Draft State Planning Policy 5.4: Road and Rail Noise ('SPP5.4') states that "*Strategic planning documents such as sub-regional frameworks... should: Seek to avoid the risk of future land use conflict with noise by identifying compatible land use zones and/or reserves to provide spatial separation*". This provision is directly applicable to the Amendment and future land use conflict should therefore be taken into account through the MRS amendment assessment process and subsequent planning stages.

PROPOSED URBAN DEFERRED MRS ZONING

The proposed 'Urban Deferred' zoning is consistent with the Sub-Regional Framework, which identifies Lot 33 for 'Urban Expansion'. The Sub-Regional Framework also identifies the future extension of Tonkin Highway as a 'Primary Freight Road'.

In that context, the FLCWA encourages the applicant, Shire of Serpentine Jarrahdale and DPLH to give detailed consideration to the land use interface between the proposed 'Urban Deferred' zone and the future Tonkin Highway extension in subsequent stages of detailed planning.

Specifically, during the structure planning undertaken to support a request to lift the 'Urban Deferred' zone, which will result in the land being zoned 'Urban' under the MRS and likely to be concurrently zoned under the local planning scheme.

The FLCWA is also mindful that a request to lift the 'Urban Deferred' zone will not be advertised for public comment and that the next opportunity to comment on the future land use, subdivision and development will be the advertising of a structure plan.

In our experience, and consistent with State Planning Policy 5.4 Road and Rail Noise (SPP 5.4), the land use interface should be addressed as early in the planning process as possible, when there are a greater number of options available to mitigate the impact of transport noise on urban amenity.

CONCLUSION

It is acknowledged that if urban development is established ahead of the construction of the Tonkin Hwy extension, the onus will be on the State Government, through MRWA, to protect existing (noise sensitive) land uses from the impact of passing road noise.

Nevertheless, FLCWA has concerns over the ability to engineer solutions to mitigate road freight noise through the design/construction process, rather than avoiding these issues through appropriate interfacing with the road freight corridor.

The importance of the Tonkin Highway extension has been identified in several strategic and statutory planning documents, and although it is yet to be constructed, ignoring the future significance of this freight route is unwise. FLCWA would like to take this opportunity to raise these issues with the Department to ensure they are appropriately considered through the planning process as early as possible in order to avoid conflict, secure supply-chain efficiency and enhance urban amenity.

FLCWA would welcome the opportunity to elaborate on the points made here and we can be contacted by email at secretariat@flcwa.com.au.

Yours sincerely,



NICOLE LOCKWOOD
Chair
Freight and Logistics Council of Western Australia

14 June 2019

CC:

- Rita Saffioti, Minister for Transport; Planning; Lands
- David Caddy, WAPC Chairman
- Richard Sellers, Director General Transport
- Gail McGowan, Director General DPLH



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

Your ref RLS/0793
Our ref A0781/201901
Enquiries David Hamdorf
9222 3533
David.HAMDORF@dmirs.wa.gov.au

Sam Fagan
Secretary
Western Australian Planning Commission
By email: Anthony.Muscara@dplh.wa.gov.au

Attention: Anthony Muscara

Dear Ms Fagan

**LOT 33 HOPKINSON ROAD, CARDUP – METROPOLITAN REGION SCHEME
PROPOSED AMENDMENT 1353/57**

Thank you for your letter dated 1 April 2019 inviting public comment on the above proposal to rezone an approximately 118.4 ha area from the Rural zone to the Urban Deferred zone.

The Department of Mines, Industry Regulation and Safety has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.

Yours sincerely



Jeffrey Haworth

Executive Director Geological Survey and Resource Strategy
Geological Survey and Resource Strategy Division

25 June 2019



Department of Biodiversity,
Conservation and Attractions

Late Submission 79



Your ref: 833-2-29-15 (RLS/0793)
Our ref: 43897
Enquiries: Lyndon Mutter
Phone: 9442 0342
Email: lyndon.mutter@dbca.wa.gov.au

Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

**PROPOSED METROPOLITAN REGION SCHEME AMENDMENT 1353/57 LOT 33
HOPKINSON ROAD**

Dear Madam

With reference to your correspondence dated 1 April 2019, the Parks and Wildlife Service of the Department of Biodiversity Conservation and Attractions (the department) provides the following comments.

The department has provided similar comments on the draft amendment in 2016 (attached).

Lot 33 Hopkinson Road adjoins Cardup Nature Reserve. There is an area of Conservation Category wetland (UF114504) mapped on the Geomorphic Wetlands (Swan Coastal Plain) dataset, and two occurrences of Threatened Ecological Communities (TEC's), *Banksia attenuata* and/or *Eucalyptus marginata* woodland of the eastern side of the Coastal Plain, and, *Eucalyptus calophylla* – *Eucalyptus marginata* woodlands on sandy soils of the southern Swan Coastal Plain occur on the nature reserve immediately adjacent to Lot 33.

The indicative concept plan provided with the referral does not provide any buffers to the CCW or TEC's. The structure planning process will need to consider buffer requirements, and make provision for appropriate buffers to the CCW and TEC occurrences consistent with EPA Guidance 33.

It is important that the interface between any area of residential development and bushland on the nature reserve is designed to minimise impacts to both the conservation values of the reserve and the local residents. Parks and Wildlife recommends that a hard road edge interface is applied to any area abutting the nature reserve or buffers. This should include appropriate setbacks in accordance with the WAPC *Planning for Bushfire Prone* areas policy and guidelines.

The WAPC should ensure that all fire protection requirements are provided for on the property and do not place impositions or reliance upon the management of the adjoining nature reserve or wetland buffer, including any revegetation necessary within buffers.

Urban expansion in this area may result in the displacement of Western Grey Kangaroos (*Macropus fuliginosus*), which can become a highly emotive issue within the local community. Displaced kangaroos can create problems for local residents, nearby agriculture industries, public open space users, the City of Rockingham and the Parks and Wildlife Service, potentially resulting in public safety and animal welfare issues. The relocation of kangaroos if required post-development is very difficult. The planning system should ensure that a Kangaroo

Swan Region
Cnr Australia II Drive and Hackett Drive, Crawley WA 6009
Locked Bag 104, Bentley Delivery Centre, Western Australia 6983
Phone: (08) 9442 0300 Email: [lyndon.mutter@dbca.wa.gov.au]

Management Plan (KMP) is undertaken by the proponent to inform the local structure plan. The KMP should include an accurate count of the number of kangaroos in the proposed development area, consider options to reduce kangaroo numbers prior to development commencing and clearly articulate how the plan will be implemented. DBCA can provide advice on the range of options to mitigate the impacts of kangaroo displacement.

It is Parks and Wildlife's expectation that the planning system will appropriately address environmental issues, including those issues not specifically addressed in this advice.

Should you wish to discuss any of the comments provided please contact Lyndon Mutter on 9442 0342 or by email at lyndon.mutter@dbca.wa.gov.au

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Benson Todd', is positioned above the typed name.

Benson Todd
REGIONAL MANAGER

22 July 2018



Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Dear Madam

PROPOSED MRS AMENDMENT - LOT 33 HOPKINSON ROAD CARDUP

With reference to your correspondence dated 18 January 2016, the Department of Parks and Wildlife provides the following comments.

Lot 33 Hopkinson Road adjoins Cardup Nature Reserve. There is an area of Conservation Category wetland (UF114504) mapped on the Geomorphic Wetlands (Swan Coastal Plain) dataset, and two occurrences of Threatened Ecological Communities (TEC's), *Banksia attenuata* and/or *Eucalyptus marginata* woodland of the eastern side of the Coastal Plain, and, *Eucalyptus calophylla* – *Eucalyptus marginata* woodlands on sandy soils of the southern Swan Coastal Plain occur on the nature reserve immediately adjacent to Lot 33.

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The WAPC should ensure that all fire protection requirements are provided for on the property and do not place impositions or reliance upon the management of the adjoining nature reserve or wetland buffer, including any revegetation necessary with buffers.

It is Parks and Wildlife's expectation that the planning system will appropriately address environmental issues, including those issues not specifically addressed in this advice. Please contact Lyndon Mutter on 9442 0342 or by email at lyndon.mutter@dpaw.wa.gov.au if you have any queries regarding this advice.

Yours faithfully

Stefan de Haan
REGIONAL MANAGER
8 April 2016



Your Ref: 833-2-29-15 P1 (RLS/0793)
Our Ref: 69950917 - MRS360465
Enquiries: Brett Coombes
Direct Tel: 9420 3165
Fax: 9420 3193

25 July 2019

Secretary
Western Australian Planning Commission
LOCKED BAG 2506
PERTH WA 6001

Attention: Anthony Muscara

MRS Amend 1353-57 - Lot 33 Hopkinson Rd, Cardup

Thank you for your letter of 1 April 2019 inviting comments on the above MRS amendment.

The Water Corporation has made provision in its overall water and wastewater infrastructure planning for the servicing of the future subdivision and development of this land.

As summarized in the servicing report accompanying the amendment, the developers of this land will need to fund and undertake temporary works including extensions of water mains from the north and east, possibly some upgrades to the feeding water reticulation network, and installation of a temporary wastewater pump station within the western edge of the development area.

The details of these arrangements, in particular infrastructure staging issues and the capacity and availability of a suitable point for the wastewater pressure main discharge from the pump station, will need to be further examined at the structure planning and subdivision stages in consultation with the Water Corporation.

The extension of a water main/s southwards from Byford relies on the prior development of other land in Byford to the north of Orton Road, as well as the need for a road reserve and a road bridge connection across the Cardup Brook. This matter is noted in the Servicing Report and needs to be further addressed in the structure plan and subdivision.

The Water Corporation has recently had separate correspondence and agreement with the proponents regarding the identification of a 60m wide regional pipe corridor along the western side of Lot 33 adjoining Hopkinson Road. The corridor is required in the long term for major water and wastewater trunk infrastructure. The corridor will be identified on the local structure plan and set aside at the subdivision stage for future acquisition by the Water Corporation.

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 Urban Planner
Development Services