Western Australian Planning Commission

Metropolitan Region Scheme
Amendment 1127/41

Baldivis Urban Expansion Area 1

City of Rockingham

Report on Submissions
&
Submissions

November 2008
Perth
Western Australia
Metropolitan Region Scheme
Amendment 1127/41

Baldivis Urban Expansion Area 1

Report on Submissions
& Submissions

City of Rockingham

November 2008
Introduction to Metropolitan Region Scheme major 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 substantial amendment, often referred to as a major amendment (made under section 41 of the Act), the WAPC considers all the submissions lodged, and publishes its recommendations in a report on submissions. This report is presented to the Minister for Planning and to the Governor for approval. Both Houses of Parliament must then scrutinise the amendment before it can take legal effect.

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

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

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

Report on submissions
The planning rationale, determination of submissions and the 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.

Transcript of hearings
A person who has made a written submission may also choose to appear before a hearings committee to express their views. The hearings proceedings are recorded and transcribed, and the transcripts of all hearings are reproduced in this volume.
Contents

Report on Submissions

1 Introduction .................................................................................................................. 1
2 The advertised amendment....................................................................................... 1
3 Environmental Protection Authority advice......................................................... 1
4 Public submission period......................................................................................... 1
5 Submissions .............................................................................................................. 2
6 Main issues raised in submissions........................................................................... 2
7 Hearings .................................................................................................................. 7
8 Determinations ......................................................................................................... 8
9 Modifications ........................................................................................................... 8
10 Coordination of region and local planning scheme amendments........................................ 8
11 Conclusion and recommendation ........................................................................ 8

Schedule 1 Alphabetical Listing of Submissions
Schedule 2 Summary of Submissions and Determinations
Schedule 3 The Amendment Figure as Advertised
Schedule 4 The Amendment Figure as Modified

Appendix 1 List of Detail Plans as Advertised
Appendix 2 List of Detail Plans as Modified

Submissions
Report on submissions
AMENDMENT 1127/41 TO THE METROPOLITAN REGION SCHEME

BALDIVIS URBAN EXPANSION AREA 1

Lots 3 & 4 Zig Zag Road; 459-463, 510-513, 520, 521 & 709 Baldivis Road; 515-518 Sabrina Road; and 447 Telephone Lane, Baldivis

REPORT ON SUBMISSIONS

1 Introduction

At its August 2006 meeting the Metropolitan Region Planning Committee (MRPC) acting under delegated authority from the Western Australian Planning Commission (WAPC) resolved to proceed with this amendment to the Metropolitan Region Scheme (MRS) in accordance with the provisions of Section 41 of the Planning and Development Act 2005.

2 The advertised amendment

The amendment as advertised proposed that the subject land, being the area bounded by Zig Zag Road, Baldivis Road, Telephone Lane and the Kwinana Freeway, Baldivis, be transferred from the rural zone to the urban zone in the MRS, as shown in Schedule 3 - The Amendment Figure as Advertised.

This amendment is one of a group of 4 being progressed as a group as they all adjoin the existing Baldivis urban area:

<table>
<thead>
<tr>
<th>Amendment</th>
<th>Area</th>
<th>Description</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>1127/41</td>
<td>1</td>
<td>Baldivis north east</td>
<td>211ha</td>
</tr>
<tr>
<td>1128/41</td>
<td>2</td>
<td>Baldivis east</td>
<td>166ha</td>
</tr>
<tr>
<td>1129/41</td>
<td>3</td>
<td>Baldivis east</td>
<td>8.2ha</td>
</tr>
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</table>

*total north-east and east of Baldivis = 385.2ha*

<table>
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<tr>
<th>Amendment</th>
<th>Area</th>
<th>Description</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>1130/41</td>
<td>4</td>
<td>Baldivis west</td>
<td>31.5ha</td>
</tr>
</tbody>
</table>

*total all 4 amendments = 416.7ha*

3 Environmental Protection Authority advice

The amendment was referred to the Environmental Protection Authority (EPA) to determine whether environmental assessment was required pursuant to the Environmental Protection Act 1986.

The EPA advised that the amendment did not require formal assessment. It has however, provided advice on several key environmental factors for the amendment which must be addressed by the Local Government, responsible state government agencies and landowners at the appropriate stages of the planning process. A copy of the notice from the EPA was included in the previously published Amendment Report.
4 Public submission period

The amendment was made available for public inspection from 2 February to 2 May 2007 during ordinary business hours at:

i) the Department for Planning and Infrastructure, Perth;

ii) the offices of the Cities of Perth, Fremantle, Cockburn, Melville and Rockingham and the Towns of East Fremantle and Kwinana; and

iii) the State Reference Library, Northbridge.

During the public advertising period, notice of the amendment was published in the West Australian and the Sunday Times newspapers and relevant local newspapers circulating in the locality of the amendment.

Landowners affected by the amendment were advised in writing, sent a copy of the plans showing the proposed changes and advised of the opportunity and procedures for making submissions.

5 Submissions

Fifteen submissions on the amendment were received - 5 supported or had no objection to the amendment, 7 objected and 3 were "neutral" comments.

An alphabetical index of all persons and organisations lodging submissions is at Schedule 1. Schedule 2 contains a summary of all submissions with WAPC comments and determinations. A full copy of all written submissions can be found later in this document.

6 Main issues raised in submissions

The main arguments raised in favour of the amendment were:

i) the increased population that will eventually result from the amendment will improve the economic and social viability of the existing Baldivis urban area in terms of gradual provision of more and a greater variety of, social, economic and community infrastructure;

ii) the increased population will contribute to the viability of the southern suburbs railway line;

iii) the amendment is consistent with various objectives of Network City and WAPC Statement of Planning Policy No. 2 - Urban Growth and Settlement, in relation to such matters as sustainability, accessibility, employment, reduction of energy use and choice and affordability in housing, etc.;

iv) the subject area is well placed within the metropolitan region in terms of private vehicle and public transport accessibility recreation, employment, business and retail and urban services and facilities generally;
v) urban development has less nutrient export than rural land uses and development will accord with the relevant and appropriate government policies and practices related to drainage and water resource management generally; and

vi) environmental factors associated with the land can be managed.

The main issues raised in objections to the amendment are set out below, with WAPC responses and indication of modifications recommended.

i) Water Corporation - insufficient waste water treatment capacity

The Water Corporation advised that the amendment area is within the area to be serviced by the proposed East Rockingham Waste Water Treatment Plant (WWTP), currently estimated to become operational in 2015.

Currently the amendment area is in the Baldivis North Sewer District and is serviced by the Kwinana Waste Water Treatment Plant (WWTP), which will reach capacity in 2009 and is currently being upgraded. Baldivis south is serviced by the Point Peron WWTP along with Rockingham and suburbs further south.

The Point Peron WWTP will be at capacity by 2012, following which Baldivis south will be serviced by the upgraded Kwinana WWTP.

However the Point Peron plant will be closed by 2015 and Rockingham and surrounding suburbs and Baldivis north and south will be serviced by the proposed East Rockingham WWTP. The Kwinana plant will only service the Kwinana urban area.

Point Peron and Kwinana WWTP’s only have the capacity to serve some 70% to 75% of the currently zoned lots in Baldivis. Therefore the Water Corporation considers that it is not appropriate to rezone more land to urban in the Baldivis locality which cannot be serviced until the East Rockingham WWTP becomes operational in 2015. Such a rezoning gives landowners the expectation that the land can be subdivided and serviced when in fact that is not the case and it is not possible to service all the existing urban land. The Water Corporation also notes that the amendment sites have been designated as Rural and Special Rural in the MRS and local scheme for many years and that it has based its forward planning and commitments to existing urban/urban deferred land on that premise.

A site for the proposed East Rockingham WWTP is currently reserved in the MRS. However, that site was deemed unable to be developed for the intended purpose for environmental reasons, largely related to Commonwealth Government requirements. Although a replacement site has now been identified for the treatment plant (part of which overlaps the existing site), the new site is itself subject to State and Commonwealth Government environmental assessment. Accordingly, there is not total certainty at this point in time what the outcome of environmental assessment will be and whether the new treatment plant site will prove entirely acceptable. If environmental assessment results in the new site being acceptable, the 2015 date should be achievable.

It is currently anticipated that the required environmental approvals will be obtained in 2010 - 2011. Preliminary design and definition will occur in 2011 and awarding of the contract in 2012. Final design and construction would occur through 2015 and commissioning would occur at the end of 2015.

The Water Corporation suggests that an appropriate time to initiate an urban zone for the subject amendment areas would be closer to the currently estimated operational date of 2015 of the treatment plant.
WAPC response

In these circumstances the subject land is not recommended to be transferred to the urban zone at this point in time. Without capacity in the waste water treatment infrastructure to service the proposed urban land and what capacity there is only able to service part of the existing urban and urban deferred zones in Baldivis, the Water Corporation's position is agreed with. Existing urban/urban deferred land, long planned for development should have access to what infrastructure is available.

The submissions suggesting possible ways of addressing the situation (for example by referring to calculations of possible rates of lot production in Baldivis in relation to the capacity of the Kwinana Wastewater Treatment Plant) are not accepted by the Water Corporation.

However, an alternative to the urban zone in the subject circumstances is to transfer the amendment site to the urban deferred zone.

This will allow for planning of the area to continue up to 2015 and at an appropriate time the urban deferment can be lifted and the land transferred to the urban zone. The exact timing of the commencement of operation of the treatment plant, with consideration of the lead time for residential lots to be ready for the market can influence the exact time that the urban deferment can be lifted.

Given this amendment has completed a substantial portion of the lengthy MRS amendment process, it would be a waste of resources to terminate this amendment, leave the land as Rural zone and then commence another urban amendment in 4-5 years (or thereabouts) time. Any lifting of urban deferment would be subject to the Water Corporation advising the WAPC that such action was acceptable, in terms of the availability of waste water infrastructure.

ii) Water Corporation - Drainage requirements

The Water Corporation advises the amendment area is within the Mundijong Drainage District within which construction is to rural standards only. The cost of upgrading to urban standards would be prohibitive. Advice from the Department of Water (DoW) should be sought on this matter.

The Water Corporation does not support development in the Mundijong Drainage District until the Department of Water has developed an Arterial Drainage Scheme for the drainage of any further urban development, prescribes standard for the level of service required, resolves the issues of development within wetlands and floodplains of the main drains and identifies the responsibilities of the various stakeholders.

WAPC response

The Water Corporation's comments in this regard are consistent with its position on the Jandakot Structure Plan amendments to the north, that is, that the land be zoned urban deferred while detailed drainage management and other planning was occurring. Upon successful incorporation of the outcomes and requirements of that planning being into structure planning the Water Corporation, Department of Water and Department of Environment and Conservation anticipate support lifting of the urban deferred zone at that location.

Accordingly, an urban deferred zone for the land the subject of this amendment is consistent with the Jandakot Structure Plan MRS amendments.
iii) **Department of Water - requirement for drainage planning**

The DoW advised that the subject land is in an area where it has commenced a substantial drainage project - the Baldivis/Karnup Water Management Strategy (completion 2008). The strategy is required to be endorsed by EPA, DPI, Water Corporation and City of Rockingham. As the proposed sites are heavily constrained by drainage issues, the DoW considers these issues are addressed prior to initiation of the MRS amendment.

Accordingly, DoW considers that the amendment should be deferred until the above strategy is endorsed to ensure that town planning scheme amendments and structure plans comply with the drainage strategy and that rezoning to urban is appropriate in respect to drainage constraints on the land.

If the WAPC decides to proceed prior to completion of the drainage strategy, DoW recommends an urban deferred zone, moving to urban once the strategy has been completed.

**WAPC response**

Transferring the subject land to the urban deferred zone addresses this issue. Further, zoning the land urban deferred is consistent with the WAPC's decision on the Jandakot Structure Plan amendments north of this amendment. That is, the drainage planning informs the more detailed structure planning of the area that can be used as supporting information for transferring the land to the urban zone.

iv) **Department of Education and Training**

The Department of Education and Training advises it needs to continue negotiations with landowners concerning the location of a high school site which may have to be within the amendment site if a site outside that area cannot be agreed upon.

**WAPC response**

A high school site location should be agreed to and designated as public purpose reservation before the land is zoned urban due to the additional cost to government of acquisition of urban zoned land.

The various landowners will be required to address this issue prior to lifting of urban deferment.

v) **The Combined Swan River and Swan Coastal Plains Native Title Holders and Traditional Owners**

The group wishes to meet with the relevant WAPC persons on site to discuss concerns and to come to agreements (in writing). It is not intended to stop "progress" however, religion, culture and human rights need to be considered and protected. The main concern is to preserve places of significance to the group, possibly with the assistance of an anthropologist, archaeologist and/or facilitator/mediator.

**WAPC response**

The main concern of the writers is that places of significance to it be identified and preserved. That is, that such places are not disturbed, destroyed or otherwise dealt with contrary to the group's wishes.
However, the imposition of an urban or urban deferred zone itself does not give permission for any subdivision and or development or associated works over and above what may already be allowed under the existing MRS and local scheme zones. That is, the MRS rezoning has no effect on sites of significance to Aboriginal people.

The appropriate time for the concerns of the group to be determined and then addressed is in the context of the structure plan for the area. This is because the structure plan is the document that will guide the actual subdivision and development of the area. The preparation of the local structure plan addresses issues with land use ramifications in detail and how or whether they should be accommodated in the plan. The MRS is not the correct vehicle to resolve those issues.

Any places of significance that may eventually be identified at a future date will be covered by the urban zone.

They will not be retained in small pockets of the existing rural zone. Consideration can be given during structure planning as to whether the areas of significance need to be reflected in some way in the local town planning scheme.

It is not the intention that the group’s concerns be ignored, but that they be addressed at the appropriate and most relevant stage of the planning process, that it is, local structure planning for which the City of Rockingham is ultimately responsible. It is expected that the group’s concerns will be addressed in whatever is the usual legislative, policy and practice context that is applicable for taking Indigenous groups concerns into account in local structure planning.

In view of the above, meeting on site with the writers cannot result in the concerns of the writers being addressed. That is, the concerns need to be addressed at the appropriate stage of the planning process and in accordance with the relevant legislation.

Note: This amendment was initiated prior to the WAPC considering the document “Consulting with Custodians” June 2007.

vi) Department of Industry and Resources

WAPC Statement of Planning Policy No.2.4 (Basic Raw Materials) states that Priority Resource Locations should not be constrained by incompatible uses or development. In this context, the proposal for residential housing adjacent to these areas suggests the potential for future land use conflicts. The areas in question are:

Sand Priority Resource Area (abuts west boundary of amendment area)

Sand mining is expected to be completed in 2 to 3 years. Due to the possibility of adverse effects on nearby residents, residential development should not occur.

Clay Priority Resource Area (adjoins eastern side of site)

Operations are expected for a further 10 to 20 years. However, the mining is some distance from the freeway and there are no dust and noise issues anticipated by Alcoa, which only operates during the day, weekdays for 3 months over summer.

Clay Priority Resource Area (north of Alcoa clay pits)

This area is currently not being exploited and may be sterilised if residential subdivision takes place.
**Limestone/lime sand Resource area**

This area is 400m from the amendment area at its closest point and contains a mine with an approximate 15 year life span. However future mining will be some 500m from the mine site and partially shielded by topography.

Although no current operator has expressed strong concerns about the MRS amendment DOIR reiterates the planning implications for such a development under WAPC Statement of Planning Policy No.2.4 (Basic Raw Materials) which states "there should be a presumption against the introduction of sensitive land uses which could be adversely affected by existing or potential future extractive industries unless appropriate measures can be taken to ameliorate the adverse impacts."

Accordingly, the Department's strong preference is for sequential land use in which basic raw material extraction is followed by development. Given the cluster of extractive industries in this area, it is suggested that industrial development would be a more appropriate zone.

**WAPC response**

If the land were to be zoned urban, any areas affected by buffers for raw material sites could be left in the urban deferred zone.

As the subject land is now proposed to be zoned urban deferred which does not allow for residential subdivision and development, the resource extraction sites are not issues at this point in time. When the land is proposed to be transferred to the urban zone, the location and lifespan of the resource extraction sites can be reassessed in the context of detailed structure planning for the area.

vii) **ASPO (Australian Association for the Study of Peak Oil and Gas)**

Residential development of the amendment area would bring a population to the area that is remote from other urban areas and service, highly dependent on private transport and therefore extremely vulnerable to hardship from oil shortage.

In the foreseeable future, population growth in metropolitan Perth can be accommodated by consolidation and redevelopment of areas already urbanised or by land already zoned urban, therefore this rezoning is not needed.

**WAPC response**

The amendment area is an addition to the existing Baldivis urban area which is a rapidly developing area, well located in the south west corridor in relation to the Kwinana Freeway, the Southern Suburbs rail line, Rockingham regional centre and the coast. It is arguable that the area could be considered "remote" from other urban areas in these circumstances.

While acknowledging the important issues raised, there are a variety of reasons why it is not possible to accommodate the entire future population growth of Perth in already urbanized areas such as community and local government opposition to higher residential densities, high land and construction costs on smaller and more constrained building sites and the smaller internal and external dimensions of the resultant dwellings which may not suit all household types. These factors are also not consistent with provision of a wide variety of dwelling types and affordable housing for different income groups in the community.
Accordingly, it is essential that new urban land be made available as well as encouraging greater residential densities in the established urban zone, which is already being promoted by the State Government by way of "Network City". Infill urban development is already occurring in many areas throughout established suburbs, however, there is limited land available for this purpose.

7 Hearings

Following preliminary consideration of matters raised in submissions, the MRPC resolved to form a Hearings Committee to hear submissions. The Committee comprised:

Ms Verity Allen Chair
Mr Richard Graham South West Districts Planning Committee
Mr Barry Sanders Independent person

All persons who made submissions were invited to present their submission to the Hearings Committee, either in public or in private.

The Hearings were held on 14 March 2008. Six submissions requested hearings (Nos. 1, 6, 7, 8, 9, and 12). Three of these were objections to the amendment and the remaining 3 were in support. The written submissions that were supported by a verbal submission are noted under those submissions in Schedule 2.

8 Determinations

The determinations on each of the 15 submissions received are in Schedule 2. The determinations are based on the responses to the main issues raised in submissions in Section 6 earlier and can be summarised as follows:

- noted 10
- dismissed 1
- upheld 4

9 Modifications

It is recommended the amendment be modified by transferring the subject land to the urban deferred zone and not the urban zone, in view of the comments of the Water Corporation, Department of Water and Department of Education and Training.

10 Coordination of region and local planning scheme amendments

Section 126(3) of the Planning and Development Act provides that when land is proposed to be transferred to the urban zone in the MRS, the WAPC can concurrently approve a local scheme amendment for that land, if requested by the Local Government and if considered appropriate by the WAPC. This would usually be in circumstances where the land in question is proposed to be designated an urban/residential development zone of some form for the purpose of residential and associated development requiring preparation of a local structure plan with public consultation as part of that process.
However, as the subject land is proposed as urban deferred, Section 126(3) is not applicable.

11 Conclusion and recommendation

This report summarises the background to Amendment No. 1127/41 and examines the various submissions made on it.

The WAPC, after considering the submissions, is satisfied that the amendment, incorporating the modifications referred in Section 9 above and otherwise as shown in Schedule 4 - Amendment Figure as Modified and in detail on the MRS Amendment Plans listed in Appendix 2 - Detailed Plans as Modified, should be approved and finalised.

Having regard to the above, the WAPC recommends that the Minister for Planning approves the amendment.
Schedule 1

Alphabetical listing of submissions
## Alphabetical Listing of Submissions

**MRS Amendment 1127/41**

Lots 3 & 4 Zig Zag Road; 459-463, 510-513, 520, 521 & 709 Baldivis Road; 515-518 Sabrina Road; and 447 Telephone Lane, Baldivis

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<th>Name</th>
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<tr>
<td>3</td>
<td>Alinta</td>
</tr>
<tr>
<td>11</td>
<td>Arbitrage (on behalf of GDP Property Pty Ltd)</td>
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<td>8</td>
<td>ASPO Australia</td>
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<td>1</td>
<td>Combined Swan River and Swan Coastal Plains Native Title Holders and Traditional Owners, The</td>
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<td>Education and Training, Department of</td>
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<td>Environment and Sustainability, DPI</td>
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<td>4</td>
<td>Frasers the Project Managers Pty Ltd (on behalf of the owners)</td>
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<td>7</td>
<td>Industry and Resources, Department of</td>
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<td>9</td>
<td>Koltasz Smith (on behalf of the landowners)</td>
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<td>Main Roads Western Australia</td>
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<td>Water Corporation</td>
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<td>10</td>
<td>Water, Department of</td>
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Schedule 2

Summary of submissions and determinations
Summary of Submission:

OBJECTION

1. The group wishes to meet with the relevant WAPC persons on site to discuss concerns and to come to agreements (in writing).

2. It is not intended to stop "progress", however, religion, culture and human rights need to be considered and protected.

3. The main concern is to preserve places of significance to the group, possibly with the assistance of an anthropologist, archaeologist and/or facilitator/mediator.

The submission was elaborated on before the Hearings Committee.

Planning Comment:

Refer to the discussion in Section 6 (v) of the main body of this report "Main Issues Raised in Submissions".

Determination:

Submission noted.

Summary of Submission:

COMMENT

No objection to the amendment.

Planning Comment:

Noted.

Determination:

Submission noted.
Submission: 3
Submitted by: Alintagas

Summary of Submission:

COMMENT

Alintagas must be consulted in relation to the Dampier to Bunbury Natural Gas Pipeline in detailed structure planning for the area.

Planning Comment:

This matter is required to be addressed in detailed structure planning for the area.

Determination:

Submission noted.

Submission: 4
Submitted by: Frasers the Project Managers Pty Ltd.

Summary of Submission:

SUPPORT

The submission is on behalf of the owners of Lot 515 Sabrina Road and supports the proposed Urban zone.

Planning Comment:

Noted.

Determination:

Support noted.

Submission: 5
Submitted by: City of Rockingham

Summary of Submission:

OBJECTION

Note: Although the submission was lodged under Amendment No. 1127/41, it actually refers to land in the Amendment 1128/41 area.

1. The City considers that the implications of a local town planning scheme "Development" zone as it affects several special rural zoned lots must be resolved prior to the MRS amendment proceeding.
The City is concerned that a Development zone will render the local scheme land management requirements unenforceable despite the land potentially continuing to be used for special rural purposes.

2. Lot 9000 is subject to a local scheme rezoning amendment to "Special Use - Freeway Service Centre". The amendment was before the Minister for Planning and Infrastructure for finalisation at the time of writing of the submission.

Planning Comment:

1. Given that Amendment No 1128/42 is proposed to be modified to zone the land subject to Urban Deferred, there will be additional time for options for addressing this situation to be considered.

2. The Minister did not grant final approval to the proposed freeway service centre amendment on Lot 9000.

Determination:

Submission noted.

Submission: 6

Submitted by: Water Corporation

Summary of Submission:

OBJECTION

Wastewater

1. The area is in the Baldivis North Sewer District. The area is able to eventually be serviced with appropriate gravity mains and pump station upgrading and relocations. However, within the Baldivis North Sewer District, the amendment area falls within the proposed East Rockingham Wastewater Treatment Plant Catchment Area.

2. Although the site for the East Rockingham Plant has been finalised, an MRS amendment to secure the site has not been commenced at the time of writing. The plant will also require environmental approvals, expected in 2010. Following that, estimated operational date of the plant is 2015. Any development of the amendment site prior to that date would require the advancement of the commissioning of the East Rockingham Plant. There is currently no action in government for any such advancement to occur.

3. Accordingly the Water Corporation advises that the amendment should not proceed until the East Rockingham Wastewater Treatment Plant becomes operational in 2015.

4. If an interim development time frame was to be proposed, alternative treatment facilities would be required. However, the closest available treatment plant is the Kwinana WWTP. However, the proposed capacity upgrading there is already committed to the existing Baldivis Urban/Urban Deferred zone.
Drainage

5. The amendment area is within the Mundijong Drainage District within which construction is to rural standards only. The cost of upgrading to urban standards would be prohibitive. Advice from the Department of Water should be sought on this matter.

6. The Water Corporation does not support development in the Mundijong Drainage District until the Department of Water has developed an Arterial Drainage Scheme for the drainage of any further urban development, prescribes standard for the level of service required, resolves the issues of development within wetlands and floodplains of the main drains and identifies the responsibilities of the various stakeholders.

The submission was elaborated on before the Hearings Committee.

Planning Comment:

Refer to the discussion in section 6 (i) and (ii) of the main body of this report "Main Issues Raised in Submissions".

Determination:

Submission upheld.

Submission:

Submitted by: Department of Industry and Resources

Summary of Submission:

OBJECTION

1. The amendment area is located between Priority Resource locations for clay and sand and close to a Priority Resource Location for limestone and limesand. WAPC Statement of Planning Policy No.2.4 (Basic Raw Materials) states that Priority Resource Locations "...are the location so regionally significant resources which should not be constrained by incompatible uses or development." Therefore, the proposal for residential housing adjacent to these areas suggests the potential for future land use conflicts.

2. Details of each area are as follows:

Sand Priority Resource Area (abuts west boundary of amendment area)

Sand mining is expected to be completed in 2 to 3 years. Due to the possibility of adverse effects on nearby residents, residential development should not occur.

Clay Priority Resource Area (adjoins eastern side of site)

Operations are expected for a further 10 to 20 years, however, mining is some distance from the freeway and no dust and noise issues are anticipated by Alcoa, which only operates for limited periods over summer.
Clay Priority Resource Area (north of Alcoa clay pilis)

Area currently not being exploited and be may be sterilised if residential subdivision takes place.

Limestone/limesand Resource area

This area is 400m from the amendment area at its closest point and contains a mine with an approximate 15 year life span. However future mining will be some 500m from the mine site and partially shielded by topography.

3. Although no current operator has expressed strong concerns about the amendment DOIR reiterates the planning implications under WAPC Statement of Planning Policy No.2.4 (Basic Raw Materials) which states "there should be a presumption against the introduction of sensitive land uses which could be adversely affected by existing or potential future extractive industries unless appropriate measures can be taken to ameliorate the adverse impacts."

4. The Department's strong preference is for sequential land use in which basic raw material extraction is followed by developments. Given the cluster of extractive industries in this area, it is suggested that industrial development would be a more appropriate zone.

The submission was elaborated on before the Hearings Committee.

Planning Comment:

Refer to the discussion in section 6 (vi) of the main body of this report "Main Issues Raised in Submissions".

Determination:

Submission upheld in that the land is now proposed to be zoned Urban Deferred rather than Urban.

Submission: 8

Submitted by: Australian Association for the Study of Peak Oil and Gas (ASPO)

Summary of Submission:

OBJECTION

1. Residential development of the amendment area would bring a population to the area that is remote from other urban areas and service, highly dependent on private transport and therefore extremely vulnerable to hardship from oil shortage.

2. In the foreseeable future, population growth in metropolitan Perth can be accommodated by consolidation and redevelopment of areas already urbanised or by land already zoned Urban. This rezoning is not needed.

The submission was elaborated on before the Hearings Committee.
Planning Comment:

Refer to Section 6 (vii) of the main body of this report "Main Issues Raised in Submissions".

Determination:

Submission dismissed.

Submission:

9

Submitted by: Koltasz Smith (Planning Consultants) on behalf of landowners.

Summary of Submission:

SUPPORT

1. Urban development and resultant increased population of the subject area will improve the efficiency and viability of existing and planned urban infrastructure and services in the Baldivis urban area; enhance the economic activity and social sustainability of Baldivis and increase the catchment of the southern suburbs rail line, contributing to the rail line's viability.

2. The amendment is consistent with various objectives of Network City and WAPC Statement of Planning Policy No. 2 Urban Growth and Settlement, in relation to such matters as sustainability, accessibility, employment, reduction of energy use and choice and affordability in housing, etc.

3. Urban development is a more efficient use of the land than the current rural zone given its location and that it is an extension of the urban front, well serviced by transport infrastructure.

4. The amendment will assist with the current land supply shortage.

5. Land can be made available for education purposes in structure planning.

6. Urban development of the area will assist in mitigation of nutrient infiltration into the Peel Main Drain which is part of the Peel Harvey Coastal Plain Catchment protected by WAPC Statement of Planning Policy 2.1 as urban development has less nutrient export than rural uses, implementation of water management practices will be in accordance with Government policy, a Local Urban Water Management Plan will be required under the local scheme zone, and the Department of Water is undertaking a Flood Study for the Peel Harvey Coastal Catchment which will address the affects of the existing and proposed urban development in the Catchment area. Further urban development is unlikely to take place until this study is completed and incorporated into the proposed Local Urban Water Management Plans required by the Council.

7. The Water Corporation's advice that there is insufficient capacity in the current waste water treatment system is not correct given the incremental nature of land releases that will occur in the amendment area from 2010 to 2013. Refer to submission in full for details.
8. The EPA has not objected to the amendment and advised that environmental factors associated with the land can be managed.

The submission was elaborated on before the Hearings Committee.

Planning Comment:

The matters raised are generally supported with the exception of the reference to Water Corporation infrastructure.

Determination:

Submission noted.

Submission: 10
Submitted by: Department of Water

Summary of Submission:

OBJECTION

1. The subject land is in an area where the DoW has commenced a substantial drainage project entitled the Baldivis/Karnup Water Management Strategy, due to be completed in 2008. The strategy is required to be endorsed by EPA, DPI, Water Corporation and City of Rockingham. As the proposed sites are heavily constrained by drainage issues, the DoW considers it imperative that these issues are addressed prior to initiation of the MRS amendment.

2. The amendment should be deferred until the above strategy is endorsed to ensure the following occurs:

   . town planning scheme amendments and structure plans comply with the drainage strategy; and
   . that rezoning to Urban is appropriate in respect to drainage constraints on the land.

3. If the WAPC decides to proceed prior to completion of the drainage strategy, DoW recommends an Urban Deferred zone, moving to Urban once the strategy has been completed.

4. A dewatering management Plan or Operating Strategy will be required.

5. WAPC policy 2.1 "Peel-Harvey Coastal Plain Catchment" will apply.

6. The subject land contains acid sulphate soils.

Planning Comment:

1-3. Refer to Section 6 (iii) of the main body of this report "Main Issues Raised in Submissions".

4, 5. Noted
6. The acid sulphate soil issues are regularly addressed with DEC involvement at subdivision assessment stage.

Determination:
Submission upheld.

Submission: 11
Submitted by: Arbitrage for GDP Pty Ltd

Summary of Submission:

SUPPORT
1. The amendment is consistent with Network City.

2. Development of the area will be sustainable, build on existing communities, provide for timely provision of infrastructure and services and consolidate the catchment of Baldivis District Centre and catchment for the southern suburbs railway.

3. Urban use of the land is a more efficient use of it than rural and is consistent with Government objectives and policies.

4. The Kwinana freeway is a logical boundary for Urban at this stage, however, land to the east of the Freeway should be considered for urbanisation in the future.

Planning Comment:
Support noted.

Determination:
Submission noted.

Submission: 12
Submitted by: SPM Project Marketing

Summary of Submission:

SUPPORT
1. SPM is contracted to purchase various lots in the amendment area.

2. Increased population resulting from urbanisation will improve the viability of existing and planned infrastructure and services (including the Southern Suburbs railway) for the existing Baldivis Urban area, and enhance the economic and social sustainability of the area, in particular the future Baldivis District Centre.

3. The amendment is consistent with Network City and WAPC Statement of Planning Policy Not 2 - Urban Growth and Settlement.
4. Use of the land for Urban purposes is a more efficient use of the land consistent with Government objectives and policies.

5. The rezoning is a logical extension of the urban front and the Kwinana Freeway is a logical boundary of urban development to the west.

6. The amendment will assist in resolving land supply problems.

7. The amendment will assist in identification and provision of school site in the area.

8. The amendment will assist in mitigation of nutrient infiltration into the Peel Main Drain. Refer to point 6 of Submission 9 above.

9. There is sufficient capacity within the Water Corporation's Kwinana Waste Water Treatment Plant to accommodate temporary wastewater treatment flows from the amendment area until such time as the East Rockingham Waste Water Treatment Plant which is constructed which is expected to occur around 2013. See full submission for details and supporting report by Macroplan Australia Pty Ltd.

The submission was elaborated on before the Hearings Committee.

Planning Comment:

Comments generally supported apart from those relating to Water Corporation infrastructure availability.

Determination:

Submission noted.

Submission: 13
Submitted by: Main Roads WA

Summary of Submission:

COMMENT

The submission contains a number of comments relevant to structure planning and eventual subdivision of the amendment area.

Planning Comment:

Comments noted.

Determination:

Submission noted
Submission: 14

Submitted by: Department of Education and Training

Summary of Submission:

OBJECTION

1. The Department of Education and Training will require 2 to 3 primary school sites and a high school site for the area covered by amendments 1127/41, 1128/41 and 1129/41.

2. Negotiations are currently occurring with developers to find a high school site. The Department wishes to continue negotiating regarding the high school site prior to initiation of the amendment as the site has not been finalised and may have to be within the amendment area if a site outside that area cannot be agreed upon.

Planning Comment:

Refer to Section 6 of the main body of this report "Main Issues Raised in Submissions".

Determination:

Submission upheld.

Submission: Late

Submitted by: Department of Indigenous Affairs

Summary of Submission:

COMMENT

1. The Department advises that prior to any development occurring on land within the amendment sites appropriate ethnological and archaeological surveys, including Aboriginal interest group consultation, is required to ensure that no site is damaged or altered (an offence under Section 17 of the Aboriginal Heritage Act 1972).

2. The Department prefers that any development plans are modified to avoid damaging or altering any site. If this is not possible the approval of the Minister for Indigenous Affairs is required.

Planning Comment:

Refer to section 6 (v) of the main body of this report "Main Issues Raised in Submissions".

Determination:

Submission noted.
Schedule 3

The amendment figure as advertised
Baldivis (East) - North of Zig Zag Road
as advertised

12 September 2006

Legend

Proposed:
- urban zone
Schedule 4

The amendment figure as modified
Proposal 1
modified

Baldivis (East) - North of Zig Zag Road

as modified

Legend

Proposed:

X urban deferred zone

Figure 1
Appendix 1

List of detail plans as advertised
BALDIVIS (EAST) – NORTH OF ZIG ZAG ROAD

PROPOSED MAJOR AMENDMENT

AMENDMENT No. 1127/41

AS ADVERTISED

3.2066

DETAIL PLANS

3.2069 BALDIVIS – URBAN
Appendix 2

List of detail plans as modified
BALDIVIS (EAST) – NORTH OF ZIG ZAG ROAD

PROPOSED MAJOR AMENDMENT

AMENDMENT No. 1127/41

AS MODIFIED

3.2066/1

DETAIL PLANS

3.2069/1  BALDIVIS – URBAN DEFERRED
THE COMBINED SWAN RIVER AND
SWAN COASTAL PLAINS
NATIVE TITLE HOLDERS
AND TRADITIONAL OWNERS

To: Moshe Gilovitz, Secretary, WAPC
Fax: 9264 7566

Regarding: MRTS Amendment Nos: 1127/41, 1128/41, 1129/41, 1120/41

We are writing to you as the Indigenous Elders and People with knowledge and ties and links and
associations with the area of the Swan River, Swan Valley and Swan Coastal Plains. Our Native
Title Claim is made up of many Nyungah Families and Family Clans.

Nyungah Elders would like to meet with you and your body to discuss our concerns in the area of your
proposals.

We would like to meet on site on the grounds that you meet with us in good faith.

We would also like both parties to undertake that they will attempt to come to agreement when
we meet. We would like an agreement of what we agree on to be put in
writing and signed by both
parties.

Our record speaks for itself that we are not trying to stop your “progress” in the white society but at
the same time and token, we have a right to protect our Sacred Things also – the protection of our
Religion and Culture and our human rights. We don’t sell our Sacredness or our Religion and Culture.

There has got to be a balance in what both parties want.

We are the Nyungah Elders who speak for this Area by Nyungah Laws and Customs, and we are the
only qualified experts who can give you this advice and assistance from the indigenous side, not
government departments. We have been authorised by our People through the Registration Test of the
Native Title Act.

Our main concern is saving and preserving places of serious concern to us. We are not here to stop your
development but we are here in good faith with our concerns. It may be necessary to have the
assistance of an anthropologist, archeologist, and/or facilitator/mediator – all who must be
acceptable to us and to you. Please consult with us first before you appoint anyone. We will need a
draft copy of any ethnographic report to be sent to us for checking before it is finalised.

We have already reached agreement on these lines with many developers, mining companies, and
local and state authorities.

If you agree to meet with us in this way, please put this in writing and contact Nyungah Elder,
Richard Wilkes (0434 648 435), and arrangements will be made for a meeting. Normal consultation
expenses for each Elder must be covered and they in turn are responsible for whoever they bring
with them. This is our standard process we have followed for many years.

This letter is our Official Objection until the consultation process as outlined above is undertaken in
the proper way and agreement is reached.

Combined Swan River and Swan Coastal Plains Native Title Holders & Traditional Owners
Date: 23 February, 2007
TO: AITON SHEPARD
FROM: Rachel Doherty
DATE: 8 February 2007

WAPC Ref No: 809-2-28-8Pt1

Metropolitan Region Scheme Amendment Nos: 1127/41, 1128/41, 1129/41, and 1130/41

As requested please find below Bush Forever Office comments regarding the proposed amendments to the Metropolitan Region Scheme to rezone land adjoining the existing Baldivis urban area from Rural to Urban.

MRS Amendment Nos - 1127/41, 1128/41, 1129/41 are close to Bush Forever site 418, but will not have any impact on regionally significant vegetation. MRS Amendment No - 1130/41 is near Bush Forever Site 356, but will not have any impact on the regionally significant bushland. As such, the Bush Forever Office has no objections to this proposed amendments.

I trust the above information will assist your assessment of these proposed amendments, however should you require any additional information, please call extension 7772.

Yours sincerely

Rachel Doherty
Environmental Planner

Sighted by Senior Environmental Planner

DPI RECORDS
- 8 MAR 2007
RECEIVED
Dear Sir or Madam

RE: PROPOSED AMENDMENT 1127/41 - BALDIVIS (EAST) - NORTH OF ZIGZAG ROAD

Reference is made to the West Australian Planning Commissions Metropolitan Regional Scheme Amendments Within The South West District of January 2007, specifically the proposed amendment mentioned above.

Alinta wish to advise that the presence of the Dampier to Bunbury Natural Gas Pipeline (DBNGP) and the risks it imposes to the surrounding land users, and restrictions on land use changes that do not meet the appropriate “safe” distance from the pipeline corridor.

Significant study has occurred to determine an appropriate “safe” distance for sensitive, residential and industrial / commercial uses, subdivision or development from the pipeline corridor, based on risk criteria set by the EPA. Recent quantitative (or numeric) risk analyses of the DBNGP within the Perth Metropolitan Region have identified separation distances for residential and other land uses based on EPA criteria for individual fatality risk from hazardous industrial plant (EPA Guidance note No 2). Activities outside the safe distances are considered based on the EPA criteria to be subject to an acceptable level of risk from the existence of the pipeline.

The Draft WAPC Planning Bulletin for High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region provides separation distances for residential and other land use based on EPA criteria. The separation distances are dependent on the type of land use and development proposed as well as on the suburban location. Separation distances are taken from the edge of the pipeline corridor and can vary from 0 - 200 meters. The separation distances are to be measured perpendicularly from the edge of the pipeline corridor and apply to the lot, not just the dwellings within.

These separation distances ensure that the risk to people and property is within acceptable limits as stipulated in the Environmental Protection Authority Guidance No 2 and that changes in land use, subdivision and development do not encroach on the current operations as well as future expansion within the existing pipeline corridor.

Alinta Asset Management (AAM), Asset Manager for the DBNGP, after reviewing the information supplied on proposed Scheme Amendment, has determined the change of zoning will significantly
increase the current risk profile and therefore required that all future developments planned for the area must be made in consultation with Alinta prior to finalisation of plans.

Alinta Asset Management do not wish to speak at the hearing and will not have a representative or spokesperson attend the hearing on their behalf.

Should you have any queries regarding the above, please do not hesitate to contact me on the number above.

Yours Sincerely

Jeanette Appleby
LAND MANAGEMENT OFFICER
ALINTA ASSET MANAGEMENT

Attached: Location Map
Planning and Development Act 2005
Section 41 Amendment (Substantial)
FORM 41

SUBMISSION
METROPOLITAN REGION SCHEME AMENDMENT 1127/41

LOTS 3 & 4 ZIG ZAG ROAD; 459-463, 510-513, 520, 521 & 709 BALDIVIS ROAD;
515-518 SABRINA ROAD; AND 447 TELEPHONE LANE, BALDIVIS

To: Secretary
Western Australian Planning Commission
469 Wellington Street
PERTH WA 6000

OFFICE USE ONLY

Submission 4

Name: FLEASERS THE PROJECT MANAGER - KEN FRASER
Address: LEVEL 1, 533 MARY STREET, PERTH, WA Postcode 6000
Contact phone number: 0400 173 434 Email address: bydesign@optus.com.au

Submission (Please attach additional pages if required. It is preferred that any additional information be loose rather than bound)

TURN OVER TO COMPLETE YOUR SUBMISSION
Hearing of Submissions

The Planning and Development Act 2005 provides the opportunity for people who have made a written submission to personally present the basis of their submission to a Hearings Committee.

You do not have to attend a hearing. The comments presented by you in this written submission will be considered in determining the recommendation for the proposed amendment.

For information about the submission and hearings process, please refer to the Amendment Report and in particular Appendix D, titled ‘Preparing a submission and for a ‘hearing’ presentation.

Please choose ONE of the following:

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

OR

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

I will be represented by:

☐ MYSELF – My telephone number (business hours):

☐ OR

☐ A SPOKESPERSON

Name of Spokesperson:
Contact telephone number (business hours):
Postal address:

I would prefer my hearing to be conducted in:

☐ PUBLIC (members from the general public may attend your presentation)

☐ OR

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

You should be aware that:

- The Western Australian Planning Commission (WAPC) is subject to the Freedom of Information Act 1992 (FOI Act) and as such, submissions made to the WAPC may be subject to applications for access under the FOI Act.

- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.

- All hearings are recorded and transcribed. The transcripts of all hearings, along with all written submissions, are tabled in Parliament and published as public records should the Governor approve the proposed amendment. The WAPC recommendations are similarly published in a Report on Submissions and tabled in Parliament.

TO BE SIGNED BY PERSON(S) MAKING THE SUBMISSION

Signature

Date 01/05/2007

NOTE: Submissions MUST be received by the advertised closing date, being close of business (5:00pm) on 4 MAY 2007. Late submissions will NOT be considered.

Contact: Telephone - (08) 9264 7777; Fax - (08) 9264 7566; Email - mst@wapc.wa.gov.au; Internet - http://www.wapc.wa.gov.au
Dear Secretary,

Re: Metropolitan Region Scheme Amendment 1127/41

I am writing to you on behalf of the Landowners (pool of approx. 40) of Lot 515 Sabrina Road in Baldivis to voice our major support of the proposed rezoning of the Baldivis area and in particular the area affecting the above mentioned lot.

We feel that the proposed rezoning will alleviate land supply pressures; be consistent with the Network City; and support the existing and future proposed urban infrastructure in Baldivis. This information has been obtained from meetings between ourselves and Taylor Burrell Barnett.

We look forward to the official approval of the rezoning and seeing the growth potential in the area continue to move forward.

Regards,

Ken Fraser
Director

Level 1, Kings Office Towers, 533 Hay St Perth WA 6000
Dear Sir

Re: Proposed Amendments to Metropolitan Region Scheme - Nos. 1127/41 and 1130/41

I refer to the above proposed amendments to the Metropolitan Region Scheme for which comments are being invited and provide a submission on behalf of the City of Rockingham.

Amendment No. 1127/41

Amendment No. 1127/41 seeks to zone land bounded by Zig Zag Road, Kwinana Freeway, Folly Road and Baldivis Road from 'Rural' to 'Urban'. It is also proposed to simultaneously zone the land from 'Rural to 'Development' under the City's Town Planning Scheme No. 2, pursuant to s126(3) of the Planning and Development Act 2005.

The City submits that the implications of the 'Development' zoning under TPS2, as it affects particular lots, must be resolved prior to the rezoning being progressed.

In this regard, Lots 101-105, 129, 1000 and 9000 Eighty Road, Zig Zag Road and Paparone Road and zoned 'Special Rural' under TPS2 and contained in Schedule No.4 - Portions of Planning Unit 5 of the Rural Land Strategy. The landholding is referenced in Item 5(i) of the subject Schedule, albeit under former lot numbers.

At this time, only Lots 101-105 have been subdivided to a 'Special Rural' density.

With respect to Lots 101-105, the City is concerned that a 'Development' zoning will render the land management requirements within the subject Schedule of TPS2 as unenforceable despite the land potentially being used for ongoing 'Special Rural' purposes.

Furthermore, Lot 9000 is currently the subject of Amendment No. 15 to TPS2 which seeks to zone the land to 'Special Use - Freeway Service Centre' to enable the site to accommodate a Freeway Service Centre as described under WAPC Policy No. DC 1.10. The Council has adopted the Amendment for Final Approval and it is currently before the Minister for Planning and Infrastructure.
As such, it is recommended that the 'Development' zoning not be applied over Lot 9000.

Amendment No. 1130/41

The landholding affected by the above amendment has been the subject of preliminary local structure planning which has determined the extent of the proposed zoning. The draft structure plan provides for a 'Special Residential' interface between the abutting northern precinct ('Woodleigh Grove Estate') and the proposed residential density over the balance of the land.

The proposed 'Special Residential' lots will be included as part of Schedule No. 5 - Portions of Planning Unit 4 of the Rural Land Strategy in TPS2.

It is therefore recommended that the row of 'Special Residential' lots be excluded from the 'Urban' zone under the MRS and the 'Development' zone under TPS2.

A copy of the draft structure plan is attached for your information.

Should you have any enquiries with respect to this advice, please do not hesitate to contact the undersigned on 9528 0341.

Yours faithfully

P RICCI
MANAGER, STRATEGIC PLANNING & ENVIRONMENT

cc Mr Frank Arangio, Development Planning Strategies
Mr Greg Rowe, Greg Rowe & Associates
Mr Andrew Williams, Cardno BSD
Secretary
Western Australian Planning Commission
Albert Facey House
469 Wellington Street
Perth WA 6000

1st May 2007

Attn: Alton Shepard

Re: City of Rockingham Proposed MHS Rezoning’s—Rural to Urban
1127/41, 1128/41, 1129/41 and 1130/41 Baldivis

I refer to your letter dated the 29th January 2007, requesting comments on the above proposal from this Corporation. Thank you for giving the Water Corporation the opportunity to comment.

With respect to the proposed rezoning the Water Corporation “Currently Objects” to this proposed rezoning of land in the Baldivis area from rural to urban until such time as the East Rockingham Wastewater Treatment Plant (WWTP) has obtained all required environmental approvals from the Department of Environment and Conservation and the site has been made available for this purpose. It is envisaged that this approval will not occur until 2010 with the WWTP being operational by 2015. The proposed enhancements to the existing WWTP’s capacity is insufficient to provide wastewater treatment beyond the capacity of the land already zoned Urban / Urban deferred in this area.

The area is located within the Mundijong Drainage District and within the flood plain of the Peel Main Drain. Rural drainage standards under the licence issued by the Economic Regulatory Authority allow flooding for up to three days, or longer if the physical form of the land does not readily facilitate drainage.

The Corporation does not support development within the Mundijong Drainage District until the Department of Water has developed an Arterial Drainage Scheme for the drainage of any future urban development, prescribes standards for the level of service required, resolves the issue of development within the wetlands and the floodplain of the Main Drains and identifies the responsibilities of the various stakeholders.
Water Supply

The area is within the existing Tamworth-Karnup System boundary. The future infrastructure to support full development of this area as identified in the ultimate system planning is:

- 300m of 900S from Tamworth Reservoir;
- 1615m of 500S along Eighty Road near Fifty Road; and
- 1122m of 300P.

The Development can therefore be supplied with water subject to funding being available.

Wastewater

The area is in the Baldivis North Sewer District. The subject area can be serviced, with associated and necessary gravity mains, and gravity mains and pump station upgrading and relocations. Within the Baldivis North Sewer District Boundary, the subject area falls within the proposed East Rockingham Wastewater Treatment Plant Catchment area. The treatment plant is expected to be commissioned by 2015. For an interim development timeframe, alternative treatment facilities will be required. The closest available treatment plant is the Kwinana WWTP. The proposed treatment capacity upgrading at the Kwinana WWTP is currently committed, in meeting expected urban development of the surrounding area (other than the subject area). Any development of the subject land prior to 2015, with a requirement to provide a reticulated sewer system/treatment capacity will require the advancement of the proposed East Rockingham WWTP commissioning date. A site is still to be finalised and acquired, necessary environmental approvals obtained, the design, building and commissioning etc. to be undertaken. Currently there is insufficient treatment capacity within the area to accommodate the residential development of the subject land area.

Drainage

The area is within the Mundijong Drainage District. The Mundijong Drainage District has been constructed to rural drainage standards, which provide a very minimal level of service, the cost of upgrading this system to urban standards would be prohibitive. The stormwater flows required to be compensated for on site, are for the 1 in 100 year ARI storm event and advice should be sought from the Department of the Water. Existing culverts under the Kwinana Freeway shall not be enlarged. The following issues should also be noted:

- Direct drainage connection to the Pool Main Drain is not permitted.
- At this point in time drainage headwork’s contributions and drainage rates are not applicable as this is a rural drainage area.
- Water Resources, Strategic Drainage and Water Quality issues need to be taken up with the Department of Environmental Protection, the Department of the Water and the City of Rockingham.
Funding

The principle followed by the Water Corporation for the funding of subdivision, development or redevelopment is one of user pays and the developer is expected to provide all water and sewerage reticulation and to contribute for headwork's. In addition the developer may be required to fund new works or the upgrading of existing works to provide for the increase demand resulting from the development.

If you have any further queries on these comments please phone Ross Crockett on (08) 9420 2013

Frank Kroll
Senior Development Planner
Development Services Branch
Customer Services Division
6 August 2007

Chairman
Western Australian Planning Commission
Albert Facey House
469 Wellington Street
PERTH WA 6000

Attention: Moshe Gilovitz, Secretary

Proposed Metropolitan Region Scheme Amendments - South West Districts, Baldivis
Amendments: 1127/41, 1128/41, 1129/41 and 1130/41

I refer to your letter of 29 January 2007 inviting comment on the proposed rezoning of various landholdings in the Baldivis area from 'Rural' to 'Urban', and the Water Corporation’s submission on the proposed amendments dated 1 May 2007.

Interested parties have recently approached the Water Corporation seeking explanations as to the Corporation's lack of support for the rezoning proposals. The purpose of this letter is to clarify and reinforce some aspects of the Corporation’s previous submission objecting to the proposed Urban zoning of land in the Baldivis area, and to highlight some concerns with the land use planning process that create difficulties for the Water Corporation and other infrastructure providers when planning for new plant and system upgrades to meet projected increases in demand.

Introduction

Water and sewerage works are inherently capital intensive. The Corporation makes substantial investments in infrastructure on the basis of projected long term land use planning. Many of the Corporation’s major assets have expected lives of 50 years or more and it is therefore imperative for the Corporation to be able to plan new infrastructure and upgrades with some confidence in the planned growth in demand.

The need for reliable long term planning is particularly acute in the case of major infrastructure such as water catchment dams, bulk pipelines and regional wastewater treatment facilities, which are difficult and costly to establish and which cannot easily be staged or upgraded incrementally as demand increases. The Corporation aims to optimize the timing of major capital expenditure on new major infrastructure while maximizing the operational and financial efficiency of existing infrastructure.

Reasonably reliable land use planning and adequate lead-times are therefore crucial to the efficient and cost-effective provision of major infrastructure. In this regard the Corporation relies heavily on land use plans, including the Metropolitan Region Scheme, Peel Region Scheme, regional structure plans (corridor and district structure plans), local planning schemes and other non-statutory planning processes such as the Metropolitan Development Program and Country Land Development Program as a basis to forecast increased demand for water and wastewater services.
The Corporation’s planning for major infrastructure in the South-West corridor in general and the Baldivis area in particular, is based on various planning documents relevant to the area.

**South-West Corridor Structure Plan (1993)**

The SW Corridor Structure Plan aims to provide a comprehensive approach to planning and development in the southern part of the South-West Corridor between Rockingham and Gordon Road in Mandurah and to guide more detailed local planning for the area.

The Structure Plan identifies the land that the subject of these MRS amendments as “Rural - Landscape Attributes” and acknowledges that most of this land is low lying and would be unsuitable for urban development without substantial drainage works.

**Metropolitan Development Program (MDP)**

The MDP provides a valuable base of information to support planning and promote coordination of water, sewerage, electricity, transport and other major community infrastructure on a whole-of-government basis. The MDP is an important growth management tool for the Perth metropolitan region.

Successive MDP’s, including the most recent MDP published in January 2006 for the 2005/2006 to 2009/2010 planning horizon, have identified most of the subject land as “Rural”. A small portion of the Amendment 1128/41 area to the south of Zig Zag Road (MDP area SW184) is earmarked as “Special Rural” and anticipated for release by 2009/2010.

Importantly, to date none of the land in the amendment area has been identified for possible future urban development.

**Network City**

Network City is the new the metropolitan strategy for the Perth and Peel regions and supersedes Metroplan. Network City includes an action plan and a diagrammatic spatial framework indicating how the principles of the plan could be applied. The Network City draft State Planning Policy (SPP) was advertised from March to May 2006. Once adopted, Network City will be taken into account in preparing regional and local planning strategies and planning schemes and amendments and will be given appropriate weight in statutory decision making.

Network City acknowledges that the corridor structure plans, the Metropolitan and Peel Region Schemes, local planning schemes, district and local structure plans and other relevant WAPC policies will need to be modified over time to accord with and support Network City. In this regard the Network City SPP implementation measures indicate that the WAPC will soon commence a comprehensive review of its policies and planning instruments.

Staging infrastructure provision with land development, both spatially and temporally, is an important component of the planning process and is acknowledged as a key principle of the Network City spatial framework. Reflecting Network City in strategic plans and other planning documents is vital to the timely and efficient delivery of infrastructure, such as water and wastewater services.

The Network City spatial framework is diagrammatic and should not be used as a basis to promote Urban rezoning of new areas prior to it being considered in more detail through the revision of the corridor structure plans.
Previous working versions of the Network City spatial framework (as recent as 2004) showed the sites of the proposed MRS amendments as "Rural/Special Rural". The most recent version of the framework shows Amendment Proposal 1130/41 (Pike Road) and most of Amendment Proposal 1127/41 (north of Zig Zag Road) as "Rural and Resource areas including Natural Vegetation". Amendment Proposals 1128/41 and 1129/41 (south of Zig Zag Road) are included within the larger Baldivis development area, referred to as "Future Communities to be designed around networks and centres". No justification has been provided for this in the various Network City studies and reports produced to date.

Proposed East Rockingham Wastewater Treatment Plant

At present, the Corporation's three largest wastewater treatment plants (WWTP's) at Beenyup, Subiaco and Woodman Point receive and treat most of the wastewater generated in the Perth metropolitan region. Planning and approvals are well advanced for the new Alkimos WWTP, which will serve much of the north-west urban corridor.

In the late 1980's the then Water Authority of WA conducted wastewater planning for the south-west corridor and identified the need for a major WWTP in the vicinity of East Rockingham. This plant would eventually replace Point Peron WWTP and Kwinana WWTP, which were deemed to be unsuitable for major upgrading (the Point Peron site is too small and environmentally constrained and the Kwinana site is inappropriately located in the catchment, relatively elevated and distant from possible ocean outfalls opportunities).

A new WWTP site in the East Rockingham area is preferred for a variety of reasons, including operational and cost considerations. The new WWTP has been planned to service a large catchment that includes: Meadow Springs (north Mandurah), Mandora, Singleton, Golden Bay, Secret Harbour, Warnbro, Port Kennedy, Rockingham, Rockingham East, Kwinana, Baldivis and Karnup, as well as the proposed Amarillo development to the south-west and land in the Byford-Mundijong area some 20km to the east.

In 1988 the then Water Authority of WA purchased a site for the proposed East Rockingham WWTP at Lots 2259 and 52 Day Road, Challenger (East Rockingham). However, due to the presence of native vegetation on the site and a caravan park/retirement village that was subsequently established in close proximity, the then Minister for Water Resources directed the Corporation to find an alternative site.

In an effort to secure a viable site the Water Corporation entered into negotiations with Landcorp to identify and purchase a site within the MRS industrial zone to the north of Day Road (also known as 'IP14'). In 1998 a suitable site (Lot 9001) was identified and agreed with other government agencies, reflected in structure planning for the IP14 area and subsequently reserved in the MRS for 'Public Purposes - WSD'. Investment in wastewater conveyance (main sewers and sewer pump stations) since that time has been based on the establishment of the WWTP at this site. In 2002 the Water Corporation concluded negotiations with Landcorp over the acquisition of the reserved site and paid a substantial deposit to Landcorp.

In 2002 and 2004 CALM and the then DoE expressed increasing interest in vegetation in the IP14 area and advised that much of the land (including the site reserved for the WWTP) should be set aside for conservation purposes. In mid-2004 Landcorp initiated a Strategic Environmental Assessment process with the EPA in order to clarify and resolve the conservation values over the land. This process has not been finalized and a suitable alternative site for the East Rockingham WWTP has therefore not yet been identified or secured.

Provided the Corporation is able to secure an acceptable site for the WWTP and its planned odour buffer in the near future and the necessary environmental and other approvals are obtained, it is expected that the new East Rockingham plant can be commissioned by 2015.
Wastewater from developments on land in the Baldivis area that is already zoned Urban is currently collected, conveyed and treated at the Point Peron (southern portion of Baldivis) and Kwinana (northern portion of Baldivis) treatment plants on an interim basis until the East Rockingham WWTP is operational.

Because of the rapid pace of development in the area the Point Peron WWTP will reach full capacity by 2012 and the Kwinana WWTP will reach full capacity by 2008/09. Environmental and capacity constraints at Point Peron will see this plant de-commissioned before 2015. This plant was originally planned to be de-commissioned earlier (2012) due to the nature of wastewater treatment at the plant (primary treatment only). The Corporation had originally planned to commission the proposed East Rockingham WWTP to overcome the treatment and capacity deficiencies at the Point Peron and Kwinana plants. However, in view of the difficulties in securing a site for the East Rockingham plant, the interim arrangement is to undertake a significant upgrade at the Kwinana plant (new treatment process and increase capacity to 12ML/day) to accommodate forecast growth in the catchment until about 2015.

This contingency plan is based on the current forecasts of development derived from land already zoned Urban and Urban Deferred in the MRS. Much of the planned treatment capacity has already been committed to meet the expected demand that will be generated by ongoing subdivision in the Baldivis catchment area on land that is already zoned Urban in the MRS. It is likely that only some of the existing Urban land in the Baldivis area will be able to serviced until the proposed East Rockingham WWTP becomes operational.

The proposed MRS amendments are located within the sewer catchment area for the proposed East Rockingham WWTP. The additional 430ha of land proposed in this amendment has not been included in the catchment growth forecasts. The subject land therefore cannot be provided with wastewater services until the East Rockingham WWTP is commissioned, which is likely to be 2015 at the earliest, assuming no further delays in securing the site. The Water Corporation does not support the proposed rezoning of the land from 'Rural' to 'Urban' at this time.

Given that a significant proportion of the land within the existing urban zone in Baldivis is presently undeveloped but has been identified and planned for future development, it is not clear why additional land is proposed to be zoned that is difficult to service. The Corporation is concerned that the Metropolitan Region Scheme rezoning process may be working against proper and orderly planning because of high land acquisition costs, multiple land ownership and physical development constraints within the existing zoned areas.

Steve Hiller
Manager
Development Services
Customer Services Division
Submission 7

From: ORMSBY, Warren [Warren.Ormsby@doinnta.gov.au]
Sent: Friday, 4 May 2007 4:48 PM
To: mrs
Subject: Metropolitan Region Scheme Proposed Amendments 1127/41, 1128/41, 1129/41, and 1130/41

Please find attached the Department of Industry and Resource's submission on the above proposed amendments.

regards

Warren Ormsby
Senior Geologist, Mineral Resources Group
Geological Survey
DEPARTMENT OF INDUSTRY AND RESOURCES
Postal Address: 100 Plain Street, East Perth, Western Australia 6004
Street Address: 100 Plain Street, East Perth, Western Australia 6004
Telephone: +61 8 9222-3571, Facsimile: +61 8 9222-3633
warren.ormsby@doir.wa.gov.au

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Dear Sir/Madam

METROPOLITAN REGION SCHEME PROPOSED AMENDMENTS

Thank you for the invitation to comment on the proposed amendment No.'s: 1127/41, 1128/41, 1129/41, and 1130/41.

The Department of Industry and Resources (DoIR) has no objection to, nor comment on amendment No.'s 1128/41, 1129/41 and 1130/41. We do however, draw your attention to a number of Priority Resource Locations for basic raw materials that are potentially impacted by proposal 1127/41 (figure 1). These areas are defined on the “Resource protection working plans of Perth metropolitan region and outer areas -- 2002 map” as published by the Department for Planning and Infrastructure (see figure 2).

Specifically, Amendment No. 1127/41 -- Baldivis east -- North of Zig Zag Road -- is located between Priority Resource Locations for clay and sand, and close to a Priority Resource Location for limestone and limeland. WAPC Statement of Planning Policy No. 2.4 (SPP2.4), section 6.1.1 states that Priority Resource Locations “are the locations of regionally significant resources which should not be constrained by incompatible uses or development”. In this context, the proposal for residential housing adjacent to these areas does suggest potential for future land use conflicts.

In examining the Priority Resource Locations in detail:

1) Priority Resource Location for sand.

Sand is currently being extracted from this site by Italia Limestone Company, on land owned by the Metropolitan Cemeteries Board. Italia advise that they expect to have completed sand extraction in 2 to 3 years time. Baldivis Road is currently being used for access for trucks by Italia. Consistent with recent State Government initiatives to facilitate the supply of basic raw materials, particularly sand south of Perth, and SPP2.4, DoIR believe that residential development should not take place adjacent to this site until sand mining is completed. This will avoid exposing residents to any noise and dust and heavy vehicle traffic that may be created by the mining, and consequently any action to prematurely cease operations from this locality.

2) Priority Resource Location for clay.

The entire eastern side of the proposed amendment area adjoins this clay resource. Alcoa appears to be the only company currently extracting clay on an intermittent basis
in this area, and expect to continue these operations for a further 10 to 20 years. The working area for Alcoa is in the southern part of the Priority Resource Location, over 500 m to the east of the Kwinana Freeway, behind wetlands that were created from previous mining activity. Alcoa do not anticipate there to be any noise (over and above the freeway) or dust related issues due to their operations which do not operate at night. Alcoa do however point out that they use the freeway for transporting the clay, but only operate during weekdays for three months during summer.

DoIR points out that there is a clay area adjacent to the freeway to the north of Alcoa's clay pits that is not currently being exploited, and may possibly be sterilized if residential subdivision was to take place.

3) Priority Resource Location for limestone/limesand

This area is located about 400 m from its closest point to the amendment area, and hosts a comparatively long-life mine for limestone and sand operated by WA Limestone Company. WA Limestone estimate about 15 years of mining remains at this locality. Future mining will take place towards the north, which is over 500 m west of the proposed amendment area, and will probably be partly shielded from the proposed residential area by topography.

In summary, no current operator has expressed strong concerns about the proposed amendment, but DoIR would like to reiterate the planning implications for such a development under WAPC SPP2.4. In particular, DoIR draws the attention of any proponent for residential development to Section 6.3.3 which states "There should be a presumption against the introduction of sensitive land uses which could be adversely affected by existing or potential future extractive industries unless appropriate measures can be taken to ameliorate the adverse impacts".

DoIR's strong preference is for sequential land use in which basic raw material extraction is followed by development. Given the cluster of extractive industries in this area, perhaps industrial development would be a more appropriate rezoning. The Metropolitan Region Scheme and Town Planning Schemes are important tools for managing this transition.

Yours sincerely

[Signature]

Tim Griffin
Director
GEOLOGICAL SURVEY WESTERN AUSTRALIA

4 May 2007

End
# Directory

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SCOPE OF REPORT</td>
<td>4</td>
</tr>
<tr>
<td>1.1</td>
<td>DISCLAIMER</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>PERTH RESIDENTIAL MARKET OVERVIEW</td>
<td>6</td>
</tr>
<tr>
<td>2.1</td>
<td>CONTEXTUAL OVERVIEW - WA AND PERTH DEMAND DRIVERS</td>
<td>5</td>
</tr>
<tr>
<td>2.2</td>
<td>WA POPULATION GROWTH (CURRENT)</td>
<td>6</td>
</tr>
<tr>
<td>2.3</td>
<td>PERTH POPULATION GROWTH (CURRENT)</td>
<td>6</td>
</tr>
<tr>
<td>2.4</td>
<td>WA AND PERTH POPULATION GROWTH (FORECAST)</td>
<td>6</td>
</tr>
<tr>
<td>2.5</td>
<td>PERTH HOUSEHOLD (CURRENT AND PROJECTIONS)</td>
<td>7</td>
</tr>
<tr>
<td>2.6</td>
<td>WA AND PERTH DWELLING DEMAND (FORECAST)</td>
<td>7</td>
</tr>
<tr>
<td>2.7</td>
<td>POPULATION COMPOSITIONAL CHANGE</td>
<td>7</td>
</tr>
<tr>
<td>2.8</td>
<td>COST OF FINANCE / INTEREST RATES</td>
<td>7</td>
</tr>
<tr>
<td>3</td>
<td>BALDIVIS AND SURROUNDS</td>
<td>9</td>
</tr>
<tr>
<td>3.1</td>
<td>OVERVIEW</td>
<td>9</td>
</tr>
<tr>
<td>3.2</td>
<td>LOCATION</td>
<td>9</td>
</tr>
<tr>
<td>3.3</td>
<td>PEEL REGION</td>
<td>9</td>
</tr>
<tr>
<td>3.4</td>
<td>LOCAL DEMAND DRIVERS</td>
<td>9</td>
</tr>
<tr>
<td>3.5</td>
<td>DWELLING ACTIVITY AND COMPOSITION</td>
<td>12</td>
</tr>
<tr>
<td>3.6</td>
<td>LOCAL SUPPLY DRIVERS (CURRENT)</td>
<td>9</td>
</tr>
<tr>
<td>3.7</td>
<td>LOCAL SUPPLY DRIVERS (FORECAST)</td>
<td>13</td>
</tr>
<tr>
<td>3.8</td>
<td>DEMAND - LOT TAKE-UP ASSESSMENT (CURRENT)</td>
<td>14</td>
</tr>
<tr>
<td>3.9</td>
<td>DEMAND - LOT TAKE-UP ASSESSMENT (FORECAST)</td>
<td>14</td>
</tr>
<tr>
<td>4</td>
<td>LOT TAKE-UP ASSESSMENT IMPACTS: CONCLUSION</td>
<td>16</td>
</tr>
</tbody>
</table>
1 Scope of Report

MacroPlan Australia has been commissioned by Peet Limited to undertake research to assess the impact of an incremental residential land rezoning within North Baldivis on Baldivis' future land take-up rate to 2015.

The research is presented in two parts:

- Firstly, consideration is given to statewide metropolitan level demand and supply drivers such as the property cycle, emerging demand segments and demographic trends (see section 2); and

- The second part provides a focused analysis of the local area, including demographic factors as well as land production and sales activity and forecast take-up rates (see section 3).

The report concludes with the key findings from these assessments (see section 4).

1.1 Disclaimer

The forecasts and projections in this report are based on assumptions about circumstances and events that have not yet transpired and they are therefore subject to variations that may arise as future economic and market factors actually occur. As a result, we cannot provide any assurance that the forecasts and projections contained in this report will be achieved.
Perth Residential Market Overview

2.1 Contextual Overview – WA and Perth Demand Drivers

The City of Perth is the capital of Western Australia (WA) and is located in the southwest corner of the State. Perth is a modern, cosmopolitan and vibrant city, nestled between the Indian Ocean to the west and the Darling Ranges to the east.

WA and Perth are undergoing strong economic growth as a result of strong mining exports and investment and a robust property market and construction sector. The continued growth of WA's key export markets, especially China, continues to be a key driver of WA's mining sector and overall economic growth.

Strong economic growth has helped underpin strong price growth in the WA property market. According to Residex, the median house price in Perth was $449,000 as at the September quarter 2006, second only to Sydney and increased by 33% in the year to the September quarter 2006. This was, by far, the strongest house price increase of all Australian capitals (see Error! Reference source not found.) over this period.

Table 1. Median Price Comparison - September Qtr 2006

<table>
<thead>
<tr>
<th></th>
<th>Sep Qtr 2006 Median Value</th>
<th>10 Year % p.a.</th>
<th>Sep 2006 Quarter % p.a.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Melbourne</td>
<td>$379,000</td>
<td>11%</td>
<td>8%</td>
</tr>
<tr>
<td>VIC Country</td>
<td>$236,500</td>
<td>10%</td>
<td>2%</td>
</tr>
<tr>
<td>Sydney</td>
<td>$545,500</td>
<td>9%</td>
<td>2%</td>
</tr>
<tr>
<td>NSW Country</td>
<td>$302,500</td>
<td>9%</td>
<td>1%</td>
</tr>
<tr>
<td>ACT</td>
<td>$387,500</td>
<td>11%</td>
<td>7%</td>
</tr>
<tr>
<td>Adelaide</td>
<td>$293,500</td>
<td>11%</td>
<td>5%</td>
</tr>
<tr>
<td>SA Country</td>
<td>$201,500</td>
<td>11%</td>
<td>8%</td>
</tr>
<tr>
<td>Brisbane</td>
<td>$353,000</td>
<td>11%</td>
<td>8%</td>
</tr>
<tr>
<td>QLD Country</td>
<td>$313,000</td>
<td>11%</td>
<td>11%</td>
</tr>
<tr>
<td>Darwin</td>
<td>$333,000</td>
<td>8%</td>
<td>16%</td>
</tr>
<tr>
<td>NT</td>
<td>$309,000</td>
<td>8%</td>
<td>14%</td>
</tr>
<tr>
<td>Hobart</td>
<td>$305,000</td>
<td>11%</td>
<td>9%</td>
</tr>
<tr>
<td>TAS Country</td>
<td>$224,000</td>
<td>11%</td>
<td>10%</td>
</tr>
<tr>
<td>Perth</td>
<td>$449,000</td>
<td>15%</td>
<td>33%</td>
</tr>
<tr>
<td>WA Country</td>
<td>$287,000</td>
<td>12%</td>
<td>24%</td>
</tr>
</tbody>
</table>

Source: The Residex Report, Western Australia. Sep Quarter 2006

Strong economic growth has ensured that Perth's house price has increased by an average 15% per annum in the decade to September 2006, again, by far the strongest increase of all Australian State and Territory capitals.

The strength of the WA economy and market has not been restricted to the city with regional WA also posting strong house price gains. Regional WA house prices increased by 24% in the year to the September quarter 2006. Over the 10 years to September 2006, annual house price increases averaged 12%. These increases were well in excess of the price growth experienced by other regional areas in the rest of Australia.

The strength of the WA economy is expected to continue as resource demand and commodities prices are forecast to remain high. Recent interest rate increases by the RBA should help prevent an overheating of the WA economy and minimise inflationary pressures to ensure that growth is sustainable in the long-term.
In addition, continuing low unemployment, high economic growth and population growth combined with rising income and wealth levels from the resources boom should see the WA property market continue its impressive growth in the remainder of 2006 and 2007.

2.2 WA Population Growth (current)

Strong residential price increases across both Australia and WA have been driven by a range of factors such as rising wealth levels, increasing purchasing power of buyers, high levels of population growth (driven especially by interstate and overseas migration), solid consumer sentiment and a range of Federal and State Government housing sector policies such as grants, tax exemptions and the first home buyers scheme.

Strong increases in WA’s population have been a key driver of a very strong property market. In recent population figures released by the Australia Bureau of Statistics (ABS), WA’s population growth continued to outstrip the nation as a whole. In the year to the March quarter 2006, WA’s population was over 2 million, an increase of more than 38,600 people (an increase of 1.9% compared to Australia as a whole of 1.3%) (see Table 2).

Table 2. Australian Population Growth - States and Territories

<table>
<thead>
<tr>
<th>Preliminary Data</th>
<th>Population at end Mar qtr 2006 ('000)</th>
<th>Change over previous year ('000)</th>
<th>Change over previous year %</th>
</tr>
</thead>
<tbody>
<tr>
<td>New South Wales</td>
<td>6 817.1</td>
<td>56.9</td>
<td>0.8</td>
</tr>
<tr>
<td>Victoria</td>
<td>5 078.5</td>
<td>65.7</td>
<td>1.3</td>
</tr>
<tr>
<td>Queensland</td>
<td>4 036.7</td>
<td>80.2</td>
<td>2.0</td>
</tr>
<tr>
<td>South Australia</td>
<td>1 552.3</td>
<td>11.9</td>
<td>0.8</td>
</tr>
<tr>
<td>Western Australia</td>
<td>2 045.8</td>
<td>38.6</td>
<td>1.9</td>
</tr>
<tr>
<td>Tasmania</td>
<td>1.49</td>
<td>3.6</td>
<td>0.7</td>
</tr>
<tr>
<td>Northern Territory</td>
<td>5235</td>
<td>3.6</td>
<td>1.0</td>
</tr>
<tr>
<td>Australian Capital Territory</td>
<td>5328</td>
<td>2.6</td>
<td>0.8</td>
</tr>
<tr>
<td>Australia</td>
<td>20 551.9</td>
<td>263.2</td>
<td>1.3</td>
</tr>
</tbody>
</table>


Importantly, WA’s population growth is being fuelled by a combination of both natural increases and migration. Over the period 2004-05 for example, WA’s growth in population through natural increases and net overseas migration was 0.71% and 0.83% respectively, well above the Australian average.

2.3 Perth Population Growth (current)

Perth continues to be the key driver of WA’s population growth and is expected to experience the greatest gains in population over the next three decades. The Greater Perth Population and Housing Discussion Paper, prepared for the Western Australian Planning Commission (WAPC) in August 2003 notes that “greater Perth’s population is projected to increase from 1.55 million in 2001 to 2.39 million in the next thirty years, representing 82% of the State’s total increase. Most of these people are expected to seek a home in the Perth, Mandurah and Murray areas.”

According to the most recent ABS Regional Population Growth publication, the Perth metropolitan region grew by 1.6% in 2004-05 while over the five year period 2000 to 2005, Perth averaged 1.5% annual growth. This was higher than the Western Australian average population growth rate for the period (1.4%).

This reflects a long standing trend (as seen from ABS Census data) over the period 1991-2001. Perth had the largest interstate migration gain during both 1991-96 (12,783)
and 1996-01 (3,755) compared to other parts of WA. Perth also gained large numbers of people from other parts of the State (11,649 over the period 1991-96 and 10,209 over the period 1996-01).

Table 3. Projected Total Private Dwelling Need in Greater Perth (Total and Annual), 2001 to 2031

<table>
<thead>
<tr>
<th></th>
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<th></th>
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<th></th>
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</thead>
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<tr>
<td><strong>Total Requirement</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro Perth</td>
<td>552,000</td>
<td>612,200</td>
<td>672,300</td>
<td>730,300</td>
<td>899,200</td>
<td>62%</td>
<td>46%</td>
</tr>
<tr>
<td>Peel Region</td>
<td>29,300</td>
<td>35,800</td>
<td>42,300</td>
<td>48,200</td>
<td>61,700</td>
<td>111%</td>
<td>72%</td>
</tr>
<tr>
<td>Bunbury Region</td>
<td>25,000</td>
<td>27,400</td>
<td>30,300</td>
<td>32,800</td>
<td>41,100</td>
<td>64%</td>
<td>50%</td>
</tr>
<tr>
<td>Avon Arc/Gingin</td>
<td>12,800</td>
<td>14,300</td>
<td>16,400</td>
<td>18,800</td>
<td>21,800</td>
<td>125%</td>
<td>99%</td>
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<tr>
<td>Total</td>
<td>619,100</td>
<td>683,900</td>
<td>761,300</td>
<td>830,100</td>
<td>1,024,500</td>
<td>65%</td>
<td>48%</td>
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<tr>
<td><strong>Change in Requirement</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro Perth</td>
<td>60,200</td>
<td>60,100</td>
<td>59,000</td>
<td>62,600</td>
<td>NA</td>
<td>NA</td>
<td>172%</td>
</tr>
<tr>
<td>Peel Region</td>
<td>6,500</td>
<td>6,500</td>
<td>5,900</td>
<td>13,500</td>
<td>NA</td>
<td>NA</td>
<td>108%</td>
</tr>
<tr>
<td>Bunbury Region</td>
<td>2,400</td>
<td>2,900</td>
<td>2,500</td>
<td>8,300</td>
<td>NA</td>
<td>NA</td>
<td>246%</td>
</tr>
<tr>
<td>Avon Arc/Gingin</td>
<td>1,700</td>
<td>1,900</td>
<td>2,400</td>
<td>10,000</td>
<td>NA</td>
<td>NA</td>
<td>486%</td>
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<tr>
<td>Total</td>
<td>70,800</td>
<td>71,400</td>
<td>68,800</td>
<td>194,400</td>
<td>NA</td>
<td>NA</td>
<td>175%</td>
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<tr>
<td><strong>Additional Annual Requirement</strong></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Metro Perth</td>
<td>12,040</td>
<td>12,020</td>
<td>11,600</td>
<td>10,840</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Peel Region</td>
<td>1,300</td>
<td>1,300</td>
<td>1,150</td>
<td>900</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Bunbury Region</td>
<td>480</td>
<td>560</td>
<td>500</td>
<td>553</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Avon Arc/Gingin</td>
<td>340</td>
<td>380</td>
<td>480</td>
<td>667</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>Total</td>
<td>14,160</td>
<td>14,260</td>
<td>13,750</td>
<td>12,960</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

Sources: DPTI, Quoted in Greater Perth Population and Housing Discussion Paper, Prepared for Western Australian Planning Commission, August 2003

2.4 Population Compositional Change

Population compositional changes play a key role in shaping the nature and size of the Perth housing market. These changes are further discussed below.

2.4.1 Housing Sizes

Falling household sizes are a key driver in house and land demand with falls in the average size of households boosting the quantity of houses / land demanded for a given population.

Consistent with the national trend, Perth housing demand has grown faster than population growth because of a fall in the average household size of Perth. The WAPC Metropolitan Development Program (MDP 2005/2006 to 2009/2010) report notes that the average household size fell from 3.12 persons in 1971 to 2.5 in 2001. The WAPC estimates that the average household size is expected to fall to around 2.4 by 2011.

2.5 Cost of Finance/ Interest Rates

Strong competition within the mortgage market in recent years has seen mortgage rates fall by more than the official cash rate. This has made borrowing easier, affordable (relative to rising real incomes) and more accessible to more Australians.

The Reserve Bank of Australia (RBA) estimates that underlying inflation increased in 2008 from around 2½% to around 3%. It was still around 3% in annual terms at the end of 2008 after three consecutive rate increases.
The RBA's inflation forecast, as presented in the Statement on Monetary Policy in early February 2007, was that underlying inflation would decline slightly over the next two years to around 2 1/4% down from an earlier RBA forecast of 3% in 2007 and 2008. However, "this outlook is still higher than ideal" according to the RBA, being at the top end of the RBA's 2 3% inflation band target. Although there is some uncertainty regarding the future direction of interest rates, MacroPlan expects inflation to remain stable in the short to medium term (albeit at the top of the RBA's 2 3% inflation band target) and interest rates to remain on hold for the foreseeable future.
3 Baldivis and Surrounds

3.1 Overview

This section considers the market conditions of the suburb of Baldivis and surrounding areas. It considers a range of factors such as the populations, dwelling activity and composition, a review of residential land production and an assessment of land prices. An assessment is also made of these factors into the future.

3.2 Location

Baldivis is a semi-rural residential suburb located within the City of Rockingham, 36 kilometres south of Perth. Surrounding LGAs include Armadale, Serpentine-Jarrahdale and Kwinana.

The suburb is expected to accommodate much of Perth's demand for new housing. Community infrastructure is limited at present, however continual development of the suburb will lead to evolving community profiles.

Baldivis is expected to see continued economic and population growth in the future. The suburb has been separated into two Structure Plan Districts (North and South) in order to facilitate the future development of over 13,000 new households over upcoming decades.

3.3 Peel Region

The Peel region covers an area of 5,500 square kilometres and extends 35 to 145 kilometres to the south of Perth's Central Business District. The region has approximately 130 square kilometres of estuary and inland waterways and also includes 50 kilometres of Indian Ocean coastline making it a highly sought after lifestyle, residential and tourist destination.

The region is one of the fastest growing regions in WA and Australia and is seeing a significant amount of infrastructure investment. This investment includes the extensions of the Kwinana Freeway (from Perth through to Bunbury) and the Tonkin Highway.

The region has a diversified economic base, including a range of industries such as mining, manufacturing, building and construction, retail and tourism.

3.4 Local Demand Drivers

This section discusses the range of demand drivers affecting Baldivis.

3.4.1 Demographic Characteristics

This section discusses the current demographic characteristics of the Rockingham SLA, relative to metropolitan Perth and Western Australia. This analysis is based on the 2001 Census.
Key indicators include:

- The Rockingham SLA had the largest average household size of those analysed (2.68 compared to 2.62 and 2.66 for metropolitan Perth and WA respectively). This may reflect the large number of families in the area with younger children who are attracted to affordable land in the area, and suggests higher demand for larger blocks/land & house packages.

- In terms of employment, the Rockingham SLA has a large number of workers who are classified as blue-collar (40%). Although this is greater than the Perth metropolitan average, it is well below the rate of some surrounding suburbs (for example in Kwinana where the proportion of blue-collar workers is 47%).

- The average household income was 10.3% lower than the Western Australian average. This would be driven by the relatively large blue collar workforce.

- The SLA has a relatively youthful population. Approximately 25% of the population is aged 0-14, compared to Perth and WA which are both 21%.

- Almost 50% of families in the Rockingham SLA are couple families with children. This is reflective of the ‘affordability’ aspect of suburbs within the SLA such as Baldivis.

- The SLA also has a large number of owner / purchasers (78%) in comparison to renters (22%). This is above State and metropolitan averages.

- The vast majority of homes are detached houses (92%).

- Relative to metropolitan Perth and WA, the Rockingham SLA has a higher proportion of people born overseas. This implies that the area has been popular with recent and new migrants.
<table>
<thead>
<tr>
<th>Table 4. Population Profiles - Rockingham SLA, Perth and WA (2001)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Headline Indicators (2001)</strong></td>
</tr>
<tr>
<td><strong>Population and Households</strong></td>
</tr>
<tr>
<td>Persons</td>
</tr>
<tr>
<td>Households</td>
</tr>
<tr>
<td>Average Household Size</td>
</tr>
<tr>
<td><strong>Socio-Economic Snapshot</strong></td>
</tr>
<tr>
<td><strong>Income and Wealth</strong></td>
</tr>
<tr>
<td>Average Household Income</td>
</tr>
<tr>
<td>Average Income Per Capita</td>
</tr>
<tr>
<td>SEIFA Rating - Economic Resources (Wealth)</td>
</tr>
<tr>
<td><strong>Worker Type</strong></td>
</tr>
<tr>
<td>White Collar</td>
</tr>
<tr>
<td>Blue Collar</td>
</tr>
<tr>
<td>Pink Collar</td>
</tr>
<tr>
<td><strong>Demographic Snapshot</strong></td>
</tr>
<tr>
<td><strong>Age Distribution</strong></td>
</tr>
<tr>
<td>0-14</td>
</tr>
<tr>
<td>15-24</td>
</tr>
<tr>
<td>25-34</td>
</tr>
<tr>
<td>35-44</td>
</tr>
<tr>
<td>45-54</td>
</tr>
<tr>
<td>55-64</td>
</tr>
<tr>
<td>65+</td>
</tr>
<tr>
<td><strong>Family Type</strong></td>
</tr>
<tr>
<td>Couple family with children</td>
</tr>
<tr>
<td>Couple family without children</td>
</tr>
<tr>
<td>One parent family</td>
</tr>
<tr>
<td>Other family</td>
</tr>
<tr>
<td><strong>Tenure Type</strong></td>
</tr>
<tr>
<td>Owner/Purchaser</td>
</tr>
<tr>
<td>Rentler</td>
</tr>
<tr>
<td><strong>Dwelling Type</strong></td>
</tr>
<tr>
<td>Separate House</td>
</tr>
<tr>
<td>Semi-detached</td>
</tr>
<tr>
<td>Flat, Unit, Apartment</td>
</tr>
<tr>
<td><strong>Birthplace</strong></td>
</tr>
<tr>
<td>Australia</td>
</tr>
<tr>
<td>Overseas</td>
</tr>
</tbody>
</table>

3.4.2 Future Population

Population projections for regions in WA are prepared by the WAPC.

As shown in Table 5, the population of City of Rockingham is expected to grow by 58% between 2004 and 2021. Growth in the City of Rockingham will be significantly higher than WA over this period (28%).

The City of Rockingham is a significant contributor, in terms of population, to Western Australia, with approximately 4-5% of the total population in the State residing in the municipality.

Table 5. Estimated Population Growth - WA and City of Rockingham

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Western Australia</td>
<td>1,984,600</td>
<td>2,048,100</td>
<td>2,110,400</td>
<td>2,374,400</td>
<td>2,534,600</td>
<td>28%</td>
</tr>
<tr>
<td>Yearly %</td>
<td>3%</td>
<td>8%</td>
<td>8%</td>
<td>7%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rockingham LGA</td>
<td>82,178</td>
<td>83,916</td>
<td>103,945</td>
<td>116,492</td>
<td>130,080</td>
<td></td>
</tr>
<tr>
<td>Yearly % (over 5 years)</td>
<td>8%</td>
<td>17%</td>
<td>12%</td>
<td>12%</td>
<td>58%</td>
<td></td>
</tr>
<tr>
<td>LGA Share of WA Population</td>
<td>4%</td>
<td>4%</td>
<td>5%</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


3.5 Dwelling Activity and Composition

This section considers the dwelling market in Baldivis.

3.5.1 Residential Land Production Trends - City of Rockingham

The Land Development Program, under the auspices of WAPC, releases quarterly reports into land approvals across metropolitan Perth suburbs. These reports indicate that there has been significant activity in Baldivis since 1999. In 1999 140 land lots were approved in Baldivis. In 2006 this had increased to 646. Lot approvals peaked in 2005 at 874. Between 2003 and 2006 lot approvals have grown by 33% p.a., however since 2005 they have fallen 26%.

Table 6. Residential Lots Approved - Baldivis

<table>
<thead>
<tr>
<th></th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>265</td>
<td>276</td>
<td>573</td>
<td>874</td>
<td>646</td>
</tr>
<tr>
<td>Yearly % Change</td>
<td>4%</td>
<td>108%</td>
<td>53%</td>
<td>-26%</td>
<td></td>
</tr>
</tbody>
</table>


The table below illustrates the lot supply (residential and special residential) pipeline as reported by the WAPC. At that time there were 1933 preliminary approvals (proposed lots) at the end of 2006. Preliminary figures for 2007 indicate that 208 lots have been released to date.

The overall impact on supply will be determined by the release timing of the lots into the market by developers, subject to final approval by WAPC. It is unlikely that WAPC would approve a consolidated land supply on the market within a 3-5 year period within Baldivis.
Table 7. Residential Lot Production Applications Pending - Baldivis

<table>
<thead>
<tr>
<th></th>
<th>Preliminary Approval</th>
<th>Final Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>2</td>
<td>137</td>
</tr>
<tr>
<td>2001</td>
<td>618</td>
<td>40</td>
</tr>
<tr>
<td>2002</td>
<td>970</td>
<td>230</td>
</tr>
<tr>
<td>2003</td>
<td>938</td>
<td>240</td>
</tr>
<tr>
<td>2004</td>
<td>1092</td>
<td>498</td>
</tr>
<tr>
<td>2005</td>
<td>850</td>
<td>760</td>
</tr>
<tr>
<td>2006</td>
<td>1933</td>
<td>562</td>
</tr>
<tr>
<td>2007 Prelim</td>
<td>49</td>
<td>208</td>
</tr>
</tbody>
</table>

Source: Western Australian Planning Commission (May 2007)

3.5.2 Local Supply Drivers (forecast)

The WAPC monitors land supply through land approvals data for each metropolitan suburb in Perth. MacroPlan has assessed land approvals between 1997 and 2006 to conduct a forecast of land supply.

Historically land approvals have grown strongly up to 2006. MacroPlan has used a historical average to forecast land supply forward. A base of 518 approvals in 2007 has been grown at a constant growth rate of 3% p.a. to extrapolate supply, equating to on average 630 lots released every year between 2007 and 2020.

This analysis suggests that of the 13,000 lots possibly available in the North and South Structure Plan precincts approximately 12,000 of those lots will be approved for release to the market by 2020. The total approved lots by 2015 is 5,600 lots.

Table 8. Land Supply Analysis - Baldivis: 1997-2020

3.6 Demand – Lot Take-Up Assessment (current)

It is only in recent years that Baldivis has become a major growth front for metropolitan Perth. Between 1999 and 2001 land sales and approvals were well below 200 lots per annum, even falling below 100 in 2000. This is in stark contrast to the situation post 2003. Land approvals and sales have grown 33% and 9% per annum respectively between 2003 and 2006.

Between 1999 and 2006 approximately 3150 lots have been released, and roughly 2,800 of these have been absorbed by the market.

2006 saw a substantial adjustment in the market, with land sales falling 57% from their peak in 2005. MacroPlan is of the opinion that competing offers and affordability issues may have impacted on the market in 2006-2007.

Table 9. Lot Take Up Assessment - Baldivis: 1999-2006

<table>
<thead>
<tr>
<th>Year</th>
<th>Lot Sales</th>
<th>Land Approvals</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999</td>
<td>200</td>
<td>700</td>
</tr>
<tr>
<td>2000</td>
<td>300</td>
<td>600</td>
</tr>
<tr>
<td>2001</td>
<td>400</td>
<td>500</td>
</tr>
<tr>
<td>2002</td>
<td>500</td>
<td>400</td>
</tr>
<tr>
<td>2003</td>
<td>600</td>
<td>300</td>
</tr>
<tr>
<td>2004</td>
<td>700</td>
<td>200</td>
</tr>
<tr>
<td>2005</td>
<td>800</td>
<td>100</td>
</tr>
<tr>
<td>2006</td>
<td>900</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: Landline WA (7007). MacroPlan Australia (2007)

3.7 Demand – Lot Take-Up Assessment (Forecast)

MacroPlan has assessed historical trends in the supply and demand of residential lots in Baldivis to develop forecasts of anticipated lot demand and supply moving forward.

In the short term (2007-2011) MacroPlan has forecast lot sales to grow from a low of 370 in 2007 to over 500 by 2011. The long term growth rate for land sales is assumed to be 5% per annum, based on long-term averages.

Land approvals are illustrated to grow at 3% per annum from 2007 onward, from a base of approximately 450 in 2007. The base figure of 450 is consistent with long-term averages for land provision Baldivis.

---

1 Land approvals have been adjusted from the base figures supplied by Landline WA to reflect possible density factors i.e. one lot being bought and then subdivided to bring another lot/s onto the market. MacroPlan has adjusted the per annum figures by a multiplier of 1.15 to take this into account.

2 Land sales have been adjusted to reflect the occurrence of resales.
The Western Australia State Government has forecast a short term decline in housing construction due to the impact rising prices are having on affordability in Perth. According to the 2006-2007 Budget Paper (WA Department of Treasury & Finance) "dwelling investment is forecast to decline by 2.0% in 2007-08, as activity eases from a peak in 2006-07, and the effects of increases in house prices on housing affordability dampen demand."

Table 10. Lot Take-Up and Approvals, Baldivis: 1999-2020

Source: Landline WA (2007), MacroPlan Australia (2007)

MacroPlan is of the opinion that the proposed rezoning of 3,000 lots within North Baldivis will not have any material impact on the take-up rate within the greater Baldivis region due to:

- The current economic climate (especially the relatively low interest rate environment)
- Recent price growth relative to housing affordability (assuming lot prices remain consistent)
- Competitive regional supply factors
- A Likely staged final approval program from WAPC (300-500 lots p.a. over the next 5 years).
Lot Take-Up Assessment Impacts: Conclusion

Baldivis is a growing market for housing. The suburb is ideally located to accommodate much of Perth’s expected population expansion, and has been able to provide a certain degree of affordability relative to other Perth suburbs.

The affordable nature of Baldivis is reflected in the current demographic composition of the community. In an economic sense the present community is defined by below average income levels, high levels of blue collar employment, above average levels of migrants, and younger than average family groups, placing a stronger emphasis on housing affordability.

Future development of Baldivis, combined with strong wage growth throughout Western Australia, may lead (in the long-term) to compositional changes in the Baldivis community.

In terms of land supply, between 1999 and 2006 approximately 3,100 lots were approved in Baldivis. The preliminary approval process will consider issues such as lot zoning, community infrastructure provision, and other planning regulations and impacts, thereby creating a time lag between preliminary and final approvals.

It is anticipated that the final approval process will release approximately 450-500 lots per annum over the next 5 years. At the same time MacroPlan forecast new lot demand to be in the order of 370-500 lots per annum.

Table 11. 2005 Lot Take-Up Summary Table

<table>
<thead>
<tr>
<th>SUPPLY</th>
<th>Total Lots</th>
<th>Lots Approved (1999-2006)</th>
<th>Lots Available for Approval</th>
<th>2015 Capacity Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Sector</td>
<td>5,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Sector</td>
<td>8,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Supply</td>
<td>13,000</td>
<td>2977 Lots</td>
<td>10221 Lots</td>
<td>5400 Lots</td>
</tr>
<tr>
<td>DEMAND</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baldivis</td>
<td></td>
<td></td>
<td>Future Take-Up Rate</td>
<td>Lot Sales (2015)</td>
</tr>
<tr>
<td>Unsold</td>
<td></td>
<td>2762 Lots</td>
<td>370-500 lots p.a.</td>
<td>4623 Lots</td>
</tr>
</tbody>
</table>

Source: Various Including ABS, DLTI, DPI, WAPC. **Sim (2006-2005-06)

MacroPlan is of the opinion that the proposed rezoning will not have any incremental effect on the Greater Baldivis region.
Dear Sir

Metropolitan Region Scheme Amendments 1127/41, 1128/41, 1129/41, 1130/41
Submission by ASPO Australia

The Australian Association for the Study of Peak Oil and Gas is a nationwide network of professionals working to reduce our oil vulnerability.

The essence of Peak Oil is that there is a strong likelihood of worldwide oil supplies falling short of demand in the very near future. It appears unlikely that alternative energy technologies will be ready (or even able) to fill the gap between oil demand and available supplies. As Perth's transport system is car dominated, we are already vulnerable to hardship as a result of oil shortage or price escalation.

This submission asks that the Western Australian Planning Commission decide not to proceed to finalisation of the amendments. The submission uses the following two lines of argument:

- Development of the subject land for urban uses would bring a population to the area that is remote from other urban areas and services, highly dependent upon private transport and therefore extremely vulnerable to hardship from oil shortage. This re-zoning increases risk to our community.

- In the foreseeable future, population growth in Metropolitan Perth can be accommodated by consolidation or redevelopment of areas already urbanised or by land already zoned urban. This re-zoning is not needed.

Members of ASPO Australia would welcome the opportunity to speak to the Hearings Committee considering these amendments.

Yours sincerely

Bruce Robinson,
Convenor
ASPO-Australia
2 Barsden St, Cottesloe WA 6011
9384-7409 0427 398 708
Background

The Australian Association for the Study of Peak Oil and Gas is a nationwide network of professionals working to reduce our oil vulnerability. We aim to bring the probabilities, risks and opportunities that Peak Oil presents to the attention of decision-makers.

An excellent balanced view of the credibility of Peak Oil is provided in the Senate Rural and Regional Affairs and Transport Committee report on Australia’s future oil supply and alternative transport fuels'. The extract quoted below indicates that Peak Oil is credible.

'Early peak' commentators have criticised what they regard as overoptimistic official estimates of future oil supply with detailed and plausible arguments. The Committee is not aware of any official agency publications which attempt to rebut peak oil arguments in similar detail. (3.133)

The Committee noted many estimates of when Peak Oil might occur. Of the 25 estimates printed, 16 were at or before 2015. After extensive investigation, the Committee did not find a clear alternative fuel mix that might replace declining oil production and meet Australia’s transport demand.

The Committee made the following pertinent comments.

The essence of the peak oil problem is risk management. (3.135)

In view of the enormous changes that will be required to move to a less oil dependent future, Australia should be planning for it now. (3.137)

...the policies that reduce our dependence on oil are the same policies that reduce our exposure to supply disruptions. Many of them are the same policies that reduce greenhouse gas emissions. (3.142)

Oil Vulnerability as it relates to these proposed amendments
(The negative argument)

Technical papers by Dodson and Sipe, have attempted to map our spatial vulnerability to oil price rises and supply shocks. This submission will focus on one of the two known indices.

The VIPER index looks from the point of view of

- Dependence upon private car transport and therefore dependence upon fuel supply and price.
- Surplus income available to pay for higher priced fuel.

Construction of the VIPER index is tabulated below. The sum of the component columns creates a score between 0 and 20. A score of 20 will indicate very high car dependence and a very low ability to absorb increasing fuel prices.
## CONSTRUCTION OF THE VIPER INDEX

<table>
<thead>
<tr>
<th>Percentile</th>
<th>SEIFA</th>
<th>Car Own GE, 2</th>
<th>JTW by car</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>0</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>90</td>
<td>2</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>75</td>
<td>4</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>50</td>
<td>6</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>25</td>
<td>8</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>10</td>
<td>10</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

The map shown at Figure 1 is a locally produced and slightly enhanced interpretation of the Dodson & Sipe VIPER index for metropolitan Perth.

**Figure 1 VIPER index map for metropolitan Perth**
Residents and businesses on land that these amendments propose as urban will be highly vulnerable to oil shortage or price escalation. People who eventually live in the proposed urban area will be highly dependent upon private car transport for most of their daily needs. This view is reinforced by the observations below.

- The proposed urban areas are remote from access to any station on the Perth to Mandurah railway. They are separated by 2 km of conservation estate plus an extent of land that might not be easily traversed.
- Walk on access to the railway station is nowhere near feasible because of the distance.
- Bus services to feed railway stations serve a relatively small proportion of rail patrons in Perth.
- Mass bicycle access from the proposed urban area to a railway station is not a practical option due to poor facilities and significant distance.
- The proposed urban area is remote from substantial employment areas and public transport services are only likely to cater for a small proportion of the transport need.
- Non motorised transport (walk or bicycle) to any significant destinations will have little feasibility because of distance.

In the event of an oil shortage, residents in this area would suffer from the combined effects of high fuel prices and having no real alternative to private car transport. Substantial consequences would flow through the community.

Alternative approaches
(The positive argument)

Figure 2 indicates that as fuel becomes more expensive, we are likely to respond by reducing our trip lengths. Figure 2 also indicates that the more compact the land use in the city, the more we will be able to reduce trip distances. Consolidating, rather than expanding metropolitan Perth has substantial benefits in building robustness against oil shortage and in economically accommodating a growing population.

![Figure 2 - Average car trip distance Vs Car operating cost](image-url)
It can be mathematically proven that accommodating population growth by redevelopment (rather than expansion) can have remarkably little effect on existing urban area. The tables below indicate what the effect might be of accommodating 100% of population growth within existing (developed) residential areas. While the tables indicate a range of possibilities, the central columns (average 2.5 to 3 new dwellings per redevelopment) are proposed as the most reasonable.

### Year 2021 Medium Population Forecast 1.87 million Total dwellings 850 000

<table>
<thead>
<tr>
<th>Average dwellings created from redevelopment of an existing dwelling</th>
<th>2</th>
<th>2.5</th>
<th>3</th>
<th>3.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of dwellings redeveloped</td>
<td>159 000</td>
<td>106 000</td>
<td>79 000</td>
<td>64 000</td>
</tr>
<tr>
<td>Number of dwellings untouched</td>
<td>532 000</td>
<td>555 000</td>
<td>612 000</td>
<td>627 000</td>
</tr>
<tr>
<td>Percentage of dwellings redeveloped</td>
<td>23%</td>
<td>15%</td>
<td>11%</td>
<td>9%</td>
</tr>
</tbody>
</table>

### Year 2031 Medium Population Forecast 2.08 million Total dwellings 945 000

<table>
<thead>
<tr>
<th>Average dwellings created from redevelopment of an existing dwelling</th>
<th>2</th>
<th>2.5</th>
<th>3</th>
<th>3.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of dwellings redeveloped</td>
<td>254 000</td>
<td>169 000</td>
<td>127 000</td>
<td>102 000</td>
</tr>
<tr>
<td>Number of dwellings untouched</td>
<td>437 000</td>
<td>522 000</td>
<td>564 000</td>
<td>589 000</td>
</tr>
<tr>
<td>Percentage of dwellings redeveloped</td>
<td>37%</td>
<td>24%</td>
<td>18%</td>
<td>15%</td>
</tr>
</tbody>
</table>

The tables indicate that accommodating Perth's entire projected 2031 population by redevelopment would only require redevelopment of around 1 property in 5. The number of redevelopments would be even less if redevelopment of old industrial land (such as Cockburn Coast) and land already zoned urban were included.

Population growth to 2031 can easily be accommodated in existing developed or already zoned urban areas. The area proposed to be re-zoned in these amendments is not needed.

**Conclusion**

ASPO Australia is primarily concerned with Peak Oil and mitigation of its potential impacts. This is an opportune time when urban and regional planning can reduce risks posed by potential oil shortage.

We submit that finalising this amendment would be poor risk management. Allowing further urban expansion in Baldivis is condemning future residents to suffer the worst affects of likely oil shortages.

We submit that there are options for providing housing that do not require re-zoning this rural land to urban. These options can have relatively low impact.

We ask that the WAPC decide not to proceed with MRS Amendments numbered 1127/41, 1128/41, 1129/41 and 1130/41.
References


2. (a) Dodson, J & Sipe N, Oil Vulnerability in the Australian City, Griffith University, December 2005
   (b) Dodson, L and Sipe N, Shocking the Suburbs: Urban location, housing debt and oil vulnerability in the Australian City, Griffith University, July 2006


5. ASPO-Australia Working Group on Urban Planning and Transport. Submission to the Senate Inquiry into Australia's Future Oil Supplies, 2006

CRUDE OIL: Uncertainty about Future Oil Supply Makes It Important to Develop a Strategy for Addressing a Peak and Decline in Oil Production
United States Government Accountability Office February 2007
"Federal Agencies Do Not Have a Coordinated Strategy to Address Peak Oil Issues"

The Peak Oil Debate: Will global oil production start its final decline soon, or not?, a general summary from an Australian perspective

Peak Oil and Australia; Probable impacts and possible options is a recent invited paper to an international geophysics conference in Kyoto. It focuses on the demand side options for reducing the potential impacts of Peak Oil when it does come.
Planning and Development Act 2005
Section 41 Amendment (Substantial)
FORM 41

SUBMISSION
METROPOLITAN REGION SCHEME AMENDMENT 112741

LLOTS 3 & 4 ZIG ZAG ROAD; 458-463, 510-513, 520, 521 & 709 BALDIVIS ROAD;
515-518 SABRINA ROAD; AND 447 TELEPHONE LANE, BALDIVIS

To: Secretary
Western Australian Planning Commission
469 Wellington Street
PERTH WA 6000

Name ROB SKLAPSKI (+) HOLTASZ SMITH
Address PO Box 127, BURSWOOD Postcode 6100
Contact phone number 9436 2222 Email address ROBS@KQ90.COM.AU

Submission (Please attach additional pages if required. It is preferred that any additional information be loose rather than bound)

refer attached

TURN OVER TO COMPLETE YOUR SUBMISSION
Hearing of Submissions

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Please choose ONE of the following:

| No, I do not wish to speak at the hearings. (Please go to the bottom of the form and sign) |
| OR |
| Yes, I wish to speak at the hearings. (Please complete the following details) |
| I will be represented by: |
| ☐ MYSELF – My telephone number (business hours): ........................................ |
| ☐ A SPOKESPERSON |
| Name of Spokesperson: ................................................................. |
| Contact telephone number (business hours): ........................................ |
| Postal address: .............................................................................. |
| I would prefer my hearing to be conducted in: |
| ☐ PUBLIC (members from the general public may attend your presentation) |
| OR |
| ☐ PRIVATE (only the people nominated by you or the hearings committee will be permitted to attend) |

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TO BE SIGNED BY PERSON(S) MAKING THE SUBMISSION

Signature ___________________________ Date 4-5-2007

NOTE: Submissions MUST be received by the advertised closing date, being close of business (5:00pm) on 4 MAY 2007. Late submissions will NOT be considered.

Contacts: Telephone - (08) 9264 7777; Fax - (08) 9264 7568; Email - info@wappc.wa.gov.au; Internet - http://www.wappc.wa.gov.au
Dear Sir or Madam,

Re: Submission: Metropolitan Region Scheme Amendment 1127/41

Introduction

Koltasz Smith is authorised to act on behalf of the landowners of Lot 460 to 463, 510 to 511, 513, 1, 2 & 6 Baidivis Road, Lots 516 to 518 Sabrina Road, and Lot 3 Zig Zag Road, Baldivis.

All of these lots are proposed to be rezoned to Urban under Metropolitan Region Scheme No. 1127/41 – Baldivis Urban Expansion Area 1.

The landowners strongly support Metropolitan Scheme Amendment No. 1127/41.

Grounds of support

a) The subject land adjoins existing urban zoned land west of Baldivis Road. Urbanisation of the subject land will improve the efficiency of, and contribute to the viability of existing and planned urban infrastructure and services within the existing Baldivis urban area.

b) Increasing the population in the Baldivis area will enhance the economic activity and social sustainability of Baldivis. Specifically, urbanisation of the subject land will enhance the catchment and viability of the future Baldivis District Centre.

c) Urbanisation of the subject land will increase the catchment for the southern suburbs railway line which is currently under construction. Future residents of the area will invariably utilise the railway line and therefore contribute to the viability of the railway service. The land is well located in relation to the future Warnbro and Wellard Railway Stations.

d) The urbanisation of the subject land is consistent with the key objectives of the WAPC’s Network City Policy (2004). These objectives specifically include accommodating urban growth within a network city pattern, aligning transport systems and land uses to optimise accessibility and amenity, protecting and enhancing the natural environment, open spaces and heritage, and ensuring employment is created in centres.

e) The proposed urbanisation is consistent with the key objectives of the WAPC’s Statement of Planning Policy No. 2: Urban Growth and Settlement. These objectives specifically include:
- the promotion of a sustainable and well planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space;
- the building on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities;
- the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community; and
- the coordination of new development with the efficient, economic and timely provision of infrastructure and services.

f) The current use of the land for semi-rural purposes is an inefficient use for land in such close proximity to existing urban areas, infrastructure and services. The use of the land for urban purposes will represent a more efficient use of land, consistent with State Government objectives and policies.

g) The proposed rezoning to Urban is a logical extension of the existing urban development front, consistent with orderly and proper planning objectives. In this regard, the Kwinana Freeway represents a logical boundary for the expansion of the existing "Urban" zoned land to the west of the amendment area. Additionally, the subject land is well serviced in terms of its location to transportation linkages such as the Kwinana Freeway, Baldivis Road as well as the future southern suburbs railway line.

h) The proposed rezoning to Urban will assist in resolving the land supply shortages being experienced in the Perth metropolitan region, particularly with respect to the provision of affordable housing.

i) Sufficient provision can be made for school sites within the amendment area to service the needs of future residents.

j) The proposed rezoning to Urban will assist the Department of Education and Training in identifying and acquiring land for a future high school site beyond the boundaries of amendment area which will be required to service the existing urban zoned land to the north of Safety Bay Road. Landowners within the amendment area have generally agreed to assist in identifying the land for DET as part of the District Structure Plan preparation process which the landowners are committed to, and to which the proposed rezoning will provide the impetus for.

k) The proposed rezoning to Urban will assist in the mitigation of nutrient infiltration from the amendment area into the Peel Main Drain, which forms part of the Peel Harvey Coastal Plain Catchment that is protected by the WAPC's Statement of Planning Policy 2.1. This can be demonstrated as follows:

   (i) Current adverse levels of nutrient exportation from the subject land into the drainage system can be attributed to the existing rural land uses;
   (ii) Nutrient exportation from the proposed urban land usage will be considerably less than the existing rural land usage;
   (iii) Urban development within the amendment area would require the implementation of Best Practice urban water management practices in accordance with current Government policy, which would ensure that current nutrient exportation levels are mitigated to acceptable levels;
With the implementation of an "Urban" zone under the MRS, it is expected that the City of Rockingham’s Town Planning Scheme will be amended concurrently to introduce a "Development" zone over the amendment area. It is noted that the Development zone will also include Special Control Area (SCA) provisions. The SCA provisions will require any applications for subdivision or development within the project area to be accompanied by a Local Urban Water Management Plan in accordance with the relevant requirements. Additionally, these applications would need to be consistent with Best Planning Practice for urban water management as detailed in the Local Urban Water Management Plan; and

The Department of Water has engaged GHD to undertake a Flood Study for the Peel Harvey Coastal Catchment which will address the effects of the existing and proposed urban development on the Catchment. Further urban development is unlikely to take place until this study is completed and incorporated into the proposed Local Urban Water Management Plans required by the Special Control Area.

Having regard to the preceding points, urban development within the amendment area would therefore assist in achieving compliance with the SPP.

The Water Corporation has advised that the Kwinana Waste Water Treatment Plant (WWTP) will reach its maximum operating capacity once the urban and urban deferred zoned areas to the west of the amendment area bounded by Baldivis Road, Kerosene Lane, Mandurah Road and Sixty Eight Road have been fully developed. Notwithstanding this, there is sufficient capacity within the Kwinana WWTP to accommodate temporary wastewater treatment flows from the amendment area until such time as the East Rockingham WWTP is constructed, which is expected to occur around 2013. To demonstrate, the landholdings comprised within the amendment areas (Baldivis Expansion Areas 1 – 3) have the potential to yield a total of approximately 3000 to 3200 lots. It is estimated that within the amendment areas, the maximum realistic/practical number of lots created/houses constructed will be as follows commencing from the year 2010:

- 2010 – 200 lots/houses
- 2011 – 400 lots/houses
- 2012 – 600 lots/houses
- 2013 – 800 lots/houses

Additionally, by 2013, it is estimated that only half of the total number of lots that could be yielded from within the urban and urban deferred zoned areas to the west of Baldivis Road will have been created. Having regard to the incremental nature of land releases within the amendment area, the Water Corporation’s Kwinana WWTP will have sufficient capacity to accommodate the temporary wastewater treatment flows from the amendment area in the interim.

All preliminary site investigations undertaken to date illustrate that there are negligible environmental or ethnographic constraints to the development of the subject land. This view is supported by the EPA which has advised that the environmental factors associated with the development of the subject land are manageable.

Conclusion

The area subject of MRS Amendment No. 1127/41 is imminently suitable for urban development. The area can be efficiently and well serviced as a logical extension of the existing Baldivis urban area to the west. Urbanisation will increase the viability of all services and infrastructure in the area, particularly the Southern Suburbs railway line and the future Baldivis District Centre. All other issues can and will be addressed through the Structure Planning process required prior to subdivision and development.
The amendment is consistent with the key objectives of major State Government Policies and will facilitate a sustainable and logical utilisation of land. Importantly, the amendment will facilitate the release of a significant area of residential land that is urgently required to satisfy current and foreseeable demand.

Yours faithfully

Rob Sklarski
Senior Town Planner

cc. Client

It 2009 MRS amendment submission 240407
Planning and Development Act 2005
Section 41 Amendment (Substantial)
FORM 41

SUBMISSION

METROPOLITAN REGION SCHEME AMENDMENT 1127/41

LOTS 3 & 4 ZIG ZAG ROAD; 459-463, 510-513, 520, 521 & 709 BALDIVIS ROAD;
515-518 SABRINA ROAD; AND 447 TELEPHONE LANE, BALDIVIS

To: Secretary
Western Australian Planning Commission
469 Wellington Street
PERTH WA 6000

Submission 10

Name: Adrian Parker
Department: Water

Address: PO Box 332, Mandurah WA 6210
Postcode: 6210

Contact phone number: 9550 4222
Email address: adrian.parker@water.wa.gov.au

Submission (Please attach additional pages if required. It is preferred that any additional information be loose rather than bound)

TURN OVER TO COMPLETE YOUR SUBMISSION
Hearing of Submissions

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

I will be represented by:

☐ MYSELF – My telephone number (business hours): ........................................

OR

☐ A SPOKESPERSON

Name of Spokesperson: ..........................................................
Contact telephone number (business hours): ..............................
Postal address: .................................................................

I would prefer my hearing to be conducted in:

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TO BE SIGNED BY PERSON(S) MAKING THE SUBMISSION

Signature .......................................................... Date 2/5/07

NOTE: Submissions MUST be received by the advertised closing date, being close of business (5.00pm) on 4 MAY 2007. Late submissions will NOT be considered.

Contacts: Telephone - (08) 9264 7777; Fax - (08) 9264 7566; Email - mrs@wpc.wa.gov.au; Internet - http://www.wapc.wa.gov.au
2 May 2007

Secretary
Western Australian Planning Commission
469 Wellington Street
Perth WA 6000

A: Minister

Dear Sir/Madam

RE: METROPOLITAN REGION SCHEME AMENDMENT 1127/41, 1128/41, 1129/41 and 1130/41 — VARIOUS LOTS, BALDIVIS.

Thank you for the opportunity to provide comments in regard to the Metropolitan Scheme Amendment for the above mentioned lots. The Department of Water (DoW) has reviewed the information provided and has some concerns with the proposal in its current form, with particular reference to the following:

Drainage Management

The subject land is located in the Baldivis area where the Department has commenced a substantial drainage project entitled Baldivis/Karnup Water Management Strategy and is due to be completed in 2008. The Strategy is then to be endorsed by all parties, but in particular the EPA, Department of Planning and Infrastructure, Water Corporation and the City of Rockingham. As the proposed sites are heavily constrained by drainage issues, the Department considers it imperative that these issues are addressed prior to initiation of the Amendment.

The approval of the Amendment should be deferred until such time that the Strategy is endorsed to ensure the following occurs:

- any future planning such as Town Planning Scheme Amendments, Outline Development Plans and Structure Planning complies with the approved Strategy and is demonstrated within future planning documents;
- rezoning from ‘Rural’ to ‘Urban’ is suitable for the subject land due to drainage contraints.

If, however, the Western Australian Planning Commission decides to proceed with the rezoning prior to the completion and endorsement, the DoW recommends that the subject land be rezoned to ‘Urban Deferred’ in the first instance, and then to ‘Urban’ once the Strategy has been completed. Also, the DoW recommends that the next stage of planning (i.e. Town Planning Scheme Amendments and Outline Development Plans, Structure Planning) should not proceed until the Strategy is complete.
Furthermore, the DoW would like to offer the following advice:

**Dewatering**
Under the provisions of the *Rights in Water & Irrigation Act 1914 (RIWI)* a 26D Licence to construct a well/soak and a 5C Licence to Take Water is required for dewatering purposes. Dewatering has the potential to cause significant impact on water table decline and associated environmental factors including groundwater dependant ecosystems, wetlands and/or acid sulfate soils. A Dewatering Management Plan or Operating Strategy will be required. For further information regarding licensing requirements, please contact the Department of Water - Water Resource Use team in the Kwinana Office on 9411 1788.

**Peel Harvey Catchment**
The subject land is within the Peel-Harvey Catchment and the provisions of the EPA’s *Environmental Protection (Peel Inlet-Harvey Estuary) Policy (1992)* and the Western Australian Planning Commission’s *Statement of Planning Policy No 2.1 (1992)* - *The Peel-Harvey Coastal Plain Catchment* shall apply.

**Other**
It appears that there is remnant native vegetation on the subject land. Also, Acid Sulfate Soil (ASS) Risk mapping indicates class 2 risk. Therefore, this proposal must be referred to the Land Use Planning Section at the Department of Environment and Conservation Swan Region (PO Box 1167, Bentley Delivery Centre, 6983) for comment.

If you wish to discuss this issue further, please contact Jane Sturgess on 9550 4222.

Yours Sincerely

Adrian Parker
A/Program Manager – NRM and Waterways
Kwinana Peel Region

Cc: Glen McLeod-Thorpe (EPA Service Unit)
Planning and Development Act 2005
Section 41 Amendment (Substantial)
FORM 41

SUBMISSION
METROPOLITAN REGION SCHEME AMENDMENT 1127/41
LOTS 3 & 4 ZIG ZAG ROAD; 469-463, 510-513, 520, 521 & 709 BALDIVIS ROAD; 515-518 SABRINA ROAD; AND 447 TELEPHONE LANE, BALDIVIS

To: Secretary
Western Australian Planning Commission
469 Wellington Street
PERTH WA 6000

Submission 11

Name: TONY ANDERSON - ARBITRAGE ON BEHALF OF GDP PROP. PJL
Address: P.O.BOX 1418 WEST PERTH
Postcode: 6005
Contact phone number: 9451 8266
Email address: tony@arbitrageprojects.com.au

Submission (Please attach additional pages if required. It is preferred that any additional information be loose rather than bound)

REF: ATTACHED

TURN OVER TO COMPLETE YOUR SUBMISSION
Hearing of Submissions

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Contact telephone number (business hours):
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TO BE SIGNED BY PERSON(S) MAKING THE SUBMISSION

Signature .................................................. Date 31/5/07

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Contacts: Telephone - (08) 9264 7777; Fax - (08) 9264 7568; Email - sub@wapc.wa.gov.au; Internet - http://www.waps.wa.gov.au
SUBMISSION ON METROPOLITAN REGION SCHEME AMENDMENT NO. 1127/41 - PROPOSED URBANISATION OF EAST BALDIVIS

Introduction

GDP Property Pty Ltd has contracted to acquire Lot 521 Baldivis Road, and lots 519 & 520 Sabrina Road Baldivis. This land is proposed to be re-zoned to Urban under Metropolitan Region Scheme No. 1127/41 – Baldivis Urban Expansion Area 2.

Basis of Submission

GDP Property Pty Ltd strongly supports Metropolitan Scheme Amendment No. 1127/41.

Grounds of Support

GDP Property Pty Ltd are supportive of the proposed amendment on a number of planning and economic grounds as outlined below:

- The urbanisation of the subject land is consistent with WAPC's Network City document (2004) which identifies the land as "Future Urban Community."

- Through proposed state of the art design and water management techniques, the re-zoning will achieve sustainable residential development, build on existing communities, and provide for the efficient, economic and timely provision of infrastructure and services. To this end, it will help consolidate the catchments for the nearby Baldivis District Centre and the Perth Mandurah Railway.

- The current use of the land for residual semi rural purposes is inefficient use of land which is in such close proximity to existing urban areas, infrastructure and services. Urban use of the subject land will represent a more efficient use of land, consistent with State Government objectives and policies. The proposed re-zoning to Urban is a logical and sensible proposal that is complies with orderly and proper planning.

- The Kwinana Freeway represents a logical boundary for the Urban zone at this stage. However, it is considered reasonable that the land to the east of the Freeway is considered for urbanisation in the future.

Conclusion

The area subject of MRS Amendment No. 1127/41 is eminently suitable for urban development. Urbanisation is consistent with the key objectives of major State Government Policies and is a sustainable of logical utilisation of land. All other issues can and will be addressed through the Structure Planning process required prior to subdivision and development.
Planning and Development Act 2005
Section 41 Amendment (Substantial)
FORM 41

SUBMISSION
METROPOLITAN REGION SCHEME AMENDMENT 1127/41

LOTS 3 & 4 ZIG ZAG ROAD; 459-463, 510-513, 520, 521 & 709 BALDIVIS ROAD;
515-518 SABRINA ROAD; AND 447 TELEPHONE LANE, BALDIVIS

To: Secretary
Western Australian Planning Commission
469 Wellington Street
PERTH WA 6000

Submission 12

Submission (Please attach additional pages if required. It is preferred that any additional information be loose rather than bound)

Refers to... Attached submission, dated... 3. May. 2007...

[Handwritten note: SPM Project Marketing]

[Signature]

OFFICE USE ONLY

[Handwritten note: Signed by Department for Planning and Infrastructure]

- 4 MAY 2007

FILE 002 5 26 8 P 2

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| ☐ | No, I do not wish to speak at the hearings. (Please go to the bottom of the form and sign) |
| ☑ | Yes, I wish to speak at the hearings. (Please complete the following details) |

I will be represented by:

- ☑ MYSELF – My telephone number (business hours): 7334671
- ☐ A SPOKESPERSON

Name of Spokesperson: ..........................................................
Contact telephone number (business hours): ..................................
Postal address: .................................................................

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TO BE SIGNED BY PERSON(S) MAKING THE SUBMISSION

Signature ................................................................. Date 3 MAY 2007

NOTE: Submissions MUST be received by the advertised closing date, being close of business (5.00 pm) on 4 MAY 2007. Late submissions will NOT be considered.
3 May 2007

The Secretary
Western Australian Planning Commission
469 Wellington Street
Perth WA 6100

Dear Sir or Madam

Re: Submission: Metropolitan Region Scheme Amendment 1127/41

Introduction

SPM as an interest and has signed contracts to purchase the land with the landowners of Lot 510 to 511, 513, 1, 2 & 6 Baldivis Road, Lots 516 to 518 Sabrina Road, and Lot 3 Zig Zag Road, Baldivis.

All of these lots are proposed to be rezoned to Urban under Metropolitan Region Scheme No. 1127/41 – Baldivis Urban Expansion Area 1.

The landowners strongly support Metropolitan Scheme Amendment No. 1127/41.

Grounds of support

a) The subject land adjoins existing urban zoned land west of Baldivis Road. Urbanisation of the subject land will improve and contribute to the viability of existing and planned urban infrastructure and services within the existing Baldivis urban area.

b) Increasing the population in the Baldivis area will enhance the economic activity and social sustainability of Baldivis. Specifically, urbanisation of the subject land will enhance the catchment and viability of the future Baldivis District Centre.

c) Urbanisation of the subject land will increase the catchment for the southern suburbs railway line which is currently under construction. Future residents of the area will invariably utilise the railway line and therefore contribute to the viability of the railway service. The land is well located in relation to the future Warnbro and Wellard Railway Stations.

d) The urbanisation of the subject land is consistent with the key objectives of the WAPC’s Network City Policy (2004). These objectives specifically include accommodating urban growth within a Network city pattern.

Australian Financial Services Licence No. 308232
Licensee
SPM PROJECT MARKETING PTY LTD (ABN: 59 107 738 563)
Licensed Real Estate Agent
28 Henderson Street, Fremantle, 6160, Western Australia
Postal, PO BOX 379, South Fremantle, 6162, Western Australia
Tel. 9336 4671, Fax. 9336 4672

www.spmprojects.com.au
aligning transport systems and land uses to optimise accessibility and amenity, protecting and enhancing the natural environment, open spaces and heritage, and ensuring employment is created in centres.

e) The proposed urbanisation is consistent with the key objectives of the WAPC’s Statement of Planning Policy No. 2: Urban Growth and Settlement. These objectives specifically include:

(i) the promotion of a sustainable and well planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space;
(ii) the building on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities;
(iii) the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community; and
(iv) to coordinate new development with the efficient, economic and timely provision of infrastructure and services.

f) The current use of the land for semi-rural purposes is an inefficient use for land in such close proximity to existing urban areas, infrastructure and services. The use of the land for urban purposes will represent a more efficient use of land, consistent with State Government objectives and policies.

g) The proposed rezoning to Urban is a logical extension of the existing urban development front, consistent with orderly and proper planning objectives. In this regard, the Kwinana Freeway represents a logical boundary for the expansion of the existing "Urban" zoned land to the west of the amendment area.

h) The proposed rezoning to Urban will assist in resolving the land supply shortages being experienced in the Perth metropolitan region, particularly with respect to the provision of affordable housing.

i) Sufficient provision can be made for school sites within the amendment area to service the needs of future residents.

j) The proposed rezoning to Urban will assist the Department of Education and Training in identifying and acquiring land for a future high school site beyond the boundaries of amendment area which will be required to
service the existing urban zoned land to the north of Safety Bay Road. Landowners within the amendment area have generally agreed to assist in identifying the land for DET as part of the District Structure Plan preparation process which the landowners are committed to, and to which the proposed rezoning will provide the impetus to.

k) The proposed rezoning to Urban will assist in the mitigation of nutrient infiltration from the amendment area into the Peel Main Drain, which forms part of the Peel Harvey Coastal Plain Catchment that is protected by the WAPC’s Statement of Planning Policy 2.1. This can be demonstrated as follows:

(i) current adverse levels of nutrient exportation from the subject land into the drainage system can be attributed to the existing rural land uses;
(ii) nutrient exportation from the proposed urban land usage will be considerably less than the existing rural land usage; and
(iii) urban development within the amendment area would require the implementation of Best Practice urban water management practices in accordance with current Government policy, which would mitigate nutrient exportation to acceptable levels.
(iv) With the implementation of an Urban zone under the MRS a concurrent scheme amendment under the City of Rockingham Planning Scheme will be effected. The proposed scheme amendment under the TPS for Development Zone will include a Special Control Area which will require applications for subdivision or development within the area to be accompanied by an Urban Water Management Plan consistent with the requirements of the “Interim Approach for integrating Urban Water Management with Land Use Planning” within the MRS affected area. Under the Special Control Area any subdivision or development within the area will have due regard to the extent to which the proposal achieves and adheres to best practice approaches for the management of urban water and drainage consistent with the principles of Water Sensitive Urban Design.
(v) Our understanding is that the Department of Water has engaged SKM to undertake a Flood Study for the area which will address the affects of the proposed urban land impact on the Peel Harvey Coastal Plain Catchment’s. No development will be allowed to take place until this study is completed and incorporated into the proposed Urban Water Management Plan required by the Special Control Area.
Having regard to the preceding points, urban development within the amendment area would therefore assist in achieving compliance with the SPP.

I) There is sufficient capacity within the Water Corporation's Kwinana Waste Water Treatment Plant to accommodate temporary wastewater treatment flows from the amendment area until such time as the East Rockingham WWTP is constructed, which is expected to occur around 2013.

m) The area within the Scheme Amendment is estimated to potentially only create a total of approximately 1100 lots to 2013. It is estimated that within the amendment area the maximum realistic and practical lot creation and the time of house construction to be as follows: 2010 - 100 lots/houses, 2011 - 200 lots/houses, 2012 - 400 lots/houses, & 2013 - 400 lots/houses. Therefore there is sufficient capacity for the Water Corporation's Kwinana Waste Water treatment Plant to accommodate the temporary wastewater treatment flows from the proposed lot creation within the amendment area.

n) Macroplan Australia Pty Ltd has provided a report on the Baldivis lot take up in Baldivis. They have concluded that the all of Baldivis area will produce approximate 4623 lots between 2007 to 2015 therefore we believe that the current Water Corporation's Kwinana Waste Water treatment Plant can accommodate the temporary wastewater treatment flows from the proposed lot creation within the Baldivis area. Please refer to the attached report from Macroplan.

Conclusion

The area subject of MRS Amendment No. 1127/41 is imminently suitable for urban development. The area can be efficiently and well serviced as a logical extension of the existing Baldivis urban area to the west. Urbanisation will increase the viability of all services and infrastructure in the area, particularly the Southern Suburbs railway line and the future Baldivis District Centre. All other issues can and will be addressed through the Structure Planning process required prior to subdivision and development. The amendment is consistent with the key objectives of major State Government Policies and will facilitate a sustainable and logical utilisation of land.

Yours faithfully

Warren Spencer
Director
<table>
<thead>
<tr>
<th>SYDNEY</th>
<th>MELBOURNE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farrel Hoxby</td>
<td></td>
</tr>
<tr>
<td>Level 5, 19-31 Pitt Street</td>
<td>Level 4</td>
</tr>
<tr>
<td>Sydney, NSW, 2000</td>
<td>107-109 Flinders Lane</td>
</tr>
<tr>
<td>1329393919</td>
<td>Melbourne, VIC 3000</td>
</tr>
<tr>
<td>13031417 8999</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
1 Scope of Report

MacroPlan Australia has been commissioned by Peet Limited to undertake research to assess the impact of an incremental residential land rezoning within North Baldivis on Baldivis’ future land take-up rate to 2015.

The research is presented in two parts:

- Firstly consideration is given to statewide metropolitan level demand and supply drivers such as the property cycle, emerging demand segments and demographic trends (see section 2); and
- The second part provides a focused analysis of the local area, including demographic factors as well as land production and sales activity and forecast take-up rates (see section 3).

The report concludes with the key findings from these assessments (see section Error! Reference source not found.).

1.1 Disclaimer

The forecasts and projections in this report are based on assumptions about circumstances and events that have not yet transpired and they are therefore subject to variations that may arise as future economic and market factors actually occur. As a result, we cannot provide any assurance that the forecasts and projections contained in this report will be achieved.
2

Perth Residential Market Overview

2.1 Contextual Overview – WA and Perth Demand Drivers

The City of Perth is the capital of Western Australia (WA) and is located in the south-west corner of the State. Perth is a modern, cosmopolitan and vibrant city, nestled between the Indian Ocean to the west and the Darling Ranges to the east.

WA and Perth are undergoing strong economic growth as a result of strong mining exports and investment and a robust property market and construction sector. The continued growth of WA's key export markets, especially China, continues to be a key driver of WA's mining sector and overall economic growth.

Strong economic growth has helped underpin strong price growth in the WA property market. According to Residex, the median house price in Perth was $449,000 as at the September quarter 2006, second only to Sydney and increased by 33% in the year to the September quarter 2006. This was, by far, the strongest house price increase of all Australian capitals (see Error! Reference source not found.) over this period.

<table>
<thead>
<tr>
<th>Table 1. Median Price Comparison - September Qtr 2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep Qtr 2006 Median Value</td>
</tr>
<tr>
<td>---------------------------</td>
</tr>
<tr>
<td>Melbourne</td>
</tr>
<tr>
<td>VIC Country</td>
</tr>
<tr>
<td>Sydney</td>
</tr>
<tr>
<td>NSW Country</td>
</tr>
<tr>
<td>ACT</td>
</tr>
<tr>
<td>Adelaide</td>
</tr>
<tr>
<td>SA Country</td>
</tr>
<tr>
<td>Brisbane</td>
</tr>
<tr>
<td>QLD Country</td>
</tr>
<tr>
<td>Darwin</td>
</tr>
<tr>
<td>NT</td>
</tr>
<tr>
<td>Hobart</td>
</tr>
<tr>
<td>TAS Country</td>
</tr>
<tr>
<td>Perth</td>
</tr>
<tr>
<td>WA Country</td>
</tr>
</tbody>
</table>

Strong economic growth has ensured that Perth's house price has increased by an average 15% per annum in the decade to September 2006, again, by far the strongest increase of all Australian State and Territory capitals.

The strength of the WA economy and market has not been restricted to the city with regional WA also posting strong house price gains. Regional WA house prices increased by 24% in the year to the September quarter 2006. Over the 10 years to September 2006, annual house price increases averaged 12%. These increases were well in excess of the price growth experienced by other regional areas in the rest of Australia.

The strength of the WA economy is expected to continue as resource demand and commodities prices are forecast to remain high. Recent interest rate increases by the RBA should help prevent an overheating of the WA economy and minimise inflationary pressures to ensure that growth is sustainable in the long-term.

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In addition, continuing low unemployment, high economic growth and population growth combined with rising income and wealth levels from the resources boom should see the WA property market continue its impressive growth in the remainder of 2006 and 2007.

2.2 WA Population Growth (current)

Strong residential price increases across both Australia and WA have been driven by a range of factors such as rising wealth levels, increasing purchasing power of buyers, high levels of population growth (driven especially by interstate and overseas migration), solid consumer sentiment and a range of Federal and State Government housing sector policies such as grants, tax exemptions and the first home buyers scheme.

Strong increases in WA’s population have been a key driver of a very strong property market. In recent population figures released by the Australia Bureau of Statistics (ABS), WA’s population growth continued to outstrip the nation as a whole. In the year to the March quarter 2006, WA’s population was over 2 million, an increase of more than 33,600 people (an increase of 1.9% compared to Australia as a whole of 1.3%) (see Table 2).

Table 2: Australian Population Growth - States and Territories

<table>
<thead>
<tr>
<th>Preliminary Data</th>
<th>Population at end Mar qtr 2006 (000)</th>
<th>Change over previous year (000)</th>
<th>Change over previous year %</th>
</tr>
</thead>
<tbody>
<tr>
<td>New South Wales</td>
<td>6,817.1</td>
<td>56.9</td>
<td>0.8</td>
</tr>
<tr>
<td>Victoria</td>
<td>5,078.5</td>
<td>65.7</td>
<td>1.3</td>
</tr>
<tr>
<td>Queensland</td>
<td>4,035.7</td>
<td>80.2</td>
<td>2.6</td>
</tr>
<tr>
<td>South Australia</td>
<td>1,552.3</td>
<td>11.9</td>
<td>0.8</td>
</tr>
<tr>
<td>Western Australia</td>
<td>2,042.9</td>
<td>10.4</td>
<td>1.9</td>
</tr>
<tr>
<td>Tasmania</td>
<td>5489</td>
<td>3.6</td>
<td>0.7</td>
</tr>
<tr>
<td>Northern Territory</td>
<td>5206</td>
<td>3.6</td>
<td>1.8</td>
</tr>
<tr>
<td>Australian Capital Territory</td>
<td>5326</td>
<td>2.6</td>
<td>0.8</td>
</tr>
<tr>
<td>Australia</td>
<td>20,551.9</td>
<td>263.2</td>
<td>1.3</td>
</tr>
</tbody>
</table>

Importantly, WA’s population growth is being fuelled by a combination of both natural increases and migration. Over the period 2004-05 for example, WA’s growth in population through natural increases and net overseas migration was 0.71% and 0.83% respectively, well above the Australian average.

2.3 Perth Population Growth (current)

Perth continues to be the key driver of WA’s population growth and is expected to experience the greatest gains in population over the next three decades. The Greater Perth Population and Housing Discussion Paper, prepared for the Western Australian Planning Commission (WAPC) in August 2003 notes that “greater Perth’s population is projected to increase from 1.55 million in 2001 to 2.39 million in the next thirty years, representing 82% of the State’s total increase. Most of these people are expected to seek a home in the Perth, Mandurah and Murray areas.”

According to the most recent ABS Regional Population Growth publication, the Perth metropolitan region grew by 1.6% in 2004-05 while over the five year period 2000 to 2005, Perth averaged 1.5% annual growth. This was higher than the Western Australian average population growth rate for the period (1.4%).

This reflects a long standing trend (as seen from ABS Census data) over the period 1991-2001. Perth had the largest interstate migration gain during both 1991-96 (12,783)
and 1996-01 (3,755) compared to other parts of WA. Perth also gained large numbers of people from other parts of the State (11,649 over the period 1991-96 and 10,209 over the period 1996-01).

Table 3.  
Projected Total Private Dwelling Need in Greater Perth (Total and Annual), 2001 to 2031

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Requirement</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro Perth</td>
<td>552,000</td>
<td>622,000</td>
<td>672,000</td>
<td>732,000</td>
<td>892,000</td>
<td>62%</td>
<td>46%</td>
</tr>
<tr>
<td>Peel Region</td>
<td>29,300</td>
<td>35,800</td>
<td>42,300</td>
<td>48,000</td>
<td>61,700</td>
<td>11%</td>
<td>22%</td>
</tr>
<tr>
<td>Bunbury Region</td>
<td>25,000</td>
<td>27,400</td>
<td>30,300</td>
<td>32,800</td>
<td>41,000</td>
<td>6%</td>
<td>50%</td>
</tr>
<tr>
<td>Avon Arc/Gingin</td>
<td>12,800</td>
<td>14,300</td>
<td>16,400</td>
<td>18,800</td>
<td>28,000</td>
<td>12%</td>
<td>99%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>699,100</td>
<td>789,900</td>
<td>861,300</td>
<td>932,100</td>
<td>1,024,500</td>
<td>65%</td>
<td>48%</td>
</tr>
<tr>
<td><strong>Change in Requirement</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro Perth</td>
<td>60,000</td>
<td>60,000</td>
<td>58,000</td>
<td>56,000</td>
<td>62,600</td>
<td>NA</td>
<td>170%</td>
</tr>
<tr>
<td>Peel Region</td>
<td>6,500</td>
<td>6,500</td>
<td>5,900</td>
<td>5,300</td>
<td>8,300</td>
<td>NA</td>
<td>10%</td>
</tr>
<tr>
<td>Bunbury Region</td>
<td>2,400</td>
<td>2,600</td>
<td>2,500</td>
<td>2,500</td>
<td>3,200</td>
<td>NA</td>
<td>24%</td>
</tr>
<tr>
<td>Avon Arc/Gingin</td>
<td>1,700</td>
<td>1,900</td>
<td>2,000</td>
<td>2,000</td>
<td>3,000</td>
<td>NA</td>
<td>68%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>78,800</td>
<td>80,000</td>
<td>82,000</td>
<td>80,800</td>
<td>124,400</td>
<td>175%</td>
<td>97%</td>
</tr>
<tr>
<td><strong>Additional Annual Requirement</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro Perth</td>
<td>12,000</td>
<td>12,000</td>
<td>11,600</td>
<td>10,800</td>
<td>NA</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>Peel Region</td>
<td>1,300</td>
<td>1,300</td>
<td>1,100</td>
<td>900</td>
<td>NA</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>Bunbury Region</td>
<td>500</td>
<td>600</td>
<td>500</td>
<td>550</td>
<td>NA</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>Avon Arc/Gingin</td>
<td>340</td>
<td>600</td>
<td>480</td>
<td>660</td>
<td>NA</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>14,160</td>
<td>14,280</td>
<td>13,760</td>
<td>12,960</td>
<td>NA</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

2.4 Population Compositional Change

Population compositional changes play a key role in shaping the nature and size of the Perth housing market. These changes are further discussed below.

2.4.1 Housing Sizes

Falling household sizes are a key driver in house and land demand with falls in the average size of households boosting the quantity of houses / land demanded for a given population.

Consistent with the national trend, Perth housing demand has grown faster than population growth because of a fall in the average household size of Perth. The WAPC Metropolitan Development Program (MDP 2005/2006 to 2009/2010) report notes that the average household size fell from 3.12 persons in 1971 to 2.5 in 2001. The WAPC estimates that the average household size is expected to fall to around 2.4 by 2011.

2.5 Cost of Finance/Interest Rates

Strong competition within the mortgage market in recent years has seen mortgage rates fall by more than the official cash rate. This has made borrowing easier, affordable (relative to rising real incomes) and more accessible to more Australians.

The Reserve Bank of Australia (RBA) estimates that underlying inflation increased in 2006 from around 2¾% to around 3%. It was still around 3% in annual terms at the end of 2006 after three consecutive rate increases.
The RBA's inflation forecast, as presented in the Statement on Monetary Policy in early February 2007, was that underlying inflation would decline slightly over the next two years to around 2.5% down from an earlier RBA forecast of 3% in 2007 and 2008. However, "this outlook is still higher than ideal" according to the RBA, being at the top end of the RBA's 2-3% inflation band target. Although there is some uncertainty regarding the future direction of interest rates, MacroPlan expects inflation to remain stable in the short to medium term (albeit at the top of the RBA's 2-3% inflation band target) and interest rates to remain on hold for the foreseeable future.
Baldivis and Surrounds

3.1 Overview

This section considers the market conditions of the suburb of Baldivis and surrounding areas. It considers a range of factors such as the populations, dwelling activity and composition, a review of residential land production and an assessment of land prices. An assessment is also made of these factors into the future.

3.2 Location

Baldivis is a semi-rural residential suburb located within the City of Rockingham, 36 kilometres south of Perth. Surrounding LGAs include Armadale, Serpentine-Jarrahdale and Kwinana.

The suburb is expected to accommodate much of Perth’s demand for new housing. Community infrastructure is limited at present, however continual development of the suburb will lead to evolving community profiles.

Baldivis is expected to see continued economic and population growth in the future. The suburb has been separated into two Structure Plan Districts (North and South) in order to facilitate the future development of over 13,000 new households over upcoming decades.

3.3 Peel Region

The Peel region covers an area of 5,500 square kilometres and extends 35 to 145 kilometres to the south of Perth’s Central Business District. The region has approximately 130 square kilometres of estuary and inland waterways and also includes 50 kilometres of Indian Ocean coastline making it a highly sought after lifestyle, residential and tourist destination.

The region is one of the fastest growing regions in WA and Australia and is seeing a significant amount of infrastructure investment. This investment includes the extensions of the Kwinana Freeway (from Perth through to Bunbury) and the Tonkin Highway.

The region has a diversified economic base, including a range of industries such as mining, manufacturing, building and construction, retail and tourism.

3.4 Local Demand Drivers

This section discusses the range of demand drivers affecting Baldivis.

3.4.1 Demographic Characteristics

This section discusses the current demographic characteristics of the Rockingham SLA, relative to metropolitan Perth and Western Australia. This analysis is based on the 2001 Census.
Key indicators include:

- The Rockingham SLA had the largest average household size of those analysed (2.68 compared to 2.62 and 2.66 for metropolitan Perth and WA respectively). This may reflect the large number of families in the area with younger children who are attracted to affordable land in the area, and suggests higher demand for larger blocks/land & house packages.

- In terms of employment, the Rockingham SLA has a large number of workers who are classified as blue-collar (40%). Although this is greater than the Perth metropolitan average, it is well below the rate of some surrounding suburbs (for example in Kwinana where the proportion of blue-collar workers is 47%).

- The average household income was 10.3% lower than the Western Australian average. This would be driven by the relatively large blue collar workforce.

- The SLA has a relatively youthful population. Approximately 25% of the population is aged 0-14, compared to Perth and WA which are both 21%.

- Almost 50% of families in the Rockingham SLA are couple families with children. This is reflective of the 'affordability' aspect of suburbs within the SLA such as Baldivis.

- The SLA also has a large number of owner/purchasers (78%) in comparison to renters (22%). This is above State and metropolitan averages.

- The vast majority of homes are detached houses (92%).

- Relative to metropolitan Perth and WA, the Rockingham SLA has a higher proportion of people born overseas. This implies that the area has been popular with recent and new migrants.
### Table 4. Population Profiles - Rockingham SLA, Perth and WA (2001)

<table>
<thead>
<tr>
<th>Population and Households</th>
<th>Western Australia</th>
<th>Rockingham</th>
<th>Perth</th>
<th>WA Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Persons</td>
<td>1,251,252</td>
<td>1,330,933</td>
<td>70,366</td>
<td></td>
</tr>
<tr>
<td>Households</td>
<td>685,640</td>
<td>511,169</td>
<td>26,227</td>
<td></td>
</tr>
<tr>
<td>Average Household Size</td>
<td>2.66</td>
<td>2.62</td>
<td>2.66</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Income and Wealth</th>
<th>Western Australia</th>
<th>Rockingham</th>
<th>Perth</th>
<th>WA Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Household Income</td>
<td>$51,129</td>
<td>$52,354</td>
<td>$45,847</td>
<td></td>
</tr>
<tr>
<td>Income variation from state average</td>
<td>2.4%</td>
<td>-10.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Income Per Capita</td>
<td>$26,237</td>
<td>$26,271</td>
<td>$22,373</td>
<td></td>
</tr>
<tr>
<td>Income variation from state average</td>
<td>0.2%</td>
<td>-10.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEIFA Rating - Economic Resources</td>
<td>1,047</td>
<td>1,019</td>
<td>98</td>
<td></td>
</tr>
<tr>
<td>Wealth variation from state average</td>
<td>1.2%</td>
<td>-2.6%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Worker Type</th>
<th>Western Australia</th>
<th>Rockingham</th>
<th>Perth</th>
<th>WA Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>White Collar</td>
<td>39%</td>
<td>39%</td>
<td>29%</td>
<td></td>
</tr>
<tr>
<td>Blue Collar</td>
<td>31%</td>
<td>26%</td>
<td>40%</td>
<td></td>
</tr>
<tr>
<td>Pink Collar</td>
<td>30%</td>
<td>32%</td>
<td>32%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age Distribution</th>
<th>Western Australia</th>
<th>Rockingham</th>
<th>Perth</th>
<th>WA Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-14</td>
<td>21%</td>
<td>21%</td>
<td>26%</td>
<td></td>
</tr>
<tr>
<td>15-24</td>
<td>14%</td>
<td>15%</td>
<td>13%</td>
<td></td>
</tr>
<tr>
<td>25-34</td>
<td>14%</td>
<td>14%</td>
<td>13%</td>
<td></td>
</tr>
<tr>
<td>35-44</td>
<td>16%</td>
<td>15%</td>
<td>16%</td>
<td></td>
</tr>
<tr>
<td>45-54</td>
<td>14%</td>
<td>14%</td>
<td>12%</td>
<td></td>
</tr>
<tr>
<td>55-64</td>
<td>9%</td>
<td>9%</td>
<td>9%</td>
<td></td>
</tr>
<tr>
<td>65+</td>
<td>11%</td>
<td>11%</td>
<td>12%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Family Types</th>
<th>Western Australia</th>
<th>Rockingham</th>
<th>Perth</th>
<th>WA Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Couple family with children</td>
<td>47%</td>
<td>47%</td>
<td>47%</td>
<td></td>
</tr>
<tr>
<td>Couple family without children</td>
<td>36%</td>
<td>36%</td>
<td>37%</td>
<td></td>
</tr>
<tr>
<td>One parent family</td>
<td>15%</td>
<td>16%</td>
<td>16%</td>
<td></td>
</tr>
<tr>
<td>Other family</td>
<td>2%</td>
<td>2%</td>
<td>1%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tenure Type</th>
<th>Western Australia</th>
<th>Rockingham</th>
<th>Perth</th>
<th>WA Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner/Purchaser</td>
<td>73%</td>
<td>75%</td>
<td>78%</td>
<td></td>
</tr>
<tr>
<td>Renter</td>
<td>27%</td>
<td>25%</td>
<td>22%</td>
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<tr>
<th>Dwelling Type</th>
<th>Western Australia</th>
<th>Rockingham</th>
<th>Perth</th>
<th>WA Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Separate House</td>
<td>87%</td>
<td>86%</td>
<td>92%</td>
<td></td>
</tr>
<tr>
<td>Semi-detached</td>
<td>8%</td>
<td>9%</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>Flat, Unit, Apartment</td>
<td>4%</td>
<td>5%</td>
<td>3%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Birthplace</th>
<th>Western Australia</th>
<th>Rockingham</th>
<th>Perth</th>
<th>WA Total</th>
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<tbody>
<tr>
<td>Australia</td>
<td>71%</td>
<td>67%</td>
<td>66%</td>
<td></td>
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<tr>
<td>Overseas</td>
<td>29%</td>
<td>33%</td>
<td>32%</td>
<td></td>
</tr>
</tbody>
</table>
3.4.2 Future Population

Population projections for regions in WA are prepared by the WAPC.

As shown in Table 5, the population of City of Rockingham is expected to grow by 58% between 2004 and 2021. Growth in the City of Rockingham will be significantly higher than WA over this period (28%).

The City of Rockingham is a significant contributor, in terms of population, to Western Australia, with approximately 4-5% of the total population in the State residing in the municipality.

Table 5. Estimated Population Growth - WA and City of Rockingham

<table>
<thead>
<tr>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Western Australia</td>
<td>1,984,600</td>
<td>2,040,000</td>
<td>2,210,000</td>
<td>2,376,000</td>
<td>2,543,600</td>
<td>28%</td>
</tr>
<tr>
<td>Yearly Δ %</td>
<td>3%</td>
<td>8%</td>
<td>6%</td>
<td>7%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rockingham LGA</td>
<td>82,178</td>
<td>88,916</td>
<td>103,945</td>
<td>116,492</td>
<td>130,080</td>
<td></td>
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<tr>
<td>Yearly Δ % (over 5 years)</td>
<td>8%</td>
<td>17%</td>
<td>12%</td>
<td>12%</td>
<td></td>
<td>58%</td>
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<tr>
<td>LGA Share of WA</td>
<td>4%</td>
<td>4%</td>
<td>5%</td>
<td>5%</td>
<td></td>
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</tr>
<tr>
<td>Population</td>
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<td></td>
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3.5 Dwelling Activity and Composition

This section considers the dwelling market in Baldivis.

3.5.1 Residential Land Production Trends - City of Rockingham

The Land Development Program, under the auspices of WAPC, releases quarterly reports into land approvals across metropolitan Perth suburbs. These reports indicate that there has been significant activity in Baldivis since 1999. In 1999 140 land lots were approved in Baldivis. In 2006 this had increased to 646. Lot approvals peaked in 2005 at 874. Between 2003 and 2006 lot approvals have grown by 33% p.a., however since 2005 they have fallen 26%.

Table 6. Residential Lots Approved - Baldivis

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<thead>
<tr>
<th></th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>265</td>
<td>276</td>
<td>573</td>
<td>874</td>
<td>646</td>
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<tr>
<td>Yearly % Change</td>
<td>4%</td>
<td>108%</td>
<td>53%</td>
<td>-26%</td>
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The table below illustrates the lot supply (residential and special residential) pipeline as reported by the WAPC. At that time there were 1933 preliminary approvals (proposed lots) at the end of 2006. Preliminary figures for 2007 indicate that 208 lots have been released to date.

The overall impact on supply will be determined by the release timing of the lots into the market by developers, subject to final approval by WAPC. It is unlikely that WAPC would approve a consolidated land supply on the market within a 3-5 year period within Baldivis.
3.5.2 Local Supply Drivers (forecast)

The WAPC monitors land supply through land approvals data for each metropolitan suburb in Perth. MacroPlan has assessed land approvals between 1997 and 2006 to conduct a forecast of land supply.

Historically land approvals have grown strongly up to 2006. MacroPlan has used a historical average to forecast land supply forward. A base of 518 approvals in 2007 has been grown at a constant growth rate of 3% p.a. to extrapolate supply, equating to an average 630 lots released every year between 2007 and 2020.

This analysis suggests that of the 13,000 lots possibly available in the North and South Structure Plan precincts approximately 12,000 of those lots will be approved for release to the market by 2020. The total approved lots by 2015 is 5,600 lots.

Table 8. Land Supply Analysis - Baldivis: 1997-2020
3.6 Demand – Lot Take-Up Assessment (current)

It is only in recent years that Baldivis has become a major growth front for metropolitan Perth. Between 1999 and 2001 land sales and approvals were well below 200 lots per annum, even falling below 100 in 2000. This is in stark contrast to the situation post 2003. Land approvals and sales have grown 33% and 9% per annum respectively between 2003 and 2006.

Between 1999 and 2006 approximately 3150 lots have been released, and roughly 2,800 of these have been absorbed by the market. 2006 saw a substantial adjustment in the market, with land sales falling 57% from their peak in 2005. MacroPlan is of the opinion that competing offers and affordability issues may have impacted on the market in 2006/2007.

Table 9. Lot Take Up Assessment · Baldivis: 1999-2006

<table>
<thead>
<tr>
<th>Year</th>
<th>Land Sales</th>
<th>Land Approvals</th>
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</thead>
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<tr>
<td>2000</td>
<td>100</td>
<td>500</td>
</tr>
<tr>
<td>2001</td>
<td>200</td>
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</tr>
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<td>2002</td>
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<td>500</td>
<td>900</td>
</tr>
<tr>
<td>2005</td>
<td>600</td>
<td>1000</td>
</tr>
<tr>
<td>2006</td>
<td>700</td>
<td>1100</td>
</tr>
</tbody>
</table>

3.7 Demand – Lot Take-Up Assessment (Forecast)

MacroPlan has assessed historical trends in the supply and demand of residential lots in Baldivis to develop forecasts of anticipated lot demand and supply moving forward.

In the short term (2007-2011) MacroPlan has forecast lot sales to grow from a low of 370 in 2007 to over 500 by 2011. The long term growth rate for land sales is assumed to be 5% per annum, based on long-term averages.

Land approvals are illustrated to grow at 3% per annum from 2007 onward, from a base of approximately 450 in 2007. The base figure of 450 is consistent with long-term averages for land provision Baldivis.

The Western Australia State Government has forecast a short term decline in housing construction due to the impact rising prices are having on affordability in

---

1. Land approvals have been adjusted from the base figures supplied by Landline WA to reflect possible density latters (i.e. one lot being bought and then subdivided to bring another lots onto the market). MacroPlan has adjusted the per annum figures by a multiplier of 1.15 to take this into account.

2. Land sales have been adjusted to reflect the occurrence of resales.
Perth. According the 2006-2007 Budget Paper (WA Department of Treasury & Finance) “dwelling investment is forecast to decline by 2.0% in 2007-08, as activity eases from a peak in 2006-07, and the effects of increases in house prices on housing affordability dampen demand.”

<table>
<thead>
<tr>
<th>Year</th>
<th>Lot Take-Up and Approvals, Baldivis: 1999-2020</th>
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<tbody>
<tr>
<td>1999</td>
<td>100</td>
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<tr>
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<td>2019</td>
<td>2100</td>
</tr>
<tr>
<td>2020</td>
<td>2200</td>
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</table>

MacroPlan is of the opinion that the proposed rezoning of 3,000 lots within North Baldivis will not have any material impact on the take-up rate within the greater Baldivis region due to:

- The current economic climate (especially the relatively low interest rate environment)
- Recent price growth relative to housing affordability (assuming lot prices remain consistent)
- Competitive regional supply factors
- A likely staged final approval program from WAPC (300-500 lots p.a. over the next 5 years).
Baldivis is a growing market for housing. The suburb is ideally located to accommodate much of Perth’s expected population expansion, and has been able to provide a certain degree of affordability relative to other Perth suburbs.

The affordable nature of Baldivis is reflected in the current demographic composition of the community. In an economic sense the present community is defined by below average income levels, high levels of blue collar employment, above average levels of migrants, and younger than average family groups, placing a stronger emphasis on housing affordability.

Future development of Baldivis, combined with strong wage growth throughout Western Australia, may lead (in the long-term) to compositional changes in the Baldivis community.

In terms of land supply, between 1999 and 2006 approximately 3,100 lots were approved in Baldivis. The preliminary approval process will consider issues such as lot zoning, community infrastructure provision, and other planning regulations and impacts, thereby creating a time lag between preliminary and final approvals.

It is anticipated that the final approval process will release approximately 450-500 lots per annum over the next 5 years. At the same time MacroPlan forecast new lot demand to be in the order of 370-500 lots per annum.

<table>
<thead>
<tr>
<th>Table 11. 2005 Lot Take-Up Summary Table</th>
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<tbody>
<tr>
<td><strong>SUPPLY</strong></td>
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<tr>
<td>South Sector</td>
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<td>South Sector</td>
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<td>Total Supply</td>
</tr>
<tr>
<td>Sold</td>
</tr>
<tr>
<td>Unsold</td>
</tr>
</tbody>
</table>

MacroPlan is of the opinion that the proposed rezoning will not have any incremental effect on the Greater Baldivis region.
Dear Sir

METROPOLITAN REGION SCHEME
AMENDMENTS WITHIN THE SOUTH WEST DISTRICT
AMENDMENT NUMBERS 1127/41, 1128/41, 1129/41 AND 1130/41

Thank you for your letter dated 29 January 2007 inviting Main Roads Western Australia (Main Roads) to comments on the above Metropolitan Region Scheme Amendments.

Main Roads would like provide the following comments with regards to Amendments 1127/41, 1128/41 and 1129/41:

1. For all land adjacent to Kwinana Freeway noise is an issue and hence, all future proposed developments should comply with the Western Australian Planning Commission’s Draft Statement on Planning Policy Road and Rail Transport Noise.

2. No direct access is permitted onto Kwinana Freeway or its reserve from all land abutting the Kwinana Freeway road reserve.

3. To ensure safe and efficient traffic management at our freeway interchanges, it is undesirable to allow any access onto Mundijong and Safety Bay Roads between Baldivis Road and Kwinana Freeway. All accesses from future developments within these land shall be via Baldivis Road.

4. Main Roads should be consulted on any drainage management plan proposed within these land as it may have a detrimental impact on Kwinana Freeway.

5. Main Roads is currently in negotiation with Freeway Stops Australia on the establishment of a freeway service centre adjacent to Kwinana Freeway between Mundijong Road and Safety Bay Road within the area of Amendment 1128/41. This proposal will involve the development of a service centre on both sides of the Kwinana Freeway with direct access via on and off ramps.

Main Roads has no comments to make with regards to Amendment 1130/41.
If you require any further information please contact Lang Fong on (08) 9323 4244. In reply please quote file reference 07/559.

Yours faithfully

Lindsay Breadhurst
ACTING/MANAGER ROAD & TRAFFIC ENGINEERING
Hi Maria,

Thank you for the opportunity to comment on the above scheme amendments.

The Department has considered these amendments and would like to make the following comments:

**MRS Amendments - 1127/41, 1128/42, 1129/41**

The 367 hectares covered by these amendments is expected to yield about 3900 residential lots at full development. The Department of Education and Training will require two to three primary schools to cater for the students from this development.

The Department will also require a high school site to serve the North Baldivis area which is bound by Safety Bay Road, Kwinana Freeway, Mundijong Road and Mandurah Road. The students from the four to five primary schools (Byford Primary School and the proposed schools at Baldivis North West and 2 to 3 schools in the current MRS amendment area) in Baldivis North will attend this high school.

We are currently in discussions with the Developers of the MRS amendment area to find a location for the high school. While they are willing to consider the requirement for primary schools, they are resisting the placement of a high school site within their development. The Developers are currently investigating the possibility of finding a location for the high school outside their development. The Department would like to continue this process with the Developers and if it is unsuccessful, then request a reservation (under MRS) for a high school site in the MRS amendment area. We would like to discuss the process for reservation of the high school site (Do we have to do this as part of the current MRS or can it be done separately?) and the timing with the Department of Planning.

**MRS Amendments - 1130/41**

The 20 hectares covered by this amendment is expected to yield about 320 residential lots at full development. Settlers Primary school (the closest school to this development) has an existing school catchment of 2100 residential lots and will not be able to cater for the students from this new development. The Department will require a two hectare school site in this area to provide additional primary facilities to cater for the students from this development.

If you require more information or wish to discuss this further, please contact me on 9264 4183 at the Asset Planning Branch of the Department of Education and Training.

Regards,

10/05/2007
Sharmini Wijay  
Senior Consultant Asset Planning

Asset Planning Branch  
Department of Education and Training  
151, Royal Street  
East Perth 6004

Phone 08 9264 4183
Ms Aiton Shepard  
Albert Facey House  
469 Wellington Street  
Perth  
Western Australia  
6000  

Dear Ms Aiton Shepard  

RE: REQUEST FOR INFORMATION FROM THE REGISTER SYSTEM  
METROPOLITAN REGION SCHEME AMENDMENT NUMBERS,  
1127/41, 1128/41, 1129/41, 1130/41  

Thank you for your correspondence dated 29 January 2007, regarding Metropolitan Region Scheme Amendment numbers, 1127/41, 1128/41, 1129/41, 1130/41.  

A search of the electronic portion of the Register of Aboriginal Sites has been undertaken, the results of which are attached.  

It is possible that there are sites that have not yet been entered on the Register of Aboriginal Sites. The Aboriginal Heritage Act 1972 ("the Act") protects all Aboriginal sites in Western Australia whether they are known to the Department of Indigenous Affairs ("DIA") or not.  

Please note that the provision of this information is not to be considered as a clearance (as DIA does not have the power to give approvals; rather DIA's role is to ensure that all the heritage issues have been addressed). The procedures to enable all relevant parties to follow the requirements of the Act are outlined below.  

Prior to any proposed development/activity, so that no site is damaged or altered (which would result in an offence under section 17 of the Act) it is recommended that suitably qualified consultants be engaged to conduct ethnographic and archaeological surveys of the area. This should ensure that all Aboriginal interest groups are consulted so that all sites on the designated land are avoided or identified. Such a survey should involve archival research, consultations and on the ground inspections. A survey should also ensure that the provisions of the Act are met. Although DIA is not able to recommend individual consultants, contact details of the professional associations whose members conduct surveys are attached.  

It is DIA's preference that any development plans are modified to avoid damaging or altering any site. If this is not possible, and in order to avoid committing an offence under the Act, the landowner should seek the Minister for Indigenous Affairs' prior written consent to use the land. This is done by submitting a notice in writing under

I apologise for the delay in our response.

Please do not hesitate to contact Mr Andrew Pepper, of our Perth office, if we can be of further assistance.

Yours sincerely

Kim Miller
A/Heritage Information Officer
29 May 2007

att: Professional Anthropological and Archaeological Organisations in WA.
Register of Aboriginal Sites report.

cc Andrew Pepper, Manager Heritage & Family Information Unit, Department of Indigenous Affairs, PO BOX 7770, CLOISTERS SQ, PERTH, WA 6850
Phone: (08) 9235 8000
ANTHROPOLOGICAL AND ARCHAEOLOGICAL ORGANISATIONS IN WESTERN AUSTRALIA

FOR ADVICE ON CONSULTANTS TO UNDERTAKE
ABORIGINAL HERITAGE ASSESSMENT SURVEYS

Please note:
- DIA does not accept any responsibility for the choice of consultant or outcomes
- For advice on the conduct of surveys, including legislative requirements, contact the
  Department of Indigenous Affairs or refer to the web page at www.dia.wa.gov.au.

Anthropological Society of Western Australia Inc. - Professional Section

CONTACT: An alphabetical list of consultants who are members of ASWA can be
found at the ASWA website under the heading Consultants:
http://www.anthropsocwa.org/consultants.htm

Australian Association of Consulting Archaeologists Inc. - WA Chapter

CONTACT: Ms Gaye Nayton
10 Princeton Court
THORNLIE WA 6108
Ph: (08) 9459 6203
E-mail: gnyton@cygnus.uwa.edu.au
Internet: http://www.aacai.com.au

Australian Association of Professional and Consulting Anthropologists and
Archaeologists Inc.

CONTACT: Ms Jacqueline Harris
26 Camelia Street
NORTH PERTH WA 6006
Ph: (08) 9328 7973
Fax: (08) 9328 7973
Internet: http://apeas.asn.au

Revised August 2006
**REGISTER OF ABORIGINAL SITES**

### Search Criteria
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### Disclaimer
- Copyright in the information contained herein is and shall remain the property of the Government of Western Australia. All rights reserved. This includes, but is not limited to, information from the Register of Places and Objects (often known as the 'Sites Register') established and maintained under the Aboriginal Heritage Act 1972 (AHA).
- Aboriginal sites exist that are not recorded on the Sites Register, and some registered sites may no longer exist. Consultation with Aboriginal communities on-going to identify additional sites. The AHA protects all Aboriginal sites in Western Australia whether or not they are registered.

### Legend
- **Status**
  - I: Interim
  - P: Permanent
  - S: Stored Data
- **Access**
  - C: Closed
  - O: Open
  - V: Vulnerable
- **Restriction**
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  - M: Male Only
  - F: Female Only
- **IINNA**
  - II: Insufficient Info

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**NO SITES FOUND WITHIN SPECIFIED AREA**
**REGISTER OF ABORIGINAL SITES**

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Index coordinates are indicative locations and may not necessarily represent the centre of sites, especially for sites with an access code "closed" or "vulnerable". Map coordinates (Lat/Long) and (Eastings/Northings) are based on the GDA 94 datum. The Easting / Northing map grid can be across one or more zones. The zone is indicated for each Easting on the map, i.e. "5000000:250" means Easting=5000000, Zone=250.

Reliable ("R") - The spatial information recorded in the site file is deemed to be reliable, due to methods of capture.

Unreliable ("R".) - The spatial information recorded in the site file is deemed to be unreliable due to errors of spatial data capture and/or quality of spatial information reported.

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<th>Recorders</th>
<th>Easting</th>
<th>Northing</th>
<th>Field Code Site No.</th>
</tr>
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</table>

**NO SITES FOUND WITHIN SPECIFIED AREA**
# REGISTER OF ABORIGINAL SITES

**Search Criteria**

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<th>Easting</th>
<th>Northing</th>
<th>Zone</th>
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**Disclaimer**

Copyright in the information contained herein is and shall remain the property of the Government of Western Australia. All rights reserved. This includes, but is not limited to, information from the Register of Places and Objects (often known as the "Sites Register") established and maintained under the Aboriginal Heritage Act 1972 (AHA).

Aboriginal sites exist that are not recorded on the Sites Register, and some registered sites may no longer exist. Consultation with Aboriginal communities is on-going to identify additional sites. The AHA protects all Aboriginal sites in Western Australia whether or not they are registered.

**Legend**

<table>
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<tr>
<th>Status</th>
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<th>Restriction (&quot;Res&quot;)</th>
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<td>F</td>
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</table>

Index coordinates are indicative locations and may not necessarily represent the centre of sites, especially for sites with an access code "closed" or "vulnerable". Map coordinates (Latitude) and (Easting/Northing) are based on the GDA 84 datum. The Easting/Northing map grid can be across one or more zones. The zone is indicated for each Easting on the map, i.e. "5600000:Z50" means Easting=5600000, Zone=50.

Reliable ("R") - The spatial information recorded in the site file is deemed to be reliable, due to methods of capture.

Unreliable ("U") - The spatial information recorded in the site file is deemed to be unreliable due to errors of spatial data capture and/or quality of spatial information reported.

**Site ID** | **Status** | **Access** | **Resolution** | **NA** | **Site Type** | **Additional Information** | **Informants** | **Recorders** | **Easting** | **Northing** | **Field Code Site No.**
---|---|---|---|---|---|---|---|---|---|---|---

**NO SITES FOUND WITHIN SPECIFIED AREA**