June 2017

Metropolitan Region Scheme Amendment 1298/41

West Mundijong Industrial Precinct

Report on Submissions
Submissions
Transcript of hearings

Shire of Serpentine-Jarrahdale
Metropolitan Region Scheme
Amendment 1298/41
West Mundijong Industrial Precinct

Report on Submissions
Submissions
Transcript of hearings

Shire of Serpentine-Jarrahdale

June 2017
Introduction to Metropolitan Region Scheme major amendments

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

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

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

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

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

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

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

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

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

Transcript of hearings
A person who has made a written submission may also choose to appear before a hearings committee to express their views. The hearings proceedings are recorded and transcribed, and the transcripts of all hearings are reproduced in this volume.
Report on Submissions
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct
Report on Submissions

1 Introduction

At its May 2015 meeting, the Western Australian Planning Commission (WAPC), resolved to proceed with this amendment to the Metropolitan Region Scheme (MRS) in accordance with the provisions of Section 41 of the Planning and Development Act 2005.

2 The proposed amendment

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

The purpose of the amendment is to rezone approximately 448.81 ha (as advertised) in the Mundijong locality, from the Rural zone to the Industrial zone in the MRS.

The proposed Industrial zone will allow for primarily general / light industrial development following a local scheme amendment, detailed structure planning and subdivision approval.

3 Environmental Protection Authority advice

The proposed amendment was referred to the Environmental Protection Authority (EPA) for advice on whether environmental assessment would be required. The EPA advised that the proposed amendment does not require formal assessment under Part IV of the Environmental Protection Act 1986.

The EPA provided advice and recommendations on: flora and vegetation, inland water environmental quality and amenity (noise). These matters will require further consideration in the subsequent local scheme amendment and structure planning stages, in consultation with the Shire of Serpentine-Jarrahdale and the Office of the Environmental Protection Authority.

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

4 Call for submissions

The amendment was advertised for public submissions from 15 December 2015 to 18 March 2016.

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

i) the offices of the Western Australian Planning Commission, 140 William Street, Perth;

ii) the offices of the Cities of Perth, Fremantle, Armadale and the Shire of Serpentine-Jarrahdale; and
iii) the State Reference Library, Northbridge.

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

5 Submissions

Thirty-four submissions (includes 1 late submission) were received on the amendment. An alphabetic index of all the persons and organisations lodging submissions is at Schedule 1.

One submission supported the amendment, five submissions objected to the amendment and 28 submissions contained neutral comments, non-objections or general comments on the amendment.

The main issues raised in the submissions are discussed further in Section 7 below - "Main Issues Raised in Submissions". A summary of each submission with WAPC comments and determinations is at Schedule 2. A complete copy of all written submissions is contained in this publication.

6 Hearings

Section 46 of the *Planning and Development Act 2005* provides that each person who makes a submission is to be offered the opportunity of being heard by a Committee formed by the WAPC for that purpose. The Committee comprised:

- Ms Elizabeth Taylor, Member of the Statutory Planning Committee;
- Mayor Henry Zelones, Local Government representative; and
- Ms Judi Bell, as an independent member with planning knowledge.

All persons who made submissions were invited to present their submission to the Hearings Committee. Four hearings were requested and these occurred on 12 September 2016.

7 Main issues raised in submissions

7.1 Retention of Rural Zone for Future Railway

Submissions have raised concerns about the area of land which has been retained for a future railway as follows:

- The area of land to be retained in the Rural zone (for a future railway) is not supported.
- The amendment is not strategically justified; the Intermodal Terminal (IMT) is required.
- The retention of the Rural zone sterilises the land and restricts access to compensation.

WAPC Response

*The amendment is supported as the majority of the site has been identified in the draft Perth and Peel@3.5 Million / draft South Metropolitan Peel Sub-Regional Planning Framework as*
“Industrial Expansion” and “Freight Rail (Post-2031 Investigation)”. Therefore, this amendment contributes to implementing that document’s recommendations.

The Department of Transport (DoT) is supportive of the proposed MRS amendment, which includes retaining provision for approximately a 150 m-wide strip of Rural land for a future rail reserve. This would accommodate a spur from the existing rail corridor to support the future freight railway realignment. The DoT requested minor modification of the amendment by excluding part of the Industrial zone, on north-east of the site, for future railway purposes. The amendment has been modified accordingly.

The DoT (and Main Roads WA) has confirmed that the amendment area is not considered as a future Intermodal Terminal (IMT) site. The Economic and Employment Lands Strategy referred to the south-east subregion, in particular the Mundijong area, as the potential location for an IMT site. However, recent DoT investigations to establish the suitability of an IMT at Mundijong concluded that the site is not likely to be viable as a large, general-purpose and open-access IMT.

A rail serviced industrial hub is more likely, particularly given the Government’s focus on the development of Latitude 32, which is in the same general catchment and has a number of competitive advantages over the Mundijong site.

In relation to compensation issues, the area to be retained in the Rural zone is to be reserved as Railways and/or zoned Industrial (as appropriate), once the exact location of the railway line has been confirmed. In the interim, standard planning approval requirements apply to the land. It is intended that the railway will be reserved as part of a future MRS amendment, and the land acquired in accordance with standard acquisition arrangements.

**Submissions dismissed**

7.2 Inclusion of Additional Land in Amendment

Submissions have requested that the following be included in the amendment:

- The Rural zoned land (retained for a future railway reservation) should be reserved as Railways and/or zoned Industrial in this amendment.
- Land currently zoned Rural (outside the amendment area) should be zoned Industrial.

**WAPC Response**

The request to rezone land outside the amendment area to Industrial is not supported. The draft Perth and Peel@3.5 Million / draft South Metropolitan Peel Sub-Regional Planning Framework does not identify any further industrial areas in the Mundijong locality.

Further, the request to rezone the remaining Rural land to Industrial and/or reserve it as Railways is also not supported. At this stage, further investigations are required to determine the exact area for the future railways reservation, therefore it would be appropriate to retain this Rural zoned area until such studies have been finalised. A future MRS amendment can zone this area Industrial and/or reserve it Railways as appropriate.

Nevertheless, the modification of the amendment to include additional land (i.e. Railways reservation, Industrial zone etc.) is a major modification, which would require reassessment by the EPA, WAPC and the Minister for Planning’s consent to advertise prior to readvertising the amendment. Essentially, the amendment would be recommenced from the start which would substantially delay its finalisation.
Submissions dismissed

8 Modifications

On the advice of the DoT, the amendment has been modified by primarily excluding part of the Industrial zone, to the north-east side of the site, as it is required for future railway purposes. The modified area to be zoned Industrial is 427.77 ha.

Readvertising of the amendment is not required as no additional areas are being included and the modification is considered minor in nature.

9 Determinations

The responses to all submissions are detailed in this report. The submissions of objection are recommended to be dismissed. Minor modification of the amendment is proposed as discussed above.

10 Coordination of region and local scheme amendments

Section 126(3) of the Planning and Development Act 2005 allows for the concurrent amendment of a local planning scheme where land is to be transferred to the Urban zone in the MRS. As no land is being zoned Urban under the MRS, section 126(3) is not applicable.

11 Conclusion and recommendation

This report summarises the background to major MRS Amendment 1298/41 and examines the various submissions made on it.

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

Having regard to the above, the WAPC recommends that the Minister for Planning presents the amendment to Her Excellency the Governor for consideration and approval and subsequently commend the amendment to both houses of Parliament.
Schedule 1

Alphabetical listing of submissions
# Alphabetical Listing of Submissions

**MRS Amendment 1298/41**

**West Mundijong Industrial Precinct**

<table>
<thead>
<tr>
<th>Submission Number</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Aboriginal Affairs, Department of</td>
</tr>
<tr>
<td>7</td>
<td>Armadale, City of</td>
</tr>
<tr>
<td>1</td>
<td>ATCO Gas Australia</td>
</tr>
<tr>
<td>23</td>
<td>Atkins, Terrence and Jillian</td>
</tr>
<tr>
<td>20</td>
<td>Atwell, Clive and Patricia</td>
</tr>
<tr>
<td>15</td>
<td>Bailey, Kevin and Vicki</td>
</tr>
<tr>
<td>26</td>
<td>Burton, Chay and Guy, Sarah</td>
</tr>
<tr>
<td>19</td>
<td>Davis, Thomas and Louise</td>
</tr>
<tr>
<td>16</td>
<td>Dunsmore, Michael</td>
</tr>
<tr>
<td>30</td>
<td>Dynamic Planning and Developments Pty Ltd on behalf of Walters, Mr and Mrs</td>
</tr>
<tr>
<td>9</td>
<td>Education, Department of</td>
</tr>
<tr>
<td>25</td>
<td>Edwards, Leanne</td>
</tr>
<tr>
<td>31</td>
<td>Environment Regulation, Department of</td>
</tr>
<tr>
<td>3</td>
<td>Fire and Emergency Services, Department of</td>
</tr>
<tr>
<td>32</td>
<td>Fisheries, Department of</td>
</tr>
<tr>
<td>27</td>
<td>Freight and Logistics Council of Western Australia</td>
</tr>
<tr>
<td>14</td>
<td>Fremantle Ports</td>
</tr>
<tr>
<td>33</td>
<td>Health, Department of</td>
</tr>
<tr>
<td>6</td>
<td>Main Roads Western Australia</td>
</tr>
<tr>
<td>28</td>
<td>Mines and Petroleum, Department of</td>
</tr>
<tr>
<td>4</td>
<td>Mustica, Tony</td>
</tr>
<tr>
<td>21</td>
<td>Parks and Wildlife, Department of</td>
</tr>
<tr>
<td>8</td>
<td>Peel Preservation Group Inc</td>
</tr>
<tr>
<td>17</td>
<td>Planning Solutions on behalf of Nino Gangemi</td>
</tr>
<tr>
<td>13</td>
<td>Serpentine-Jarrahdale, Shire of</td>
</tr>
<tr>
<td>5</td>
<td>State Development, Department of</td>
</tr>
<tr>
<td>29</td>
<td>Taylor Burrell Barnett on behalf of Peet Mundijong Syndicate Limited</td>
</tr>
<tr>
<td>22</td>
<td>Taylor Burrell Barnett on behalf of the David Henry Atwell estate</td>
</tr>
<tr>
<td>10</td>
<td>Tourism Western Australia</td>
</tr>
<tr>
<td>18</td>
<td>Transport, Department of</td>
</tr>
<tr>
<td>24</td>
<td>Tucker, Debbie</td>
</tr>
<tr>
<td>11</td>
<td>Water Corporation</td>
</tr>
<tr>
<td>12</td>
<td>Water, Department of</td>
</tr>
</tbody>
</table>

**Late Submissions**

<table>
<thead>
<tr>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downs, Susan and Trichet, Francis</td>
</tr>
</tbody>
</table>
Schedule 2

Summary of submissions and determinations
**Summary of Submissions:** COMMENT

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

**Planning Comment:** Comments noted.

**Determination:** Submissions noted.

---

**Submission:** 6

**Submitted by:** Main Roads WA

**Summary of Submission:** COMMENT

Main Roads WA (MRWA) advises that the proposed industrial precinct is not identified to become an Inter Modal Terminal (IMT), with the most likely IMT being Latitude 32.

MRWA advises that the amendment is within the Restricted Access Vehicle (RAV) network. Therefore, consideration should be given to accommodate a road network to a minimum standard of RAV 2 Network design standards.

**Planning Comment:** The proponent has been advised of the above comments which relate to the subsequent more detailed stages of the planning and development process.

**Determination:** Submission noted.

---

**Submission:** 4

**Submitted by:** Tony Mustica (nearby resident)

**Summary of Submission:** COMMENT

The submission raises no objections to the inclusion of Pt Lot 99 Gossage Road and Lot 394 Bishop Road, Cardup in the Industrial zone.

The submission was supported by a Hearing. Information was provided on the potential implications of the proposed Industrial zone (e.g. need for buffers and permitted landuses) on Rural zoned land to the north of the amendment area. In this regard, the submitter was
requested to liaise with the Shire of Serpentine-Jarrahdale regarding such matters as this would be controlled under the provisions of the local planning scheme.

**Planning Comment:** Comment noted.

**Determination:** Submission noted.

---

**Submission:** 7, 16, 19, 20

**Submitted by:** City of Armadale, Michael Allan Dunsmore, Thomas & Louise Davis, Clive & Patricia Atwell (affected/nearby residents)

**Summary of Submission:** SUPPORT

The above submitters support the finalisation of the amendment.

**Planning Comment:** Support noted.

**Determination:** Submissions noted.

---

**Submission:** 8

**Submitted by:** Peel Preservation Group Inc.

**Summary of Submission:** COMMENT

The Peel Preservation Group Inc. advises as follows:

- the proposal should not set a precedent for a number of other similar developments as this would lead to a gradual irreversible loss of agricultural land;
- buffers zone to wetlands areas should be 100 m (not 50 m);
- given the low lying topography, drainage needs to be carefully considered to ensure underground water is not contaminated; and
- careful research/planning needs to occur in the future planning stages to ensure development does not impact the locality.

**Planning Comment:** The proponent has been advised of the above comments which relate to the subsequent more detailed stages of the planning and development process.

**Determination:** Submission noted.

---

**Submission:** 11

**Submitted by:** Water Corporation

**Summary of Submission:** COMMENT

The Water Corporation advises as follows:
Water Supply Planning

The Corporation’s infrastructure planning for the Mundijong and Byford Gravity Water Schemes were reviewed in 2009. This planning did not provide for water distribution to the amendment area. A review of this water planning will need to be undertaken.

It will be necessary for developers to explore temporary options for water provision to the first stages of industrial development, subject to the proximity and capacity of the existing water mains in the Byford and Mundijong systems to the east. Any works required to extend water supply will be funded by developers.

A longer term, more sustainable water supply to the amendment area will need to be investigated and adapted into the Corporation’s long-term plans for the ultimate, gravity-based Mundijong and/or Byford water schemes.

The Corporation is not likely to permit water servicing directly off the Serpentine Trunk Main, given limitations with the operation of the trunk main (high water pressure, variable quality and continuity of service) and liability issues arising from the Corporation’s water operating licence.

Wastewater Planning

The Corporation’s long-term wastewater planning for the adjacent Byford Sewer District, has made an allowance for an ultimate wastewater volume of up to 100 litres/second to be discharged to the future Byford Main Wastewater Pumping Station (WWPS) in Mundijong.

Detailed wastewater planning has not been undertaken, this work will need to be timed and resourced through the Corporation’s planning program, once the District Structure Plan has progressed, the MRS rezoning has proceeded and more detailed wastewater flow and staging information via local structure plans.

The Byford main WWPS is likely to be sited somewhere in the vicinity of Scott Rd, Mundijong and will ultimately service the south-east urban area from Byford southwards. The final site, sizing and staging of the Byford Main (WWPS) has been determined, and the Corporation has purchased two sites for waste water pump station infrastructure.

Drainage Planning

The impacts of the amendment on the rural drainage system will need to be assessed through the preparation and adoption of a DWMS, approved by the DoW and the Shire. Several rural drains traverse and extend downstream from West Mundijong. These rural drains form part of the extensive Mundijong Drainage District, which is managed by the Water Corporation under licence from the Economic Regulation Authority. The drains have a limited hydraulic capacity and were not designed to provide the level of flood protection service required by urban or industrial developments. The appearance of some of the rural drains may also not be in keeping with the aesthetic expectations of urban developments and public safety can be a concern with potential for public access to the hazards of steep sided drains and drainage structures.

The Water Corporation is required to ensure that existing rural drainage customers receive the level of service stipulated in the Operating Licence. Where industrial development occurs, the Corporation's role is to ensure that this development does not compromise the service provided to remaining rural customers.
Post-development flows to the rural drains cannot be increased beyond pre-development discharge, and no new connections can be made to rural drains. These matters will need to be examined in more detail through the DWMS.

Planning Comment: The proponent has been advised of the above comments which relate to the subsequent more detailed stages of the planning and development process.

It is noted that since the Water Corporations comments were received, a DWMS has been approved by the DoW for the amendment area.

Determination: Submission noted.

Submission: 13
Submitted by: Shire of Serpentine-Jarrahdale
Summary of Submission: COMMENT

The Shire of Serpentine-Jarrahdale supports the proposed amendment. However, the Shire does not support the retention of the buffer corridor adjacent to the Tonkin Highway Road reservation in the Rural zone.

Studies and works have been undertaken by the Shire to develop a District Structure Plan (DSP), which provides for a corridor sufficient to accommodate the realignment of the freight railway line. The proposed alignment does not accommodate or reserve the required amount of land for the angle of bend in the north-east corner of the site. The Shire recommends the WAPC modify the amendment to include the Railways reservation for the future realignment of the freight railway.

Planning Comment: Refer to Parts 7.1 - Retention of Rural Zone for Future Railway & 7.2 - Inclusion of Additional Land in Amendment of the Report on Submissions.

The amendment has been modified in accordance with the Department of Transport’s (DoT) advice. It is noted that the modified amendment accords with the proposed railways alignment in the Shire of Serpentine-Jarrahdale’s draft West Mundijong Industrial Area District Structure Plan.

Determination: Submission partly upheld.

Submission: 14
Submitted by: Fremantle Ports
Summary of Submission: SUPPORT

Fremantle Ports advises that the proposed amendment will provide necessary support for further investigations into the potential development of an intermodal facility at the subject site and associated connections to infrastructure including the extension of Tonkin Highway and the realignment of the Kwinana-South West freight rail line.

Investigation and development of these important infrastructure components will aid in ensuring the growth of trade within Western Australia. It is understood that preliminary
investigations into the realignment of the rail reserve to facilitate a connection to a future intermodal terminal have been commenced by the DoT.

Fremantle Ports would suggest that consideration be given at this early stage to the appropriateness of a buffer in order to ensure that sensitive land uses are prevented from encroaching on the Industrial zoning. This will assist in ensuring that the operations of this facility are not constrained in the future.

Fremantle Ports’ supports this amendment and acknowledges the importance it will have in the facilitation of trade throughout Western Australia and ensuring economic and employment growth within the Shire of Serpentine Jarrahdale.

Planning Comment: Refer to Part 7.1 - Retention of Rural Zone for Future Railway.

The proponent has been advised of the above comments which relate to the subsequent more detailed stages of the planning and development process.

Determination: Submission noted.

Submission: 15
Submitted by: Kevin & Vicki Bailey (affected landowners)

Summary of Submission: OBJECTION

The submission objects to the amendment as follows:

- the subject land was purchased in 1992 and has been farmed. The amendment seeks to change the zoning of the land, which the landowners objected to previously. The Freight and Logistics Council of Western Australia (FLCWA) approved the abutting development, but these landowners are in ‘limbo’ until the amendment is finalised;
- the Shire should be serving its ratepayers, not deceiving them, as only one family supports this proposal. The land south of Sparkman Road should be excluded from the amendment or move the entire amendment north of Bishop Road;
- the land north of Bishop Road could be considered. This land is further removed from the existing townsite and future urban development;
- the proposal will impact on the adjacent Mundijong townsite such as: noise, odour and effluent disposal impacts;
- the DoT recognised that the proposed intermodal facility was neither feasible nor probable; and
- the groundwater does not support the existing and future growth of dwellings. The character and rural amenity of this area will be altered.

Planning Comment: Refer to Parts 7.1 - Retention of Rural Zone for Future Railway & 7.2 - Inclusion of Additional Land in Amendment of the Report on Submissions.

The WAPC supports the amendment as the majority of the site has been identified in the draft Perth and Peel@3.5 Million and draft South Metropolitan Peel Sub-Regional Planning Framework as “Industrial Expansion” and “Freight Rail (Post 2031 Investigation)”. This amendment contributes to implementing that document’s recommendations. It is noted that existing landuses can continue to operate should the amendment be finalised and the land zoned Industrial.
The identification of actual landuses, setbacks, buffers and associated mitigation measures will be considered in the subsequent planning and development stages by the Shire of Serpentine-Jarrahdale and the WAPC, in consultation with relevant government agencies and subject to separate public consultation.

The DoW has approved a DWMS for the subject land. In accordance with standard practice, further water management investigations will occur in the subsequent local planning scheme amendment and subdivision stages.

**Determination:** Submission dismissed.

---

**Submission:** 17

**Submitted by:** Planning Solutions

**Summary of Submission:** COMMENT

Planning Solutions (on behalf of Mr Nino Gangemi - Lots 51 and 56 Kargotich Road, Oldbury) advise as follows:

The subject site “rounds off” the Industry zone by extending industry to the drain abutting the western boundary of the subject site. This drain forms a natural barrier to development.

Early planning for the West Mundijong precinct identified the subject site as a possible expansion area. Extending the Industry zone to both sides of Kargotich Road provides a better return on the up-front capital investment for the upgrade of Kargotich Road (and other infrastructure), and allows a more equitable outcome for landowner developer contributions for infrastructure. Light industry ensures the subject site is not sterilised by buffers to general industry. The proposal is supported by economic analysis. Modification of the amendment to include the subject site to the Industrial allows the planning if the locality to be considered with the West Mundijong precinct.

*This submission was supported by a Hearing.*

**Planning Comment:** Refer to Part 7.2 - Inclusion of Additional Land in Amendment of the Report on Submissions.

**Determination:** Submission dismissed.

---

**Submission:** 18

**Submitted by:** Department of Transport

**Summary of Submission:** COMMENT

The Department of Transport (DoT) raises no objections to the proposed amendment, and has confirmed that the site is no longer considered as a future Intermodal Terminal.

**Additional Information**
The DoT advised that the area to be retained in the Rural zone is required to be modified, by excluding part of the Industrial zone on north-east of the site, to better accommodate the future railways alignment.

**Planning Comment:** Refer to Part 7.1 - Retention of Rural Zone for Future Railway

The amendment has been modified in accordance with the DoT’s advice. It is noted that the modified amendment accords with the proposed railways alignment in the Shire of Serpentine-Jarrahdale’s draft *West Mundijong Industrial Area District Structure Plan*.

**Determination:** Submission upheld.

**Submission:** 22

**Submitted by:** Taylor Burrell Barnett

**Summary of Submission:** COMMENT

Taylor Burrell Barnett (on behalf of the Atwell family landholdings - Lots 180 and 402 Scott Road, Mundijong) advise as follows:

**Sterilisation of Development Potential & Uncertainty of Use**

The amendment sterilises a significant portion (27.4%) of the Atwell family’s landholding. The landowners are not receiving any value uplift or other means to seek compensation for the loss of development potential.

In terms of future use and maintenance of the retained Rural strip of land. The WAPC is unlikely to accept this land being subdivided into a separate title, which in any event would be unlikely to be useable for broad scale agricultural purposes. The owners are therefore suffering a loss, but without the normal avenues of compensation being made available to them.

**Impact to Land Values & Inability to Seek Compensation**

Landowners need to either wait to learn the likely development outcome or to sell their landholding at a substantially discounted rate. Without a “Railways” (or similar) reservation, landowners cannot seek fair and reasonable compensation. In the interim, the land needs to be maintained, without generating an income.

**Potential Alternative Outcomes**

Understand the Shire of Serpentine-Jarrahdale is requesting the Rural land, and additional land for the entire alignment of the proposed rail link be reserved as “Railways” under the MRS.

The Shire’s position provides direction on the likely future use of this land, and provides means by which landowners can seek compensation. Notwithstanding the above, the landowner’s preference is that all their land is rezoned “Industrial”.

Contrary to the Shire’s position, the Shire’s local planning scheme could be used to pursue exploration and implementation of the DSP rail link. In the interim, rezoning of the land to Industrial would provide incentive for the DoT to make a decision on whether the rail link is actually required or not.
Given the substantive planning and technical studies commissioned regarding future development of the West Mundijong locality, the highest and best use of all the land is industrial. Also, if the rail link does not eventuate this would allow a faster and easier process for future development to occur.

**Planning Comment:** Refer to Parts 7.1 - Retention of Rural Zone for Future Railway & 7.2 - Inclusion of Additional Land in Amendment of the Report on Submissions.

**Determination:** Submission dismissed.

**Submissions:** 23, 24, 25

**Submitted by:** Terrance & Jillian Atkins, Debbie Tucker, Leanne Edwards

**Summary of Submissions:** OBJECTION

The submissions object to the amendment as follows:

**Environmental Impact**

*Wetlands*

Object to the disturbance/destruction of the Conservation Category Wetland (CCW) on the eastern part of the site. A significant portion of the site is a Multiple Use Palusplain with a CCW in the central eastern part of the site we should be conserved.

*Flora*

Object to the loss/destruction of rare and endangered flora due to the development of the site. Ten conservation significant flora are known to occur in the Mundijong area. The Office of the Environmental Protection Authority indicates the possibility of rare and endangered flora on the fringes of the site, in association with remnant vegetation on the southern side of Mundijong Road which may support endangered fauna. Detailed surveys and reporting were not undertaken at the amendment stage. Surveys should have been undertaken and established that none of the identified Conservation Significant Flora is on the site.

*Regionally Significant Vegetation*

Object to the loss/destruction of Threatened and Priority Ecological Communities (TEC) as well as a Bush Forever site due to the development of the site. Seven Critically Endangered, Endangered, Vulnerable or Priority 1 Ecological Communities in the Mundijong Area are present. Bush Forever Site 360 are in the Mundijong Road reserve adjacent to the southern boundary of the amendment. Bush Forever Site 360 contains plant communities representative of the eastern side of the Swan Coastal Plain that are considered to be regionally significant.

Development of the site should not be undertaken unless surveys have been undertaken and established that no Regionally Significant Vegetation of Threatened and Priority Ecological Communities occur on the site.
Fauna

Object to the destruction of the habitat of Conservation Significant species due to the development of the site. Fourteen species listed as rare or priority have been located in the vicinity of the amendment. Seven additional species were identified in the Protected Matters Search Tool.

No development should be undertaken until surveys have undertaken to establish which Conservation Significant species are present on the site and whether they breed on the site.

Heritage

Object to the destruction of Aboriginal heritage sites due to the development of the site. A search of the Aboriginal Heritage Inquiry System indicates that there is one Aboriginal Heritage Site (DIA 2012) that is located partially within the boundary of the amendment.

There are three other sites in the vicinity of the amendment that are registered artefact scatters. Two of these are located to the east of the amendment, close to the Tonkin Highway (DIA sites 18187 and 18188). DIA Site 449 is located to the north of the railway line.

There are two listed ‘Heritage Places’ located close to the amendment, these are sites 17923 and 18189 (described as artefact scatters). Recommend investigation and liaison with the Department of Indigenous Affairs (DIA) prior to construction for sites of significance.

Noise

Object to unreasonable noise emissions from industry on site. The development of the amendment area has the potential to create noise emissions. Environmental noise from the proposed Tonkin Highway and realignment of the railway is likely to impact on the amenity of lots on and around the site.

Noise modelling indicates that noise emissions from light industries located near the boundary of the amendment, could result in exceedance of the regulation. A graduation of “quieter” industries or day only operations is recommended where it adjoins residential development. Information was also provided on the maximum Sound Power Noise Level for industries located in the “quieter” industries area and larger general industry.

Concerned about noise emissions from industry and the proposed realignment of the railway. Recommend that developments be required to provide an acoustic assessment by an acoustic consultant, prior to development approval.

Water Management

Object to negative impacts on the water supply due to industry, reference to the District Water Management Strategy (DWMS) was provided. Water quality could be adversely impacted by industry emissions and recommend that the following additional studies be undertaken:

- preliminary ASS investigation;
- wetland Assessment and Management Plan;
- detailed Earthworks and Services Strategies;
- alternative water supply and treatment options;
- managed Aquifer Recharge assessment; and
• detailed Drainage Design.

**Traffic Impact on Pure Steel Lane**

Object to vehicles from the Industrial site using Pure Steel Lane for ingress and egress to the site. Vehicles from the Industrial site would use Pure Steel Lane to access the site.

Pure Steel Lane landowners have not elected to be included in the Industrial rezoning, and could continue to use their properties for lifestyle purposes. Increased traffic to Pure Steel Lane, would likely damage the current road that is not graded for heavy transport. Recommend that Pure Steel Lane be excluded for access to the Industrial the site.

*Submission No. 23 was supported by a Hearing. It is noted that the submitter provided qualified support for the amendment, but requested that the area of land to remain in the Rural zone (for the future railway realignment), should be zoned Industrial and/or reserved as Railways.*

**Planning Comment:** Refer to Parts 7.1 - Retention of Rural Zone for Future Railway & 7.2 - Inclusion of Additional Land in Amendment of the Report on Submissions.

The WAPC supports the amendment as the majority of the site has been identified in the draft *Perth and Peel@3.5 Million* and draft *South Metropolitan Peel Sub-Regional Planning Framework* as “Industrial Expansion” and “Freight Rail (Post 2031 Investigation)”. This amendment contributes to implementing that document’s recommendations.

On 3 August 2015, the EPA advised that the proposed scheme should not be assessed under Part IV Division 3 of the *Environmental Protection Act 1986*. The EPA provided advice and recommendations as follows:

- **Flora and Vegetation:** The EPA is aware that the amendment contains the Guildford vegetation complex which is mapped as having less than 10% remaining on the Swan Coastal Plan. This vegetation should be protected and included as an ecological linkage at the structure planning stage.

- **Inland Waters Environmental Quality:** The EPA expects that the area mapped as a Conservation Category Wetland (CCW) be managed and protected by a minimum 50 m buffer. This buffer should be included as an ecological linkage at the structure plan stage. Future local scheme text provisions should also confirm the protection of this buffer and contain clear management mechanisms to protect the CCW and its buffer.

- **Amenity (Noise):** The EPA expects that adequate separation will be provided between the intended industrial development and sensitive landuses. Additional noise mitigation measures may be required at a later stage of the planning process to ensure sensitive landuses will not be exposed to excessive industrial noise, which may also require specific local scheme text provision. The EPA’s Environmental Assessment Guideline No. 13 - *EPA Consideration Of Environmental Impacts From Noise* should also be considered.

The intent of the amendment is to amend the MRS to create an Industrial zone. The identification of actual landuses, setbacks, traffic impacts etc. and the application of building standards will be considered in the subsequent planning and development stages by the
Shire of Serpentine-Jarrahdale and the WAPC, in consultation with relevant government agencies and subject to separate public consultation.

The DoW has approved a DWMS for the subject land. In accordance with standard practice, further water management investigations will occur in the subsequent local planning scheme amendment and subdivision stages. The consideration of acid sulfate soils will be further considered in the subsequent planning stages, and may be subject to subdivision conditions (if appropriate).

Regarding Aboriginal heritage, the proposed amendment does not have any physical effect on the land or Aboriginal heritage sites. There is nothing that can be undertaken at this stage of the planning process to protect Aboriginal heritage sites. Such matters are routinely considered in the subsequent more detailed stages of the planning and development process, where the inclusion of interpretive signage, roads etc. can be considered.

**Determination:** Submissions dismissed.

---

**Submission:** 26

**Submitted by:** Chay Burton & Sarah Guy

**Summary of Submission:** COMMENT

The submission requests that their land (part of the Pure Steel Land estate) be included in the amendment, as they will be landlocked and unable to sell the property. The following concerns have been raised:

- pollution by the proposed industry (regardless of any buffer);
- contamination of groundwater and water tanks;
- rate rises; and
- compensation issues should the land not be sold due issues associated with the future Railway reservation.

**Planning Comment:** Refer to Parts 7.1 - Retention of Rural Zone for Future Railway & 7.2 - Inclusion of Additional Land in Amendment of the Report on Submissions.

In relation to environmental matters, on 3 August 2015 the EPA advised that the proposed scheme should not be assessed under Part IV Division 3 of the *Environmental Protection Act 1986*. The EPA provided advice and recommendations as follows:

- **Flora and Vegetation:** The EPA is aware that the amendment contains the Guildford vegetation complex which is mapped as having less than 10% remaining on the Swan Coastal Plan. This vegetation should be protected and included as an ecological linkage at the structure planning stage.

- **Inland Waters Environmental Quality:** The EPA expects that the area mapped as a Conservation Category Wetland (CCW) be managed and protected by a minimum 50 m buffer. This buffer should be included as an ecological linkage at the structure plan stage. Future local scheme text provisions should also confirm the protection of this buffer and contain clear management mechanisms to protect the CCW and its buffer.
• *Amenity (Noise):* The EPA expects that adequate separation will be provided between the intended industrial development and sensitive landuses. Additional noise mitigation measures may be required at a later stage of the planning process to ensure sensitive landuses will not be exposed to excessive industrial noise, which may also require specific local scheme text provision. The EPA’s Environmental Assessment Guideline No. 13 - *EPA Consideration Of Environmental Impacts From Noise* should also be considered.

The intent of the amendment is to amend the MRS to create an Industrial zone. The identification of actual landuses, setbacks, traffic impacts etc. and the application of building standards will be considered in the subsequent planning and development stages by the Shire of Serpentine-Jarrahdale and the WAPC, in consultation with relevant government agencies and subject to separate public consultation.

The DoW has approved a DWMS for the subject land. In accordance with standard practice, further water management investigations will occur in the subsequent local planning scheme amendment and subdivision stages.

The issue of rates rises is outside the scope of an MRS amendment process, further consultation with the Shire of Serpentine-Jarrahdale is recommended on this matter.

**Determination:** Submission dismissed.

---

**Submission:** 27

**Submitted by:** Freight & Logistics Council of Western Australia

**Summary of Submission:** OBJECTION

The FLCWA advises as follows:

**General Position**

The FLCWA advises the amendment area has potential to accommodate a major intermodal transport and logistics terminal at some time in the future, because of its strategic location, excellent access to major road and rail corridors and its large size. The proposed rezoning of the land from Rural to Industrial zone will allow for primary/light industrial development of the location.

The FLCWA advises the amendment will not adequately protect the location as a potential site for a future intermodal terminal and may, preclude this development when it is required. In the absence of planning guidance from the State Government as to the long-term development of key freight infrastructure generally in the metropolitan region, the FLCWA advises that further context is required. General guidance needs to be provided by the Government, and in the case of the West Mundijong Industrial Precinct, the potential of this location for changes in land use intentions should be progressed only when the planning context is better understood.

**Strategic Framework**

The subject land has been identified for industrial development, including being identified as a strategic industrial area, in successive strategic planning documents.
Development of Metropolitan Intermodal Terminals

Major infrastructure projects serving the freight industry, such as ports, roads, railway lines and intermodal terminals, must be viewed in the long-term context for 25 years and more. Continuing interest in such facilities by industry suggests confidence and that such infrastructure projects will be required to meet future growth.

This is the case for intermodal terminals and other such strategic freight hubs, whose business is closely correlated with demand associated with population growth. Documents such as draft *Perth and Peel@3.5 Million* suggest continued strong growth in that respect, giving rise to an ongoing demand for associated freight movements.

Important factors include proximity to key road and rail access corridors unconstrained by adjacent incompatible land uses. Also vital to an industry heavily dependent on economies of scale is the size of land parcels available. The efficient movement of heavy transport volumes, the establishment of sizeable warehousing facilities and the development of substantial lay-down areas, together with the wide range of support activities associated with such facilities, all require large areas of land to achieve efficiencies.

Lots with areas of 25 hectares and above are needed for individual freight and logistics operators, and much more for intermodal terminals. This highlights the importance of long-term planning for key freight transport infrastructure, such as intermodal terminals and freight hubs, to ensure the identification and protection of suitable land from incompatible land uses and/or the fragmentation of land into smaller lot sizes and multiple ownership.

The existing freight rail network across the Perth and Peel metropolitan regions is a critical component of the freight and logistics industry’s capability to deliver efficient and competitive services to the State’s economy, while at the same time reducing congestion, conflict and sound maintenance of the road network to the benefit of the wider community.

This existing freight rail infrastructure must be protected from encroachment, and every opportunity for co-location with industrial land uses that maximise freight efficiency must be preserved.

**West Mundijong’s Freight and Logistics Potential**

The FLCWA has taken a broad strategic approach in its consideration of the proposed amendment and the potential role of the Mundijong locality in the wider freight and logistics supply chain.

The freight rail line adjacent to the West Mundijong Industrial Precinct forms part of a key freight rail network that will connect future developments in the precinct to:

- the South West region including Bunbury Port and the resource extraction industries at Boddington, Pinjarra, Waroona and Collie;
- the Kwinana Industrial Area, related bulk port facilities and future container port facilities;
- the Inner Harbour of Fremantle Port and a new Outer Harbour container port located on the Cockburn coast;
- Perth Freight Terminal and Forrestfield Intermodal Terminals; and
- the national freight rail network extending to Kalgoorlie and the Eastern States.

The Outer Harbour of Fremantle will become the main focus of commercial port operations in the metropolitan area in the mid-long term. The freight railway to the Outer Harbour
traverses land zoned and reserved primarily for Rural, Parks and Recreation and Industrial land uses. Therefore, the line is relatively unconstrained by noise sensitive land use and development. The absence of urban encroachment in this location presents a significant and unique opportunity for freight rail in this area that should be protected.

The land subject to the proposed amendment is located approximately 20 km from the future Outer Harbour container port. The West Mundijong Industrial Precinct is further advanced as a concept, but the potential of this corridor to serve the long term needs of the Outer Harbour, the Australian Marine Complex, and Latitude 32, together with industries located at Rockingham, Kwinana and Naval Base, should be recognised by Government planners.

Recognition should also be given to long term planning for a new international and domestic airport, which may be located in the southern metropolitan corridor. The advantage of co-locating freight and logistics industries with airport operations is acknowledged world-wide and is clearly demonstrated in the instance of Perth Airport.

The following information has been provided:

- The West Mundijong area provides a unique, relatively unconstrained opportunity to provide industrial land abutting a freight rail line with direct access to the Kwinana Bulk Terminal, the future Outer Harbour container port, existing and future regional road networks and key freight routes.

- Opportunities to zone and develop industrial land for freight and logistics land-uses with access to essential transport infrastructure (particularly freight rail) and proximity/access to other freight activity centres (sea, air and rail ports) are limited within the Perth metropolitan region.

Areas identified for future industrial land use within strategic planning documents have been declining, with a number of areas previously identified for industrial land use being rezoned to Urban under the MRS. Strong leadership, direction and greater protection is required for future industrial land, particularly considered suitable for freight and logistics land use and activities.

- The freight rail line connecting the West Mundijong area to the Kwinana Bulk Terminal and the future Outer Harbour container port traverses land predominantly zoned Rural, Industrial and reserved Parks and Recreation. Particular focus and effort should be directed to ensuring that no further urban encroachment occurs along this line in light of its current role connecting the metropolitan freight network and hubs to the South West and its future function and role in association with the future Outer Harbour container port.

The Long Term Need for Metropolitan Intermodal Terminals

The West Mundijong Industrial Precinct meets the basic criteria that industry requires for the establishment of freight and logistics hubs. It has the potential for immediate access to key road and rail corridors which can be developed without constraint from adjacent or nearby incompatible land uses. It is also large enough to develop as a green-fields site suitable for a highly efficient major integrated freight and logistics hub in the future.

The FLCWA is not in a position to dispute the DoT that Mundijong is “unlikely to become a viable large, general purpose, open-access intermodal terminal” over the next 10-15 years. However, over a short period, the population of the metropolitan area will continue to grow strongly, as will the freight task, and the progress of a number of planned key transport
infrastructure projects will be progressed. A 10-15 year perspective is inadequate in the timeframes associated with other key related infrastructure projects such as new container handling facilities in the Fremantle Outer Harbour, and the predicted doubling of the freight task by 2050.

The FLCWA believes that there is a strong case to protect West Mundijong for possible future intermodal terminal use. This is not to imply prioritisation over the other two prominent developments of this type in the metropolitan area, namely ‘South Bullsbrook’ and ‘Latitude 32’, but to argue that a strategic long-term view on future major freight infrastructure projects should ensure that all suitable land is protected.

Other Matters

- The Amendment Report makes reference to a 2012 DoT study to assess the feasibility of relocating the Kwinana-South West freight rail line out of the Mundijong Town Centre to an alignment that runs parallel to the Tonkin Highway Primary Regional Road Reserve and abuts the eastern boundary of the land subject to this amendment.

  The proposed realignment provides a unique opportunity to plan and construct the relocated rail line with the development of a future purpose built intermodal terminal. This results in cost savings for Government and/or incentive for a public/private partnership arrangement. The FLCWA’s advises that planning for the rail realignment and a future intermodal terminal should be progressed concurrently.

- In 2014 the Shire of Serpentine-Jarrahdale endorsed the West Mundijong Agri-Industrial Precinct Concept Plan to provide guidance on the development of an Agri-Industrial Precinct at the northern end of the West Mundijong Industrial Area. This landuse and an intermodal terminal at the same location are not mutually exclusive.

Planning Comment: Refer to Parts 7.1 - Retention of Rural Zone for Future Railway & 7.2 - Inclusion of Additional Land in Amendment of the Report on Submissions.

The WAPC supports the amendment as the majority of the site has been identified in the draft Perth and Peel@3.5 Million and draft South Metropolitan Peel Sub-Regional Planning Framework as “Industrial Expansion” and “Freight Rail (Post 2031 Investigation)”. This amendment contributes to implementing that document’s recommendations.

The intent of the amendment is to amend the MRS to create an Industrial zone. The identification of actual landuses, setbacks, traffic impacts etc. and the application of building standards will be considered in the subsequent planning and development stages by the Shire of Serpentine-Jarrahdale and the WAPC, in consultation with relevant government agencies and subject to separate public consultation.

Determination: Submission dismissed.

Submission: 29
Submitted by: Taylor Burrell Barnett
Summary of Submission: COMMENT

Taylor Burrell Barnett (on behalf of Peet Mundijong Syndicate Limited), advises as follows:
Validity and appropriateness of the Rural zoned buffer

A narrow strip of land is to be retained as Rural to accommodate the potential realignment of the freight railway. Pending the completion of investigations by the DoT, it is understood this strip would then be reserved as Railways as part of a future MRS amendment process.

It is understood that the Rural area is not based on any technical studies/investigations and is not reflective of the indicative alignment shown on the draft West Mundijong DSP.

This portion of land, along with the remainder of the amendment area is identified for industrial purposes in strategic planning documents such as draft Perth and Peel@3.5million, draft South Metropolitan Peel Sub-regional Planning Framework, Economic and Employment Lands Strategy and draft West Mundijong DSP. This demonstrates the land is capable of supporting industrial development. The Industrial zone reflects the true development potential of the land or the highest and best use of the land.

The useability of the Rural land is compromised. An industrial zoning is a more appropriate zoning and would provide for the integration of the future railway/intermodal facility with compatible land uses.

The Shire of Serpentine-Jarrahdale has raised similar concerns with regards to the retention of the Rural zoned strip of land. An Industrial zoning would allow the DoT to investigate the future alignment, whilst providing direction on the likely future use of the land.

Realignment of Freight Rail

The draft Perth and Peel@3.5 Million and Framework documents identify investigation of the Mundijong Freight Rail post-2031. The investigation will consider the realignment of the freight railway that currently passes through the Mundijong-Whitby DSP area.

The Framework does not provide a commitment to the actual realignment of the line. Realignment of the rail is the responsibility of the Department of Planning, DoT and Local Government. Provision has been made in various planning documents for the realignment of the rail adjacent the future Tonkin Highway extension; and significant planned urban and industrial expansion areas. As such, the rezoning of the Rural land to Industrial would allow for the investigations to define the reservation, whilst allowing structure planning to progress.

This submission was supported by a Hearing.

Planning Comment: Refer to Parts 7.1 - Retention of Rural Zone for Future Railway & 7.2 - Inclusion of Additional Land in Amendment of the Report on Submissions.

The WAPC notes that the land to be zoned Industrial will need to be zoned appropriately under the Local Planning Scheme (LPS) and will be subject to structure planning. Only the area to remain in the Rural zone will need to be excluded from any future LPS and structure planning process.

Determination: Submission dismissed.
Summary of Submission: OBJECTION

Dynamic Planning and Developments (on behalf of Mr. and Mrs. Walters - Lot 7 Pure Steel Lane, Mundijong) advise as follows:

Inconsistency

The implications of lots remaining Rural, and not being zoned Industrial, is not in the interest of orderly and proper planning as follows:

- Dual zoning under the MRS will result in inconsistencies under the Shire of Serpentine-Jarrahdale LPS 2; requires a future MRS amendment to finalise the zoning to Industrial or Railways reservation.
- Future development of dual zoned lots is impractical and can cause conflict between MRS and LPS provisions.

Conflict between uses

- Industrial MRS uses will result in an adverse impact and conflict with existing agistment and equine uses. The approved agistment and equine land uses will be permitted to continue, as they will be nonconforming under the MRS and LPS.
- The amendment will result in these non-confirming uses not being able to be expanded.

Compatibility of land uses

- The following landuses will be prohibited in the LPS, by rezoning the land to Industrial:
  - Animal husbandry, equestrian activity.
  - Feed lot; hobby farm.
  - Rural use; rural workers and stables.
- The Shire’s draft Rural Strategy Review, 2013 recognises the above uses. The Shire’s draft West Mundijong Industrial Area DSP proposes “quieter” light industrial uses surrounding Pure Steel Lane.
- The above land uses are compatible with a “Light Industry” zone in LPS 2. The above Rural land uses will not adversely affect the locality and are in keeping with the existing character. These uses will not result in an undue pressure on the existing or projected services.
- It is requested that the Shire undertake an amendment to LPS 2 (to be consistent with the MRS) to include the subject land in Appendix 6 ‘Additional Uses’ to read as follows:

5. (a) Lot 7 (No. 72) Pure Steel Lane, Mundijong
    (b) Animal Husbandry, Equestrian Activity, Feed Lot, Hobby Farm, Rural Use, Rural Workers Dwelling, and Stables.
- The abovementioned land uses fit comfortably within the contemplated “quieter” light industrial area, and are capable of being designated as discreet additional uses allocated to the subject site.
This submission was supported by a Hearing, where additional information was lodged.

Planning Comment: Refer to Parts 7.1 - Retention of Rural Zone for Future Railway & 7.2 - Inclusion of Additional Land in Amendment of the Report on Submissions.

In relation to the request for the Shire of Serpentine-Jarrahdale to undertake a LPS amendment to include a range of uses within the “Light Industrial” zone, such a request is outside the scope of an MRS amendment process. Nevertheless, it is recommended that consultation occur with the Shire regarding any necessity for modification.

Determination: Submission dismissed.

Submission: 31 (Late Submission)

Submitted by: Susan Anne Downs & Francis John Trichet

Summary of Submission: OBJECTION

The submission objects to the amendment as follows:

- the land was bought for lifestyle reasons and for their future retirement;
- they were advised by their accountant to pay extra money into a mortgage, instead of super. Therefore, the property is part of their retirement;
- retirement is imminent, however the property cannot be sold; and
- request that the land to remain Rural be reserved as Railways in the MRS or zoned Industrial in accordance with the surrounding properties.

Planning Comment: Refer to Parts 7.1 - Retention of Rural Zone for Future Railway & 7.2 - Inclusion of Additional Land in Amendment of the Report on Submissions.

In relation to the request for the Shire of Serpentine-Jarrahdale to undertake a LPS amendment to include a range is uses within the “Light Industrial” zone, such a request is outside the scope the scope of an MRS amendment process. Nevertheless, it is recommended that consultation occur with the Shire regarding modification of their LPS to include the above uses.

Determination: Submission dismissed.
Schedule 3

The amendment figure - Proposal 1
as advertised
West Mundijong Industrial Precinct
proposed major amendment as advertised

26 May 2015

Proposal 1

Proposed Amendment:

- Industrial zone

Oracle reference no: 2822
File number: 809/02/29/0005P
Version number: 1
Schedule 4

The amendment figure - Proposal 1
as modified
Proposed Amendment:

- Industrial zone

Oracle reference no: 2822
File number: 809/02/29/0005P
Version number: 2

Date: 28/10/2016
Produced by GeoSpatial Research and Modelling, Department of Planning, Perth WA
Base Information supplied by Western Australian Land Information Authority Li 782-2015-1
Appendix 1

List of detail plans as advertised
West Mundijong Industrial Precinct

Proposed Major Amendment

Amendment 1298/41

as advertised

3.2666

<table>
<thead>
<tr>
<th>Detail Plan</th>
<th>Mundijong</th>
<th>Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.6809</td>
<td></td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6810</td>
<td></td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6813</td>
<td></td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6814</td>
<td></td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6830</td>
<td></td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6831</td>
<td></td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6846</td>
<td></td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6847</td>
<td></td>
<td>Industrial</td>
</tr>
</tbody>
</table>
Appendix 2

List of detail plans as modified
West Mundijong Industrial Precinct

Proposed Major Amendment

Amendment 1298/41

as modified

3.2666/1

<table>
<thead>
<tr>
<th>Detail Plan</th>
<th>Location</th>
<th>Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.6809</td>
<td>Mundijong</td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6810</td>
<td>Mundijong</td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6813</td>
<td>Mundijong</td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6814</td>
<td>Mundijong</td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6830</td>
<td>Mundijong</td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6831</td>
<td>Mundijong</td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6846</td>
<td>Mundijong</td>
<td>Industrial</td>
</tr>
<tr>
<td>1.6847</td>
<td>Mundijong</td>
<td>Industrial</td>
</tr>
</tbody>
</table>
Submissions
Good afternoon,

Thank you for recently providing ATCO Gas Australia (ATCO Gas) the opportunity to comment on the proposed Metropolitan Region Scheme Amendment 1298/41 for the proposed land parcels within the Shire of Serpentine-Jarrahdale, being the West Mundijong Industrial Precinct.

ATCO Gas Australia has **no objection** to the proposed MRS Amendment 1298/41.

ATCO Gas owns and operates gas mains and infrastructure within the Shire of Serpentine-Jarrahdale. The ATCO Gas Australia gas mains and infrastructure exist predominantly within the road reserves however in some instances they can exist within private property.

I have considered the Lots affected by this MRS Amendment we do not have any assets in the area the subject of the Amendment, as depicted on the attached Map.

In this instance, ATCO Gas Australia will not be submitting a Form 57.

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

Kind Regards

Fiona Snellin
Land Management and Project Coordinator

81 Prinsep Road, Jandakot, Western Australia, 6164

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

All emails sent from ATCO Gas Australia (and any attachments) are intended only for the addressee and may contain information which is confidential and privileged. If you are not the intended addressee, you may not use, disseminate or copy this information. If you have received this information in error please notify ATCO Gas Australia immediately by return email and delete or destroy the email and attachments.

ATCO Gas Australia may collect personal information from you via email. For more information on how ATCO Gas Australia collects, uses, holds and discloses your personal information, see our privacy policy at www.atcogas.com.au/privacy.
Dear Ms Blenkinsop

METROPOLITAN REGION SCHEME PROPOSED AMENDMENT 1298/41 WEST MUNDIJONG INDUSTRIAL PRECINCT

Thank you for your letter dated 11 December 2015 providing the Department of Aboriginal Affairs (DAA) the opportunity to comment on the above proposed amendment to the Metropolitan Region Scheme.

DAA has reviewed the relevant information and can confirm that there are currently no known Aboriginal sites entered on the Register within the area subject of the proposal. There are therefore no known Aboriginal heritage reasons why the proposal cannot proceed. Furthermore there is no justification to apply Model Subdivision Condition Ha-1 to any approval granted.

It is recommended that the developer is made aware of the Aboriginal Heritage Due Diligence Guidelines (the Guidelines) which can assist developers with planning and considering Aboriginal heritage during proposed works. A copy of the Guidelines can be found on the DAA website at: http://www.daa.wa.gov.au/heritage/land-use/.

Please contact DAA Senior Advice and Approvals Officer, Heritage, Mr Ryan Crawford, on (08) 6551 8091 or email Ryan.Crawford@daa.wa.gov.au should you require further information.

Yours sincerely

Tiffany Vale
CHIEF HERITAGE OFFICER

18 December 2015
Dear Ms Blenkinsop

METROPOLITAN REGION SCHEME PROPOSED AMENDMENT 1298/41 WEST MUNDIJONG INDUSTRIAL PRECINCT

Thank you for your letter dated 11 December 2015 providing the Department of Aboriginal Affairs (DAA) the opportunity to comment on the above proposed amendment to the Metropolitan Region Scheme (the Proposal).

DAA has reviewed the relevant information and can confirm that there are currently no Aboriginal heritage places known to DAA within the area subject of the Proposal. There are therefore no known Aboriginal heritage reasons why the proposal cannot proceed. Furthermore there is no justification to apply Model Subdivision Condition Ha-1 to any approval granted.

It is recommended that the developer is made aware of the Aboriginal Heritage Due Diligence Guidelines (the Guidelines) which can assist developers with planning and considering Aboriginal heritage during proposed works. A copy of the Guidelines can be found on the DAA website at: http://www.daa.wa.gov.au/heritage/land-use/.

Please contact DAA Senior Advice and Approvals Officer, Heritage, Mr Ryan Crawford, on (08) 6551 8091 or email Ryan.Crawford@daa.wa.gov.au should you require further information.

Yours sincerely

Tiffany Vale
CHIEF HERITAGE OFFICER

17 February 2016
Dear Ms Blenkinsop

METROPOLITAN REGION SCHEME PROPOSED AMENDMENT 1298/41
WEST MUNDIJONG INDUSTRIAL PRECINCT

I refer to your letter dated 11 December 2015 regarding the above proposed amendment and request for comment.

The Department of Fire and Emergency Services of WA has reviewed the request for comment and has no comment to make in regards to this proposed amendment.

Should you require further information relating to this application please telephone DFES Belmont South East Metropolitan Regional Office on 9478 8320.

Yours sincerely

BRETT FINLAY
DISTRICT OFFICER
SOUTH EAST METROPOLITAN REGION
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Submission 4

Name: TONY MUSTICA
(Please print clearly)

Address: 900 Hopkinson Road, Cardup
Postcode: 6122

Contact phone number: 0408013246
Email address:

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

I, Tony Mustica, am the registered proprietor of lot 394 and lot 99 situated north of Bishop Road, west of Hopkinson Road and south of the Mundijong Railway Line in Cardup, Western Australia.

I have no objection to lots 394 and 99 being regained to industrial to become part of the West Mundijong Industrial Precinct.

I do wish to attend and speak at the hearings and therefore would appreciate if you would inform me of the time and place the hearings are to be held.

Turn over to complete your submission
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

☑ Myself – My telephone number (business hours): 0403013246

or

☐ A spokesperson

Name of spokesperson:

Contact telephone number (business hours):

Postal address:

I would prefer my hearing to be conducted in:

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

OR

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

You should be aware that:

- The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.
- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.
- 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: 21 DECEMBER 2015

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.
Attn: Anthony Muscara

Dear Ms Blenkinsop

METROPOLITAN REGION SCHEME PROPOSED AMENDMENT 1298/41

I refer to your letter dated 11 December 2015 inviting the Department to comment on the proposed Metropolitan Region Scheme Amendment 1298/41 to rezone approximately 448.81 hectares of land in Mundijong from the Rural Zone to the Industrial zone.

The Department has reviewed the proposal and has no comment to make at this time.

Please contact Nathan Brown, Senior Project Officer on 9222 3401 should you have any enquiries.

Yours sincerely

Marzia Zamir
A/Director
STRATEGIC INDUSTRIAL LANDS

5 January 2016
ATTENTION Anthony Muscara

Dear Anthony,

Metropolitan Region Scheme Proposed Amendment 1298/41 West Mundijong Industrial Precinct

Thank you for your letter dated 11 December 2015 inviting Main Roads comments on the above proposed Metropolitan Region Scheme Proposed Amendment 1298/41.

In addition to Main Roads previous comments (letter dated 29 April 2014 our Ref: D14#213388 of which a copy is attached for your convenience) - Main Roads would like to offer the following advice:

Transportation: The industrial precinct has been identified that it will not become an intermodal terminal as identified in the DOT Perth Freight Transport Network Plan with the most likely Intermodal Terminal being Latitude 32. The proposed amendment should consider the precinct is within the Restricted Access Vehicle (RAV) network and as such, consideration of the design for the precinct should accommodate a road network to a minimum standard of the Main Roads RAV 2 Network design standards.

Should you require any further information, please contact Planning Information Officer Zeljko Zagorac on 9475 8425

Yours sincerely,

Gary Manning

ACTING MANAGER ROAD PLANNING
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission
Metropolitan Region Scheme Amendment 1298/41

West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2508
Perth WA 6001

Name: CITY OF ARMADALE
Address: LOCKED BAG 2 ARMADALE WA
Contact phone number: 9394 5627
Email address: mkenny@armadale.wa.gov.au

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

SEE ATTACHED LETTER

turn over to complete your submission
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

☐ Myself – My telephone number (business hours): ____________________________

or

☐ A spokesperson

Name of spokesperson: ____________________________

Contact telephone number (business hours): ____________________________

Postal address: ____________________________

I would prefer my hearing to be conducted in:

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

OR

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

You should be aware that:

- The WAPC is subject to the *Freedom of Information Act 1992* and as such, submissions made to the WAPC may be subject to applications for access under the act.

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

- All hearings are recorded and transcribed. The transcripts of all hearings, along with all written submissions, are tabbed 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 14/1/16

MANAGER STRATEGIC PLANNING, CITY OF ARMADALE

Note: Submissions MUST be received by the advertised closing date, being close of business (6pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 6000; Fax - (08) 6551 6001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
Dear Mr Muscara

**PROPOSED METROPOLITAN REGION SCHEME AMENDMENT 1298/41 WEST MUNDIJONG INDUSTRIAL PRECINCT**

Thank you for your invitation to comment (letter dated 11 December 2015) on the above proposed amendment to the Metropolitan Region Scheme (MRS).

The proposed Industrial precinct lies approximately 12 kilometres south of the southern boundary of the City of Armadale. As such it is unlikely that there will be any direct adverse impact on any properties within the City of Armadale.

It is noted that higher level strategic planning (Perth and Peel 3.5million and the Draft South Metropolitan Peel Sub-Regional Planning Framework) identify the subject land as an “Industrial Expansion” area. Therefore, it is considered that the proposed amendment is already designated as a seriously entertained planning proposal.

The population of the South-East Corridor is growing at a significant rate and even before this rapid growth started about 7-8 years ago there was a severe lack of employment providers in the corridor resulting in most of the population having to commute long distances to employment. The West Mundijong Industrial Precinct along with other industrial precincts proposed in the City of Armadale will provide a much needed employment centre providing local employment for existing and future residents.

The proposed industrial precinct is also very proximal to existing (Mundijong Road) and proposed (Tonkin Highway extension) major transport routes that will provide links between the precinct and major freight facilitites such as the Rockingham Port and Jandakot Airport.

Accordingly, the City of Armadale fully supports the proposed amendment to the MRS to rezone the subject land to Industrial.
If you have any queries regarding this matter, please do not hesitate to contact Meredith Kenny, Senior Strategic Planning Officer on 9394 5627.

Yours faithfully

[Signature]
MEREDITH KENNY
A/MANAGER STRATEGIC PLANNING
Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct
To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001
mrs@planning.wa.gov.au

Name .. Peel Preservation Group Inc..............................................................
Address . PO Box 1784 Mandurah .................................................. Postcode 6210
Contact phone number .. 95861310..............................................
Email address . .peelpreservation@westnet.com.au.................................

Submission

Peel Preservation Group would agree that, at first glance, this rezoning to allow for
industrial/agri-business would seem acceptable progress.

We would point out that there are important considerations
• This should not be seen as an opening for a plethora of similar developments.
  What would be unacceptable, would be gradual and irretrievable loss of viable
  agricultural land.
• Our members are familiar with the low-lying nature of this area. Buffer zones
  from the wetland would ideally be 100 metres and definitely no less than 50m.
• Because the area is low-lying drainage is likely to be a problem, especially in
  view of some permitted uses eg wool scouring which will use and discard
  large amounts of water. It is essential that the underground water is not
  contaminated.

If this rezoning is approved a great deal of research/planning needs to go into any
future subdivision plans and ensuing developments. We cannot afford to spoil this
rural area in the name of progress. We need to learn the lessons from far too many
contaminated water courses and aquifers in our region.

S.M. Joiner
Secretary
Peel Preservation Group Inc

S. M. Joiner
Secretary
Peel Preservation Group Inc
Ms Kerrine Blenkinsop  
Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
PERTH WA 6000  

Dear Ms Blenkinsop  

Proposed MRS Amendment 1298/41 – West Mundijong Industrial Precinct  

Thank you for your letter dated 11 December 2015 regarding the proposed MRS Amendment for the West Mundijong Industrial Precinct.  

The Department of Education has reviewed the document and wishes to advise that it has no objection to the proposed MRS Amendment.  

Yours sincerely  

STEPHEN MULDOON  
SENIOR CONSULTANT  
STRATEGIC ASSET PLANNING  

11 February 2016
Good afternoon,

Thank you for referring the above to Tourism WA for comment.

Tourism WA has no comments on this proposed amendment.

Kind regards,

Stephanie Frere
Policy and Research Officer

Level 9, 2 Mill Street PERTH WA 6000
GPO Box X2261 PERTH WA 6847
Tel: 08 9262 1824

Follow us on: Facebook | Twitter | YouTube | Instagram

This e-mail and any attachments are confidential and intended solely for the use of the individual or entity to which they are addressed. If you have received this e-mail in error please delete it and any attachments immediately and notify the sender. If you are not the intended recipient, you must not, directly or indirectly, use, disclose, distribute, print, or copy any part of this message or any attachment.
MRS Amendment 1298/41 - West Mundijong Industrial Precinct

Thank you for your letter 11 December 2015 requesting comments from the Water Corporation regarding the proposed amendment to rezone land for the West Mundijong Industrial Precinct.

The Corporation will need to undertake reviews of water, wastewater and drainage planning for this area.

Water supply planning

With regard to long-term water supply planning for this area, the Corporation's infrastructure planning for the Mundijong and Byford Gravity Water Schemes was last reviewed in 2009. This planning did not provide for water distribution to the proposed West Mundijong industrial area. A further review of this water planning will therefore need to be undertaken.

As outlined in the West Mundijong DSP, it will be necessary for development proponents to explore temporary options for water provision to the first stages of industrial development, subject to the proximity and capacity of the existing water mains in the Byford and Mundijong systems to the east. Any works required to extend water supply to the initial stages will be funded by and shared between the developers.

However, a longer term, more sustainable water supply to the proposed industrial area will need to be investigated and adapted into the Corporation's long-term plans for the ultimate, gravity-based Mundijong and/or Byford water schemes, which will eventually be served from large storage tanks on the scarp to the south-east of the Mundijong townsite.

It should be noted that the Corporation is not likely to permit water servicing to the proposed industrial area directly off the Serpentine Trunk Main, as suggested in the DSP report, because of limitations associated with the operation of the trunk main (high water pressure, variable quality and continuity of service) and liability issues arising from the Corporation's water operating licence.
Wastewater planning

The Corporation's long-term wastewater planning for the adjacent Byford Sewer District, which includes the Byford and Mundijong urban areas, has made an allowance for a notional ultimate wastewater volume of up to 100 litres/second from the proposed West Mundijong industrial area to be discharged to the future Byford Main Wastewater Pumping Station (WWPS) in Mundijong.

Detailed wastewater conveyance planning has not been undertaken for land within the West Mundijong industrial area and this work will need to be timed and resourced through the Corporation's planning program once the DSP has been accepted by the WAPC, the MRS rezoning has proceeded and more detailed wastewater flow and staging information is made available through the preparation of local structure plans.

The Byford main WWPS is likely to be sited somewhere in the vicinity of Scott Rd, Mundijong and will ultimately service the south-east urban area from Byford southwards. The final site, sizing and staging of the proposed Byford Main (WWPS) has recently been determined and the Water Corporation has purchased two sites for waste water pump station infrastructure:

- A roughly 6,000m² site on the eastern side of the Tonkin Highway reserve (south of Scott Road) to accommodate an interim ‘Type 90’ WWPS with a 20-30m radius odour buffer, and a long term ‘Type 350’ WWPS with a 50m radius odour buffer. The WWPS site and buffers have been accommodated within the Local Structure Plan over Lot 61 Taylor/Scott Roads.
- A 2.16ha site on the western side of the Tonkin Highway reserve to accommodate the ultimate up to ‘Type 1000’ WWPS with a 150m radius odour buffer.

The location and configuration of the above sites is shown on the attached diagrams.

Drainage planning

The impacts of West Mundijong industrial development on the rural drainage system will also need to be assessed through the preparation and adoption of a DWMS, or similar, approved by the DOW and the Shire. Several rural drains traverse and extend downstream from West Mundijong. These rural drains form part of the extensive Mundijong Drainage District, which is managed by the Water Corporation under licence from the ERA. The rural drains were installed in the 1960s by the then Public Works Authority in order to drain farmland. The drains have a limited hydraulic capacity and were not designed to provide the level of flood protection service required by urban or industrial developments. The appearance of some of the rural drains may also not be in keeping with the aesthetic expectations of urban developments and public safety can be a concern with potential for public access to the hazards of steep sided drains and drainage structures.

The Water Corporation is required to ensure that existing rural drainage customers receive the level of service stipulated in the Operating Licence. Where urbanisation, including industrial development, occurs within a rural drainage district, the Corporation's role is to ensure that this development does not compromise the service provided to remaining rural customers.
Post-development flows to the rural drains cannot be increased beyond pre-
development discharge and no new connections can be made to the rural drains. These matters will need to be examined in more detail through the DWMS.

The Corporation will continue to work with the Shire and development proponents through the more detailed planning stages and will schedule reviews of water and wastewater planning when adequate development yield, water demand and wastewater flow information becomes available.

Please contact me if you have any further queries in relation to this advice. Please quote our reference number on any return correspondence.

Brett Coombes
Senior Development Planner
Development Services
INTERIM TYPE 90 PUMPSTATION

Buffer Radius 30m

Buffer Radius 50m

TYPE 350 PUMPSTATION

Lot 61
DP 75696
142 Taylor Road, Mundijong.

LEGEND

O Proposed Pumping Station
--- Proposed Odour Buffer
- Boundary of Freestanding Land

WASTEWATER SCHEME PLANNING SERIES
BYFORD - SD086
BYFORD MAIN PUMPSTATION

PLANNING BY: GABRIEL
DRAWN BY: GABRIEL
DATE: 1/5/2015
Western Australian Planning Commission  
Locked Bag 2506  
Perth WA 6000

Attention: Anthony Muscara

Dear Anthony,

Re: Metropolitan Region Scheme Proposed Amendment 1298-41  
West Mundijong Industrial Precinct

Thank you for referring the proposed Metropolitan Region Scheme Proposed Amendment 1298-41 - West Mundijong Industrial Precinct received 14 December 2015. The Department of Water (DoW) has reviewed the proposal and has following advice:

Consistent with Better Urban Water Management (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9: Water Resources, the proposed scheme amendment shall be supported by a District Water Management Strategy (DWMS). The DWMS should demonstrate that the subject area can support the proposed change in zoning.

The West Mundijong District Water Management Strategy (TME, March 2015) was found to be satisfactory in supporting the amendment, thus the DoW has no objections to this proposal.

Save time with Water Online  
As your organisation is registered to use Water Online, we encourage you to lodge future referrals electronically via the Water Online customer portal at www.water.wa.gov.au. Water Online provides the fastest and most efficient process for submitting referrals or requests for planning advice. If you have any questions regarding the Water Online portal please contact our Business Support Unit on 1800 508 885 (select Option 2) or planning.enquiries@water.wa.gov.au.
If you have any queries relating to the above matter, please contact Jane Sturgess at the DoW’s Mandurah office on 9550 4228.

Yours faithfully

Brett Dunn
Program Manager – Urban Water Management
Peel Region

16 February 2016
29 January 2016

Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Dear sir/madam

Metropolitan Region Scheme Major Amendment 1298/41 – West Mundijong Industrial Precinct

Thank you for your letter advising of the subject MRS amendment to rezone approximately 448.81 ha of land in Mundijong from Rural and Farmlet to Industrial Zone, received by the Shire on 14 December 2015.

The Shire supports the proposal to amend the portion of Mundijong, west of Tonkin Hwy, in general. However, the Shire does not support the Department’s proposal to retain a buffer corridor adjacent to the Tonkin Hwy Road Reservation in the ‘Rural’ zone.

Substantial studies and works have been undertaken by the Shire to develop a District Structure Plan which appropriately reserves a corridor sufficient to accommodate the realignment of the Freight Railway line.

Currently, the alignment of the proposed MRS amendment does not appropriately accommodate or reserve the required amount of land for the angle of bend in the north east corner of the subject site, of which the realigned freight rail will require, therefore being ineffective in the intent of the buffer.

The Shire recommends the Department amend its proposal to include the portion of land adjacent to Tonkin Hwy to be zoned ‘Railways under the MRS to protect the proposed future realignment of the freight rail.

A plan of the proposed West Mundijong District Structure Plan is attached for your reference, as was provided with the MRS proposal submitted to the Department on 14 March 2013.

Should you have any queries in relation to the above, please feel free to contact Rob Casella on 9526 1156.

Yours faithfully,

Andre Schonfeldt
Director Planning

---

All enquiries to Rob Casella on 9526 1111
Our ref: SJ1392-03:RC
Electronic Ref: OC16/1825

Shire of Serpentine Jarrahdale
Sustainable. Connected. Thriving!

Submission 13
NOTE: THE PROPOSED ROAD NETWORK MAY BE AMENDED IN RESPONSE TO ONGOING LIAISON WITH MAIN ROADS WESTERN AUSTRALIA. AT THIS STAGE THE ROAD NETWORK SHOWN IN THE DRAFT DISTRICT STRUCTURE PLAN IS A GUIDE ONLY.

LEGEND

- Subject Land
- Primary Regional Road
- Existing Cadastre
- Roads
- Roads Subject to Future Investigation by the Department of Transport
- General Industry
- Light Industry
- Area to be retained in the rural zone (metropolitan region scheme) pending further investigations by the Department of Transport
- Multiple use corridor (incorporated drainage function)
- Potential drainage and landscape enhancement
- 330 kV Power Lines
- Conservation Category Wetland
- 100% Boundary from General Industry Core
- 33m Conservation Category Wetland Buffer
- Indicative Ecological Linkages
- Proposed Rail Link
- Existing Mandurah Freight Rail
- Future Light Controlled Intersection
- Noise Attenuation

Part 1
Mr Eric Lumsden  
Chairman  
Western Australian Planning Commission  
Locked Bag 2506  
PERTH WA 6001

Dear Eric,

Metropolitan Region Scheme Amendment 1298/57 - West Mundijong Industrial Precinct

Thank you for the opportunity to make a submission on Metropolitan Region Scheme (MRS) Amendment 1298/57. It is understood that the proposed amendment seeks to rezone an existing portion of 'Rural' zoned land to 'Industrial' to allow for general and light industrial development.

MRS Amendment 1298/57 will provide necessary support for further investigations into the potential development of an intermodal facility at the subject site and associated connections to infrastructure including the extension of Tonkin Highway and the realignment of the Kwinana-South West freight rail line. Investigation and development of these important infrastructure components will aid in ensuring the growth of trade within Western Australia. It is understood that preliminary investigations into the realignment of the rail reserve to facilitate a connection to a future intermodal terminal have been commenced by the Department of Transport.

Fremantle Ports would suggest that consideration be given at this early stage to the appropriateness of a buffer in order to ensure that sensitive land uses are prevented from encroaching on the Industrial Zoning. This will assist in ensuring that the operations of this facility are not constrained in the future.

Fremantle Ports supports this amendment and acknowledges the importance it will have in the facilitation of trade throughout Western Australia and ensuring economic and employment growth within the Shire of Serpentine Jarrahdale.

Please contact Port Planner, Jemma Douglas on 9430 3471 should you have any queries or require further information on this matter.

Yours sincerely,

Chris Leatt-Hayter  
Chief Executive Officer
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission
Metropolitan Region Scheme Amendment 1298/41

West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Submission 15

Name: KEVIN T. VICKI BAILEY
Address: 1255 KARGOTICH RD, MUNDIJONG
Postcode: 6113
Contact phone number: 0429153244 Email address: kevin@koeachband.net

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

As per attached document

Turn over to complete your submission
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

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

☐ 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)

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

You should be aware that:

• The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.

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

• 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: 01/03/2016

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 9000; Fax - (08) 6551 9001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
We are recognised as an objector to the above proposed scheme amendment (refer Map doc 11399P-FI-08 dated 11 January 2012) and put forward the following arguments:-

- We purchased our land in November 1992 freehold. "Freehold title means the land owner (and any of their beneficiaries) owns the property outright in perpetuity."
- We have continually farmed this land since acquisition with the intention of doing so until our farm is passed on to our next generation. We have worked hard for 23 years to establish this lifestyle maintaining a productive food producing farm throughout.
- A third party has decided to change the zoning on our land regardless of the fact that our objection was made clear in the initial communications from the Shire on this subject.
- Despite the Local Government authorising a subdivision adjacent to our land (Pure Steel Lane) and the subsequent settlement of that land by 11 families, only 10 years ago, they have now successfully ruined their future, leaving them in a state of limbo for years whilst this Amendment is under assessment.
  - The ethics of this move by the Shire is extremely questionable. We would understand that the Shire should be serving its ratepayers, not deceiving them!
- Of the land involved, 12 resident families out of a total of 18 landowners are affected where, north of (unmade) Sparkman Road, only 1 family resides who "conditionally" supports the industrial development. Within that area two resident families also object.
- Mindful that the bulk of resident families living south of Sparkman Road are against this proposal, "this land should be excluded from the development".
- If we must have an Industrial Development in this area why has not the land North of Bishop Road on Kargotich been considered? An additional benefit would be that this land is further removed from the existing townsite and future urban development.
- The proposed Industrial Development, directly adjacent to Mundijong township, will have associated environmental consequences such as noise, odour and effluent.
- The proposed Intermodal Facility was recognised by the Department of Transport (DoT) as being neither feasible nor probable. (Refer Page 4, subheading Transportation of the MRS Amendment 1298/41)
- Ground water does not support the existing growth of dwellings let alone any added draw for Industrial purposes.
- Serpentine Jarrahdale Shire logo used to say "Experience the Beauty";- that will certainly change with an Industrial area directly adjacent to the town. The character and rural amenity of this specific area will seriously alter our planned lifestyle.

Conclusion:

Mindful of the above arguments logic states that Sparkman Road should be recognised as the southern boundary of the proposed Industrial Area. To do otherwise, makes a mockery of “freehold title”.

Alternatively, move the entire project north of Bishop Road.
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41
Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Submission 16

Name: Michael Allan Dunsmore
Address: 456 Cains Road, Beckford, WA
Postcode: 6112

Contact phone number: 0413 704 110
Email address: M.Dunsmore@qde.com.au

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

As a land owner in the area that is proposed to be rezoned, I am in favour of the proposed Scheme Amendment (Lot 13, Karcott Road).

My only concern would be that the EPA have only had a cursory glance at the Amendment because the area of land to the North of Scots Road that they have identified as containing some of the Guindano vegetation cover is normally other than recognised from previous existing farming/industrial activities.

This vegetation (above 95%) is not worn or retained and according should not affect the condition to develop the land for industrial purposes which, here, will secure economic development of the area and jobs for our children.

[Signature]
4/13/2016
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

OFFICE USE ONLY
Submission 17

Name Nino Gangemi
Address C/- Planning Solutions PO Box 8701 Perth BC WA Postcode 6849
Contact phone number 9227 7970 Email address admin@planningsolutions.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

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

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

**Please choose one of the following:**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>□</td>
<td>No, I do not wish to speak at the hearings. (Please go to the bottom of the form and sign)</td>
<td></td>
</tr>
<tr>
<td>□</td>
<td>Yes, I wish to speak at the hearings. (Please complete the following details)</td>
<td></td>
</tr>
</tbody>
</table>

I will be represented by:

- [ ] Myself – My telephone number (business hours): ............................................
- [ ] A spokesperson
  - Name of spokesperson: Paul Kotschial
  - Contact telephone number (business hours): 9227 7970
  - Postal address: P.O.Box 8701, Perth, WA 6849

I would prefer my hearing to be conducted in:

- [ ] Public (members from the general public may attend your presentation)
- [ ] Private (only the people nominated by you or the hearings committee will be permitted to attend)

You should be aware that:

- The WAPC is subject to the *Freedom of Information Act 1992* and as such, submissions made to the WAPC may be subject to applications for access under the act.
- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.
- 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: 09.03.16

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 9000; Fax - (08) 6551 9001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
9 March 2016

Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Dear Sir,

LOTS 51 AND 56 KARGOTICH ROAD, OLDBURY
SUBMISSION - MAJOR AMENDMENT 1298/41 TO THE METROPOLITAN REGION SCHEME
WEST MUNDIJONG INDUSTRIAL AREA

Planning Solutions acts on behalf of Mr Nino Gangemi, the registered proprietor of Lots 51 and 56 Kargotich Road, Oldbury (subject site). We have prepared the following submission in response to proposed Major Amendment 1298/41 to the Metropolitan Region Scheme (MRS), which proposes to transfer land comprising the proposed West Mundijong Industrial Area (WMIA) into the Industry zone.

We respectfully request the Major Amendment to the MRS is modified by including the subject site as land to be transferred to the Industry zone.

This request is consistent with our position on the future development potential of the subject site for light industry purposes complementary to the WMIA. Refer enclosed our detailed letter to the Shire of Serpentine Jarrahdale dated 1 April 2014. In summary, we consider rezoning of the subject site to Industry is appropriate for the following reasons:

- The subject site ‘rounds off’ the Industry zone by extending industry to the drain abutting the western boundary of the subject site. This drain forms a natural barrier to development.
- Early planning for the WMIA identified the subject site as a possible expansion area for the WMIA.
- Extending the Industry zone to both sides of Kargotich Road provides a better return on the up-front capital investment for the upgrade of Kargotich Road (and other infrastructure), and allows a more equitable outcome for landowner developer contributions for infrastructure.
- Light industry ensures the subject site is not sterilised by buffers to general industry.
- The proposal is supported by economic analysis.

Modification of the Major Amendment to the MRS to transfer the subject site to the Industry zone allows planning for light industry development of the subject site to proceed in parallel with the planning underway for the balance of the WMIA.
We look forward to your confirmation of receipt of this submission and respectfully request the opportunity to make a public statement in support of our submission at any meeting at which this matter is considered.

Should you have any queries or require further clarification in regard to the above matter please do not hesitate to contact the writer.

Yours faithfully

ROSS UNDERWOOD
SENIOR PLANNER

End. Letter to Shire dated 1 April 2014.
Copy to: Shire of Serpentine Jarrahdale
160309 3085 Submission (WMIA MRS Amendment)
Dear Sir,

PROPOSED EXTENSION TO THE WEST MUNDIJONG INDUSTRIAL AREA
LOTS 51 AND 56 KARGOTICH ROAD, OLDBURY

Planning Solutions acts on behalf of Nino Gangemi, the registered proprietor of Lots 51 and 56 Kargotich Road, Oldbury (subject site).

We seek the incorporation of the subject site within the West Mundijong Industrial Area (WMIA). This request should be viewed in conjunction with our submission to the Shire’s Rural Land Strategy (RLS) dated 28 January 2014.

The following submission provides the background and justification for our request.

BACKGROUND

In July 2012, the Council resolved to initiate the technical investigations to proceed with a Metropolitan Region Scheme (MRS) amendment to rezone the WMIA from ‘Rural’ to ‘Industrial’. A draft district structure plan report for the WMIA (DSP) was prepared and presented to Council on 11 March 2013, where the Council resolved to:

- Adopt and advertise the draft DSP for the purposes of advertising, pursuant to clauses 5.18.3.2(a) and 5.18.3.5(b) of TPS2.
- Forward the draft DSP to the WAPC, pursuant to clause 5.18.3.6 of Town Planning Scheme No.2 (TPS2).
- Request the WAPC to progress concurrent amendments to rezone the WMIA to ‘Industrial’ under the MRS and ‘Urban Development’ under TPS2.
- Request the WAPC to advertise the draft DSP in parallel with the advertising of the MRS amendment.

The WAPC has commenced pre-initiation consultation of the proposed MRS amendment.
On 28 January 2014, we lodged a submission on the Shire’s review of its Rural Land Strategy, proposing the subject site be identified for ‘Light Industry’ and ‘Showroom/Warehouse’ in the south and east of the subject site, as the highest and most suitable use of the land having regard to

- The nature of the land;
- Proximity to Kargotich Road; and
- Identification as a possible industrial expansion area.

In addition, we proposed a ‘Multiple Use Corridor (incorporating drainage)’ along the western side of the subject site, as the best and most suitable use of the land.

The Shire has not yet made a determination with respect to our submission.

**PROPOSAL**

We request the Shire support the extension of the WMIA to the western side of Kargotich Road, specifically the subject site.

We request the Shire modify the draft DSP to include the subject site.

Refer to Attachment 1 – Proposed Land Use Plan.

**JUSTIFICATION**

The potential for westwards expansion of the WMIA was contemplated in the Feasibility Study prepared for the WMIA and adopted by the Council in March 2012. The Feasibility Study includes the following conclusion/recommendation:

> In the event that additional area is required, the land east [sic – west] of Kargotich Road may be suitable for expansion. Consideration of this area would be dependent upon the actual take up of land within the investigation area.

Refer to Figure 1 for a copy of the Feasibility Study’s plan, identifying the subject site as an expansion area.

We have previously provided to the Shire a copy of an economic analysis undertaken by Syme Marmion & Co, which recommends the subject site be included in the WMIA. A copy of the economic analysis is attached. Refer to Attachment 2.

The western boundary of the WMIA should be based on the existing Cardup Brook drain, running parallel to Kargotich Road. The drain presents as a natural boundary between the WMIA and rural areas to the west. Kargotich Road is an economic and transport corridor should form a natural focus to industrial and commercial uses along both sides, much like Bannister Road in Canning Vale; its role is compromised by placing the boundary along it as is currently proposed.

We consider the extension of the WMIA to the subject site presents a logical outcome, and one which is consistent with orderly and proper planning.

We have included a brief summary of justification in Table 1.
Table 1 – Planning assessment and justification for the proposed extension to the DSP

<table>
<thead>
<tr>
<th>Subject conditions and constraints</th>
<th>Planning assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biodiversity and natural assets</td>
<td>There is little remnant vegetation on the subject site. A flora and fauna survey will be undertaken at the local structure planning stage.</td>
</tr>
<tr>
<td>Landform and soils</td>
<td>Ground level falls from 17.5m AHD near the existing house to 15m AHD along the western boundary. The soils are prone to waterlogging and erosion management measures will be required for all earthwork activities. Acid sulphate soil investigations should be carried out at subdivision stage.</td>
</tr>
<tr>
<td>Groundwater and surface water</td>
<td>The Cardup Brook drain will be retained in a multiple use corridor. A wetland management plan will be prepared for Manjedal Brook. An urban water management plan will be prepared at the local structure planning stage to confirm compliance with the district water management plan prepared for the draft DSP addressing drainage and flood protection.</td>
</tr>
<tr>
<td>Heritage</td>
<td>There are no aboriginal heritage sites on the subject site.</td>
</tr>
<tr>
<td>Sensitive uses / land use compatibility</td>
<td>Heavy industrial uses should not be located on the subject site, so as to reduce the impact of off-site buffers to the rural land to the west of the subject site.</td>
</tr>
<tr>
<td>Noise emissions</td>
<td>A noise management plan will be prepared at the local structure plan stage. The draft DSP proposes buffers to the WMIA be implemented via the Rural Land Strategy.</td>
</tr>
<tr>
<td>Existing dwellings within structure plan area</td>
<td>There is a single dwelling on the subject site. It is expected the dwelling will be removed to facilitate the redevelopment of the subject site for industrial purposes.</td>
</tr>
</tbody>
</table>

**District Structure Plan**

<table>
<thead>
<tr>
<th>Design objectives</th>
<th>The extension to the WMIA shall be in accordance with the design objectives of the draft DSP.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land use</td>
<td>The extension to the WMIA shall provide for light industrial uses supporting the general industrial core to the east of Kargotich Road. Consistent with the draft DSP, the following land use categories are envisaged on the subject site:</td>
</tr>
<tr>
<td></td>
<td>• Service industry</td>
</tr>
<tr>
<td></td>
<td>• Showroom</td>
</tr>
<tr>
<td></td>
<td>• Warehouse and storage</td>
</tr>
<tr>
<td></td>
<td>• Trade display</td>
</tr>
<tr>
<td></td>
<td>• Motor vehicle sales and repair</td>
</tr>
<tr>
<td>Possible development yield</td>
<td>The subject site provides a possible development yield of:</td>
</tr>
<tr>
<td></td>
<td>• Light Industry precinct</td>
</tr>
<tr>
<td></td>
<td>• Ecological, drainage and multiple use corridors:</td>
</tr>
<tr>
<td></td>
<td>Actual lot yields will be established at the local structure planning stage.</td>
</tr>
<tr>
<td>Transport</td>
<td>Mundijong Road and Kargotich Road will be upgraded in accordance with the preliminary traffic report prepared by Cardno for the draft DSP. Further traffic analysis will be undertaken at the local structure plan stage.</td>
</tr>
<tr>
<td>Ecological, drainage and multiple use corridors</td>
<td>Provision will be made for a multiple use corridor along the length of the subject site adjacent to the Cardup Brook drain. Ecological and drainage corridors will be provided linking the two corridors proposed in the draft DSP with Cardup Brook drain.</td>
</tr>
<tr>
<td>Buffer</td>
<td>A buffer to the general industry core of the WMIA has been identified in the draft Rural Land Strategy. The proposed light industry uses are a suitable use within the general industry buffer. Subdivision potential for the land west of the subject site will be separately investigated.</td>
</tr>
<tr>
<td>Servicing</td>
<td>Services will be made available as part of the development of the WMIA east of Kargotich Road. Suitable investigations will be made at the local structure planning stage to confirm access to services for the subject site.</td>
</tr>
</tbody>
</table>
CONCLUSION

We respectfully request the Shire support investigations for industrial uses on the subject site and amend the draft West Mundijong Industrial Area District Structure Plan to extend the boundaries of the Structure Plan to incorporate the subject site.

We have prepared a draft Council motion to assist the officers and elected members in achieving this logical and desired outcome. Refer to Attachment 3.

We also request an opportunity to address the Council's briefing session so we may explain our proposal in more detail and respond to questions of the elected members.

We look forward to the Shire's favourable consideration, and request an opportunity to address any Council or committee meeting at which this matter is considered.

Should you have any queries or require further clarification in regard to the above matter please do not hesitate to contact the writer.

Yours sincerely

ROSS UNDERWOOD
SENIOR PLANNER
LOTS 51, 53, 54, 56, 272, 273 AND 274 MUNDIJONG ROAD, OLDBURY
Development Overview

December 2013
**Version Control**

**Document History and Status**

<table>
<thead>
<tr>
<th>Status</th>
<th>Issued To</th>
<th>Qty</th>
<th>Date</th>
<th>Reviewed</th>
<th>Approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft</td>
<td>Planning Solutions</td>
<td>Electronic</td>
<td>December 2013</td>
<td>JS</td>
<td>JS</td>
</tr>
<tr>
<td>Final Draft</td>
<td>Planning Solutions</td>
<td>Electronic</td>
<td>December 2013</td>
<td>JS</td>
<td>JS</td>
</tr>
</tbody>
</table>

**Report Details**

File Name: Mundijong Land Use
Author: Syme Marmion & Co
Client: Planning Solutions / Gangemi
Name of Document: Development Overview
Document Version: Final Draft
Project Number: P1345

**Disclaimer**

Syme Marmion & Co reports and advice are either of a general nature, or for specific circumstances. Syme Marmion & Co is not liable for any loss or damage incurred by any person relying on such reports or advice, except where they are created by Syme Marmion & Co expressly for that person.

Nothing in these terms shall be taken as excluding, limiting or modifying any term, condition or warranty implied by any applicable act of parliament that cannot be so affected. To the extent that such a term, condition or warranty is implied, the liability of Syme Marmion & Co for breach of that term, condition or warranty is, where permitted, limited at the option of Syme Marmion & Co to:
- the supplying of the relevant goods or services again;
- the payment of the cost of having the relevant goods or services supplied again.
Executive Summary

This report provides an analysis of the suitability of the development of Lots 51, 53, 54, 56, 272, 273 and 274 Mundijong Road, Oldbury (‘the subject site’) for a mixture of light industrial and rural living lots. The location of the site is shown below.

In 2012, the Shire commenced a review of its Rural Land Strategy (RLS) to guide development to the year 2032 and beyond, and inform the Shire’s Local Planning Strategy to guide the future preparation of the Shire’s Local Planning Scheme No.3. The draft RLS adopted by Council identified the subject site as ‘Rural (minimum 40ha lots)’ with the eastern portion of the subject site identified as West Mundijong Industrial Buffer.

The data in this report illustrates that a more intensive use for the land would give a better economic and planning outcome for the Shire overall.

The Site

The site is located approximately 3km west of the Mundijong Townsite and is in a prime position to be intensified as part of the development of Mundijong and the adjoining ‘Oakford Future MRS Amendment’ development. It is relatively unconstrained for rural-living development. The land west of the drain parallel to Kargotich Road is largely unaffected by flooding, and comprises land cleared for extensive agriculture. Much of the rural land in the area to the west of the South-West Highway was used for dairy farming in the past. However, these uses have declined considerably in recent years, with most of the state’s dairy herd now located in large scale production areas in the Great Southern and South West regions.

The site is also in close proximity to the services and facilities in the Mundijong Townsite essential to support residential development, and is close to employment-generating activities including the proposed West Mundijong Industrial Area. In the context of its location to services and employment and being largely unconstrained, the subject site is in a good position to provide rural-living development.

The site is also well located to form part of an extended West Mundijong Industrial Area (WMIA)

The development of Mundijong fits within a context of expected strong growth in the southern sector of the Perth metropolitan area generally. This will underpin demand for both residential and employment accommodation. The population in the southern sector of the Perth metropolitan area at June 2012 was 427,900 people. This is expected to grow strongly to 647,300 in 2026.

Rural Living Lots

In the planning system at the WAPC level, special residential and rural residential refer to developments that create larger residential lots; generally those ranging from 2,000 m² to 5,000 m²
are classified as special residential uses and 2 ha to 5 ha are rural residential uses. These larger lifestyle lots provide purchasers with an alternative product to standard single residential housing.

Rural living lots are a useful element of the spectrum of accommodation types. They often meet a need for a balance between lifestyle opportunity and accessibility to services or employment. Demand for these lots is expected to endure.

In the ten years to December 2011, an average of 317 special rural and special residential lots per year were granted final subdivision approval in the Perth and Peel metropolitan area. In 2011, 342 lots of this type progressed to final approval. In 2011 the South-east sub-region had the greatest number of active special residential and special rural approvals for the Perth and Peel region, with 36 per cent of the total.

However, the latest available data shows that the development pipeline in the southern sector of the metropolitan area is thin. It shows a total of 779 special rural and special residential lots in the entire southern sector of the city (the South-west, South-east and Peel subregions) in development stages ranging from approved Structure Plan to subdivision approval, with forecast development timeframes over the 10-year period from 2010/2011 to 2019/2020 and beyond. This indicates that an average of around 80 lots per year have been identified for production in the sector. This is approximately half the average for the sector in the previous ten years.

Supply of rural living lots in the southern sector of the Perth metro area, including in the Shire of Serpentine Jarrahdale will be further reduced by the lots that are likely to be taken out of the supply stock by redevelopment for urban or industrial purposes. The Rural Land Strategy Review identifies approximately 400 rural living lots in this category in the Shire.

The Shire’s 1d dwelling forecasts shows the Shire’s dwelling stock growing by 11,300 from 6,500 in 2011 to 17,800 in 2031. The long term demand for Perth is for around 18,000 new lots per annum. On average, across the metropolitan area approximately 2% of all new dwellings are rural residential and special rural. At this ratio, around 360 new rural living lots could be expected to be produced across the Perth and Peel region annually. The Shire of Serpentine Jarrahdale currently accounts for around one-third of total supply. At that rate around 120 new rural living lots could be expected in the Shire annually, or around 1,200 lots over a ten-year period. The RLS Review contains demand estimates for rural living lots around the same order of magnitude, but over a longer time frame.

The conclusion is that there is likely to be a substantial supply shortage of rural living lots in the Shire. New sites are needed to replace those that will be replaced by more intensive development.
and to meet the continuing demand for rural living lots. This will maintain the rural living character that is a defining characteristic of the Shire of Serpentine-Jarrahdale.

The subject site is unusually well situated to form a component of the supply of rural living lots that is needed in the Shire. Locating it there would bring many economic advantages, as well as social benefits:

- It is contiguous with the Mundijong townsite, as extended by the proposed West Mundijong Industrial Area (WMIA), and thus will support the retail, education and community services in the town.
- It is close to employment-generating activities including the proposed West Mundijong Industrial Area and is accessible to other employment areas.
- It has relatively few development constraints and thus can be produced and marketed at an affordable cost.
- It does not materially diminish the supply of productive agricultural land, but it utilises rural land which has very low productivity and gives the potential for a wider range of small scale but more productive enterprises. The Department of Agriculture and Food WA (DAFWA) stakeholder feedback reported in the Rural Strategy Review confirms the low capability of the Palusplain land (which includes the subject site) for traditional agricultural uses, the potential for more intensive uses on small land parcels and the possibility that lifestyle lots could provide better land management than the current land use.

In summary:

- Rural living lots form a small but valuable component of overall residential land supply in the Perth and Peel region.
- There is a likely significant under-supply of rural living lots in the southern sector of the Perth and Peel region.
- The Shire of Serpentine-Jarrahdale has been and will likely continue to provide a high proportion of the supply of rural living lots in the Perth and Peel region.
- The population of the Shire is forecast to grow strongly to 2031 and beyond. This will underpin continuing and growing demand for rural living lots as a component of overall dwelling supply in the Shire.
- The subject site in Mundijong Road, Oldbury has relatively few development constraints. It is very well located for rural living development. It is close to the services and facilities in the Mundijong Townsite, and is close to employment-generating activities including the proposed West Mundijong Industrial Area and is accessible to other employment areas.
- It is consistent with the Rural Strategy objectives.
- It is a very good site for rural living development.
Industrial land serves a wide region, with wide catchments for markets and for labour. Industrial land at Mundijong serves not only the South east sub-region, but also the South-west and Peel sub-regions. The southern sector of the Perth metropolitan area, consisting of the three sub-regions above, has a forecast total demand for light and general industrial land of 3,308 ha by 2031. Based on existing data on the available supply of land currently zoned industrial in the pipeline, the sector will encounter a deficit of 278 ha if no additional land is zoned and released to the market by 2031.

New sites are under development in various stages of preparation, from site identification and preliminary studies to formulation of detailed Structure Plans. The expected development time frame for these projects ranges from short (up to 4 years) to long (more than 10 years). However, it is quite likely that not all of the new industrial land projects will be actually developed in the indicative timeframe. With almost no exceptions each has constraints of varying severity to overcome. They include sites with multiple land owners, environmental challenges and those as yet un-serviced.

The West Mundijong Industrial Area (WMIA) is identified in the WAPC Economic and Employment Lands Strategy (EELS) and the 2013 EELS Report Card as an important element in the future supply of industrial land in the southern sector generally, forming a significant proportion of future supply, with development anticipated in the EELS in the medium term (4 to 10 years). It is one of the least constrained and has one of the higher chances of success of all of the development sites identified for future supply.

The EELS notes many characteristics of the site that make it attractive for industrial development. These elements are repeated and reinforced in the feasibility study report by TME that informed the WMIA District Structure Plan. In summary, the site:

- Has very good accessibility to road and freight rail transport networks, with the prospect of realignment of road and rail to accommodate an intermodal facility;
- Is well located in relation to supply chains and service providers and existing and proposed infrastructure and other economic development;
- Is well located in relation to skilled labour pools;
- Has manageable environmental sensitivities;
- Has flat topography and generally suitable soil conditions;
- Has few potential land use conflicts;
- Is accessible to existing or proposed service infrastructure;
- Is able to meet operational requirements for industrial land; and
- Has opportunity for internal and external buffers.

The conclusion from these accumulated studies is that West Mundijong has all of the elements to become a highly successful industrial estate. With the mooted road extensions and rail realignment it has the potential to become a strategically important intermodal node, given its proximity to the intersection point of the rail system and the primary road network.
While the site is likely to include a range of light and general industrial uses to service local and regional demand, the following industry types might form its specialities:

- An intermodal freight terminal, with associated warehousing and logistics, for example distribution centres that serve state, national and potentially international markets;
- Agribusiness / low emission food manufacture, including some forms of meat and vegetable processing & breweries;
- Agribusiness / grain handling and fertilizer distribution;
- Construction and manufacture of building materials and or products, including brickworks, plasterboard and lime;
- Sale, distribution and servicing of heavy machinery, in particular associated with the mining and resource sector.

Given its location, opportunities and relative lack of constraints, and subject to effective coordination of landowner groups, it ranks as one of the more likely to be developed within anticipated timeframes amongst all of the possible projects identified in the EELS.

The area west of Kargotich Road (i.e. the subject site) is specifically identified in the various supporting studies for the WMIA as having similar opportunities and constraints profile to the current WMIA area and noted as enabling opportunities for co-location and agglomeration economies. There are many reasons why and extension of the WMIA estate to include land in the subject site would have economic and strategic advantages.

- It meets demand: overall, there is thus good evidence that there is demand for well-located industrial land to service the needs of the southern sector of the city and the West Mundijong and the estate is well positioned and with few constraints to meet that demand.

- It provides increased scale to achieve greater diversification and improved economics of agglomeration: increased size will attract more operators and make the overall area more efficient and competitive. Scale is especially important for mixed industrial estates that might include a large and relatively low density major use. This is the case with West Mundijong and the prospect of the inclusion of an intermodal facility in the estate. Intermodal facilities bring the prospect of increased demand for large lot areas for directly related transport, logistics and storage facilities and for complementary and spin-off activities. Increased scale will also assist the Shire to meet its employment self-sufficiency targets.

- It allows for planning certainty and properly integrated planning for the estate. For an industrial estate to be planned most efficiently and operate at its most productive level, it is important that it is planned as a whole. This ensures that all necessary connections are planned, optimal lot sizes are available across the estate and internal and external buffers are in place. This degree of integrated planning is made possible if the subject site were to be included in the industrial zone at this time and not delayed for some future time when its integration into the overall plan may be sub-optimal.
An analysis of the characteristics of the West Mundijong site and a demand overview indicate that this land will be required. The implication is that it should be planned for now and included in current planning. This would facilitate the development of uses with minimal off-site impacts, compatible with nearby rural living developments. The appropriate siting of building envelopes for rural living will also assist in minimizing off-site impacts.

In short, there is no economic or strategic reason to limit the size of the WMIA and certain advantages in making it as large as possible.

**Conclusion**

The inclusion of part the subject site in the WAMIA and use by the remainder as rural living achieves many benefits for the Shire of Serpentine-Jarrahdale:

- It helps to meet forecast demand for industrial land in the south-east sub-region and in the southern sector of the Perth metropolitan region generally.
- Expanding the size of the estate by the inclusion of land west of Kargotich Road will make the estate better able to perform a regional strategic role and to capitalize on the opportunities presented by its location and the proposed inclusion of an intermodal facility in the estate. It will be more efficient and competitive overall, better able to integrate and incorporate buffers and will have an increased capacity to provide local employment.
- It helps to meet a forecast substantial shortfall of new rural living lots at a time when demand is constant or increasing.
- It provides opportunity for coordinated planning of the sensitive boundary between industrial land and other uses.
- It provides development intensification close to the town centre of Mundijong.
- It puts poor quality and under-utilised rural land to higher and better use.
Table of Contents

Executive Summary .................................................................................................................. 1
1. Development Context ........................................................................................................ 1
   1.1 Background .................................................................................................................... 1
   1.2 The Site ......................................................................................................................... 2
   1.3 Regional Growth Context .............................................................................................. 3
2. Rural Living Lots: .............................................................................................................. 5
   2.1 Supply ............................................................................................................................. 5
   2.2 Demand ........................................................................................................................ 7
3. Light Industrial Lots: ......................................................................................................... 13
4. Conclusion .......................................................................................................................... 20
1. Development Context

1.1 Background

This report provides an analysis of the suitability of the development of Lots 51, 53, 54, 56, 272, 273 and 274 Mundijong Road, Oldbury ('the subject site') for a mixture of light industrial and rural living lots. The location of the site is shown below.

In 2012, the Shire commenced a review of its Rural Land Strategy (RLS)\(^1\) to guide development to the year 2032 and beyond, and inform the Shire's Local Planning Strategy to guide the future preparation of the Shire's Local Planning Scheme No.3.

The objectives contained in the RLS are
- Protection of Natural Assets
- Protection of Rural Atmosphere
- Facilitate Productive Rural Areas

\(^1\) Land Insights, Shire of Serpentine-Jarrahdale Rural Strategy 2013 Review, October 2013
The draft RLS adopted by Council identified the subject site as ‘Rural (minimum 40ha lots)’ with the eastern portion of the subject site identified as West Mundijong Industrial Buffer.

The data in this report illustrates that a more intensive use for the land would give a better economic and planning outcome for the Shire overall and would be consistent with the objectives of the RLS.

The Mundijong Whitby District Structure Plan was endorsed in 2011. The findings and recommendations for West Mundijong include:

- Identification of West Mundijong as a ‘Potential Strategic Industrial Node’
- Realignment of Kwinana Freight Rail Line to follow the alignment of Tonkin Highway extension
- Noting a high level of strategic support for industrial development at West Mundijong in both state-level and local planning strategies
- The possibility of an intermodal facility at West Mundijong which could be a significant catalyst for industrial development
- An employment self-sufficiency target of 55% for the Shire and therefore the need to plan for and provide employment generating areas such as West Mundijong
- Identification of Tonkin Highway and Mundijong Road as ‘strategic’ roads.

1.2 The Site

The site is located approximately 3km west of the Mundijong Townsite. The designated ‘Oakford Future MRS Amendment’ is approximately 3.6km north west of the subject site. The site is in a prime position to be intensified as part of the development of Mundijong and the adjoining ‘Oakford Future MRS Amendment’ development.

The site is relatively unconstrained for rural-living development. The land west of the drain parallel to Kargotich Road is largely unaffected by flooding, and comprises land cleared for extensive agriculture. Much of the rural land in the area to the west of the South-West Highway was used for dairy farming in the past. However, these uses have declined considerably in recent years, with most of the state’s dairy herd now located in large scale production areas in the Great Southern and South West regions.

The site is also in close proximity to the services and facilities in the Mundijong Townsite essential for residential development, and is close to employment-generating activities including the proposed West Mundijong Industrial Area. In the context of location to services and employment and being largely unconstrained, the subject site is in a good position to provide rural-living development.

The site is also well located to form part of an extended West Mundijong Industrial Area (WMIA)
1.3 Regional Growth Context

The development of Mundijong fits within a context of expected strong growth the southern sector of the Perth metropolitan area generally. This will underpin demand for both residential and employment accommodation.

The population in the southern sector of the Perth metropolitan area at June 2012 was 427,900 people. This is expected to grow strongly to 647,300 in 2026. The largest proportion of that growth is expected to be in the Cities of Mandurah and Rockingham – between them they will account for 51% of all growth in the wider catchment area. However, the Shire of Serpentine-Jarrahdale will also grow strongly, with its population approximately doubling between 2012 and 2026.

These figures must also be seen in contest of revised long term population projections recently released figures by the ABS. In these projections, Perth is projected to experience the highest percentage growth (187%) of Australia’s capital cities, increasing from 1.9 million people at 30 June 2012 to 5.5 million in 2061. The population of Perth is projected to overtake that of Brisbane in around 15 years time, when they both reach 3 million people in 2028. This will put pressure on the development areas of Serpentine-Jarrahdale, as with all areas of the city. Thus demand analyses made in the context of a 2031 framework are even more marked when taken in a longer term context.

The medium term population growth expectations for the Perth metropolitan southern sector are shown in the tables and graphs below.

<table>
<thead>
<tr>
<th>LGA - Population</th>
<th>2012</th>
<th>2026</th>
<th>Growth 2012 to 2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serpentine-Jarrahdale (S)</td>
<td>19,958</td>
<td>38,300</td>
<td>18,342</td>
</tr>
<tr>
<td>Murray (S)</td>
<td>15,410</td>
<td>29,400</td>
<td>13,990</td>
</tr>
<tr>
<td>Mandurah (C)</td>
<td>76,670</td>
<td>130,400</td>
<td>53,730</td>
</tr>
<tr>
<td>Waroona (S)</td>
<td>3,688</td>
<td>4,500</td>
<td>812</td>
</tr>
<tr>
<td>Rockingham (C)</td>
<td>114,172</td>
<td>172,900</td>
<td>58,728</td>
</tr>
<tr>
<td>Kwinana (T)</td>
<td>32,667</td>
<td>51,900</td>
<td>19,233</td>
</tr>
<tr>
<td>Armadale (C)</td>
<td>69,260</td>
<td>93,400</td>
<td>24,140</td>
</tr>
<tr>
<td>Cockburn (C)</td>
<td>99,232</td>
<td>131,000</td>
<td>31,768</td>
</tr>
<tr>
<td>Total</td>
<td>427,900</td>
<td>647,300</td>
<td>219,400</td>
</tr>
</tbody>
</table>

2 ABS, Cat 3222.0 - Population Projections, Australia, 2012 (base) to 2101
3 ABS Cat 3218.0 Estimated Resident Population June 2012
4 WA Tomorrow, Band C (WAPC 2012)
Source: WA Tomorrow, Band C (WAPC 2012)
2. Rural Living Lots:

2.1 Supply

In the planning system at the WAPC level, special residential and rural residential refer to developments that create larger residential lots; generally those ranging from 2,000 m² to 5,000 m² are classified as special residential uses and 2 ha to 5 ha are rural residential uses. These larger lifestyle lots provide purchasers with an alternative product to standard single residential housing.

The Shire’s Rural Land Strategy has slightly different classifications:
- Rural Living A (lot sizes 4000m² to 1ha)
- Rural Living B (lots sizes 2ha to 4ha)

It also has a ‘farmlet’ category, which applies to rural developments with lot sizes between 4ha and 40 ha.

In the ten years to December 2011, an average of 317 special rural and special residential lots per year were granted final subdivision approval in the Perth and Peel metropolitan area. In 2011, 342 lots of this type progressed to final approval. Different types of residential development are more common in certain sub-regions. For example, the South-east sub-region (Armadale, Gosnells Serpentine-Jarrahdale) has the largest presence of special rural and special residential type developments, which reflects the rural character of the corridor. In 2011 the South-east sub-region had the greatest number of active special residential and special rural approvals for the Perth and Peel region, with 36 per cent of the total. Many new housing estates in the sub-region are marketed towards a rural lifestyle.

In the five years to December 2011, special rural and special residential lot production has accounted for only about two per cent of the total residential lot production in the Perth and Peel metropolitan area (Figure 53). During 2011, more special rural and special residential lots were granted conditional approval (169 lots) and final approval (195 lots) in the North-east subregion than any other. As at December 31 2011, the largest stock of conditionally approved special rural and special residential lots was in the North-west sub-region (600 lots).

Demand for special rural and special residential lots on the Oldbury site fits within this general development context.

However, the latest available data shows that the development pipeline in the southern sector of the metropolitan area is thin. It shows a total of 779 special rural and special residential lots in the entire southern sector of the city (the South-west, South-east and Peel subregions) in development stages ranging from approved Structure Plan to subdivision approval, with forecast development timeframes over the 10-year period from 2010/2011 to 2019/2020 and beyond. This indicates that an average of

5 WAPC, Urban Development Program, Perth and Peel Development Outlook 2011/12 Perth and Peel Development Outlook Sub-regional Profiles
6 WAPC, Urban Development Program, Perth and Peel Development Outlook Sub-regional Profiles
around 80 lots per year have been identified for production in the sector, as shown in the following table.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Shire of Serpentine-Jarrahdale</td>
<td>63</td>
<td>59</td>
<td>63</td>
<td>43</td>
<td>50</td>
<td>122</td>
</tr>
<tr>
<td>City of Armadale</td>
<td>45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>33</td>
</tr>
<tr>
<td>Shire of Murray</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>27</td>
<td>0</td>
</tr>
<tr>
<td>City of Mandurah</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>City of Cockburn</td>
<td>20</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>14</td>
<td>0</td>
</tr>
<tr>
<td>City of Kwinana</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>City of Rockingham</td>
<td>17</td>
<td>13</td>
<td>7</td>
<td>6</td>
<td>57</td>
<td>19</td>
</tr>
<tr>
<td>City of Gosnells</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>60</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>149</strong></td>
<td><strong>91</strong></td>
<td><strong>89</strong></td>
<td><strong>68</strong></td>
<td><strong>148</strong></td>
<td><strong>234</strong></td>
</tr>
</tbody>
</table>

Source: Perth and Peel Development Outlook Sub-regional Profiles 2012 and SMCo estimates

The highest proportion of this identified supply is in the Shire of Serpentine-Jarrahdale.

Given that the southern sector would be expected to account for around 50% of the total metropolitan supply (the south-east sub-region alone accounts for over one-third of supply) the
development pipeline of around 80 lots per year is considerably smaller than the average over the past 10 years. By that yardstick, supply of around 150 – 160 lots per year would be expected.

Supply of rural living lots in the southern sector of the Perth metro area, including in the Shire of Serpentine Jarrahdale will be further reduced by the lots that are likely to be taken out of the supply stock by redevelopment for urban or industrial purposes. The RLS Review identifies approximately 400 rural living lots in this category and provides a breakdown of their distribution:

- Byford: 98
- Mundijong-Whitby: 147
- Land between Byford and Mundijong: 130
- West Mundijong Industrial Area: 16
- Oakford/Oldbury: 25

The result will be a substantial reduction in the stock of rural living lots in the Shire unless new supply is allowed. The RLS Review recommends that only limited new rural living lots be created in the Shire.

2.2 Demand

Demand for these lots is expected to endure.

Rural living lots are a useful element of the spectrum of accommodation types. They often meet a need for a balance between lifestyle opportunity and accessibility to services or employment. Not atypically households will seek to combine a rural or lifestyle activity (equestrian pursuits, small or medium scale horticulture, small scale animal agistment) with a need for some members of the household for reasonable access to employment or education. Mundijong is a good location for this land use: there is a good range of services in the town, including secondary schooling, and large employment centres are reasonably accessible: 23 km (19 minutes drive) to the rail station at Kwinana; 17 km (18 minutes drive) to Armadale; 25 minutes drive to the Kwinana Industrial Area. The Mundijong Road extension, currently under construction, will improve access to the Rockingham city centre and to the East Rockingham and Kwinana employment areas.

In outer metropolitan areas such as the Shire of Serpentine Jarrahdale where much new development is at the affordable end of the scale they provide a useful means of ensuring a greater diversity in the population than might otherwise be the case. (In this regard they perform a not dissimilar function of increasing diversity, but at the other end of the spectrum as affordable housing projects might do in inner areas with generally higher real estate values).

The population of Serpentine Jarrahdale has been relatively small until recent decades, with the expansion of Perth southward. The population of the Shire was just over 5,000 in 1981, growing to more than 8,000 by 1991 and up to 11,700 by 2001. Most of this growth was driven by small rural residential development and incremental developments at the fringe of the population centres. In the past three years, residential development has increased dramatically, with a much larger share...
of 'conventional' fringe residential development. As development rates in the City of Gosnells slow, more residential development is likely to spill into Serpentine Jarrahdale Shire (as well as the City of Armadale).

The primary housing market role that the Shire has played over the last two decades has been to provide rural-based lifestyles within commuting distance of employment in Perth. Recent developments are likely to provide relatively affordable housing for young and established families from southern Perth. This role is expected to continue and expand as the stocks of residential land in Gosnells are depleted and as housing costs in Perth remain high. The majority of people moving to Serpentine Jarrahdale Shire are expected to come from established areas in southern-eastern Perth.

Within Serpentine Jarrahdale Shire, areas have developed and will continue to evolve different roles within the housing market. Variations occur due to environmental and aesthetic differences, the type and quality of residential and rural residential development being undertaken, the range of land uses in the area and accessibility to employment and services. As the largest main growth area of the Shire, Byford attracts people in all age groups, especially young and established families. Other areas such as Cardup-Oldbury-Mardella, Jarrahdale and Serpentine-Keysbrook-Hopeland attract families as well as some empty-nesters and young retirees. Oakford and Darling Downs tends to attract a greater share of mature families, while Mundijong is likely to attract much larger numbers of persons when greater levels of residential development occur over the following decade.

There are also significant differences in the supply of residential land within the Shire which will also have a major influence in structuring different population and household futures over the next five to twenty years. In the short to medium term, large greenfield stocks are available in Byford, as well as smaller rural residential opportunities across Serpentine Jarrahdale Shire. In the longer term, these areas are likely to be supplemented by a range of new greenfield areas in Mundijong Township and Oakford.

Comprehensive population forecasts for the Shire of Serpentine-Jarrahdale to 2031 have been provided by .id consultants. These provide good data on the forecast population in each of the locations in the Shire. The data shows almost a tripling of the Shire's population between 2011 and 2031. The population is expected to grow quite strongly over the next 20 years, from around 18,400 in 2011 to 49,500 in 2131.
Shire of Serpentine-Jarrahdale: Population Growth 2011 to 2031

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2016</th>
<th>2021</th>
<th>2026</th>
<th>2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Byford (East)</td>
<td>3,091</td>
<td>4,158</td>
<td>4,878</td>
<td>5,534</td>
<td>6,044</td>
</tr>
<tr>
<td>Byford (North-West)</td>
<td>3,358</td>
<td>6,137</td>
<td>8,017</td>
<td>8,925</td>
<td>9,571</td>
</tr>
<tr>
<td>Byford (South-West)</td>
<td>889</td>
<td>3,277</td>
<td>6,361</td>
<td>9,358</td>
<td>12,141</td>
</tr>
<tr>
<td>Oakford</td>
<td>2,435</td>
<td>2,718</td>
<td>3,362</td>
<td>4,250</td>
<td>5,317</td>
</tr>
<tr>
<td>Darling Downs</td>
<td>1,241</td>
<td>1,460</td>
<td>1,665</td>
<td>1,820</td>
<td>1,914</td>
</tr>
<tr>
<td>Jarrahdale-Karrakup</td>
<td>1,331</td>
<td>1,460</td>
<td>1,575</td>
<td>1,667</td>
<td>1,721</td>
</tr>
<tr>
<td>Serpentine-Keysbrook-Hopeland</td>
<td>2,948</td>
<td>3,242</td>
<td>3,441</td>
<td>3,752</td>
<td>4,206</td>
</tr>
<tr>
<td>Cardup-Oldbury-Mardella</td>
<td>1,845</td>
<td>2,186</td>
<td>2,501</td>
<td>2,767</td>
<td>3,033</td>
</tr>
<tr>
<td>Mundijong (East)-Whitby</td>
<td>375</td>
<td>779</td>
<td>1,264</td>
<td>1,855</td>
<td>2,589</td>
</tr>
<tr>
<td>Mundijong (West)</td>
<td>959</td>
<td>1,141</td>
<td>1,554</td>
<td>2,171</td>
<td>2,961</td>
</tr>
<tr>
<td><strong>Total Shire</strong></td>
<td>18,472</td>
<td>26,558</td>
<td>34,618</td>
<td>42,099</td>
<td>49,497</td>
</tr>
</tbody>
</table>

Source: Shire of Serpentine-Jarrahdale / .id consultants

While a high proportion of this growth will be in the Byford area, with large scale developments of conventional single residential housing, areas in and around Mundijong (in the data below Mundijong (West), Mundijong (East)-Whitby, Cardup-Oldbury-Mardella) will also grow substantially. This area has a population of around 3,180 in 2011 and will almost triple in size to over 8,500 by 2031. Importantly, while much of this will be conventional single residential housing on standard lots, particularly in the Whitby area, there is expectation of substantial growth in

---

Mundijong Road, Oldbury
areas that are more suited to special rural and rural residential development such as West Mundijong and Oldbury.

The dwelling requirement for the Mundijong area to meet the forecast population growth is therefore substantial. In the Cardup - Oldbury - Mardella area, the location of the subject site, an additional 460 dwellings are expected between 2011 and 2031, taking the total to 1,100 dwellings.

The forecast dwellings in the Mundijong area are graphed below.

![Mundijong Area - Dwelling Requirements 2011 to 2031](image)

Source: Shire of Serpentine-Jarrahdale / .id consultants

The Shire's .id dwelling forecasts show the Shire's dwelling stock growing by 11,300 from 6,500 in 2011 to 17,800 in 2031. The long term demand for Perth is for around 18,000 new lots per annum. On average, across the metropolitan area approximately 2% of all new dwellings are rural residential and special rural. At this ratio, around 360 new rural living lots could be expected to be produced across the Perth and Peel region annually. The Shire of Serpentine Jarrahdale currently accounts for around one-third of total supply. At that rate around 120 new rural living lots could be expected in the Shire annually, or around 1,200 lots over a ten-year period.

---

7 Housing Industry Forecasting Group, *Forecast Dwelling Commencements in Western Australia*, October 2013
8 WAPC, *Urban Development Program, Perth and Peel Development Outlook 2011/12 Perth and Peel Development Outlook Sub-regional Profiles*

In the five years to December 2011, special rural and special residential lot production has accounted for about two per cent of the total residential lot production in the Perth and Peel metropolitan area.
The RLS Review contains demand estimates for rural living lots around the same order of magnitude, but over a longer time frame. The calculations of the demand for new rural living lots contained in the RLS Review relies on an estimate, based on dwelling construction activity in the Shire over the 2011 – 2013 period, that approximately 9% of the Shire’s growth is attributed to rural living subdivision in some form. At this ratio, approximately 1,000 of the 11,300 new dwelling stock estimated by .id consultants as required in the Shire between 2011 and 2031 would be in a rural living configuration. This is considered to be a very conservative estimate of the amount of stock that could be absorbed in the Shire if supply were available, given the paucity of new supply of rural living lots planned in other parts of the southern sector of the city.

The outcome is that the supply / demand equation for rural living lots in the Shire is likely to be heavily weighted on the demand side:

- Few if any new rural living lots are recommended in the RLS Review, with only a slight expansion of existing rural living development;
- There is likely to be a decline of around 400 lots in the stock of rural living accommodation;
- Demand is likely to continue to grow.

The conclusion is that there is likely to be a substantial supply shortage of rural living lots in the Shire. The RLS Review reports stakeholder consultation feedback from the WAPC that rural living lots are not a favoured form of development. However, it would be incorrect and unbalanced to conclude that there should be no new supply at all, particularly when well located for rural living use. New sites are needed to replace those that will be replaced by more intensive development and to meet the continuing demand for rural living lots.

This will maintain the rural living character that is a defining characteristic of the Shire of Serpentine-Jarrahdale.

The subject site is unusually well situated to form a component of the supply of rural living lots that is needed in the Shire. Locating it there would bring many economic advantages, as well as social benefits:

- It is contiguous with the Mundijong townsite, as extended by the proposed West Mundijong Industrial Area (WMIA), and thus will support the retail, education and community services in the town.
- It is close to employment-generating activities including the proposed West Mundijong Industrial Area and is accessible to other employment areas.
- It has relatively few development constraints and thus can be produced and marketed at an affordable cost.
- It does not materially diminish the supply of productive agricultural land, but it utilises rural land which has very low productivity and gives the potential for a wider range of small scale but more productive enterprises. The Department of Agriculture and Food WA

---

9 Land Insights, Shire of Serpentine-Jarrahdale Rural Strategy 2013 Review, October 2013 Part A Section 4.3
(DAFWA) stakeholder feedback reported in the Rural Strategy Review confirms the low capability of the Palusplain land (which includes the subject site) for traditional agricultural uses, the potential for more intensive uses on small land parcels and the possibility that lifestyle lots could provide better land management than the current land use.

The development of rural living lots on the subject site would be consistent with the objectives set for the Rural Strategy. In particular the Rural Strategy Theme: Protection of Rural Atmosphere encompasses the objectives:

- Maintain the 'nodal' pattern of urban development and urban villages in the Shire, interspersed with rural wedges.
- Facilitate an appropriate form of rural living development in appropriate locations in the Shire's rural areas.

Rural living development on the subject site would be contiguous with the Mundijong development node and would thus both maintain and reinforce it.

In summary:

- Rural living lots form a small but valuable component of overall residential land supply in the Perth and Peel region.
- There is a likely significant under-supply of rural living lots in the southern sector of the Perth and Peel region.
- The Shire of Serpentine-Jarrahdale has been and will likely continue to provide a high proportion of the supply of rural living lots in the Perth and Peel region.
- The population of the Shire is forecast to grow strongly to 2031 and beyond. This will underpin continuing and growing demand for rural living lots as a component of overall dwelling supply in the Shire.
- The subject site in Mundijong Road, Oldbury has relatively few development constraints. It is very well located for rural living development. It is close to the services and facilities in the Mundijong Townsite, and is close to employment-generating activities including the proposed West Mundijong Industrial Area and is accessible to other employment areas.
- It is consistent with the Rural Strategy objectives.
- It is a very good site for rural living development.
3. Light Industrial Lots:

Industrial land serves a wide region, with wide catchments for markets and for labour. In the case of industrial land at Mundijong, it is useful to consider industrial land not only in the South east sub-region, but also the South-west and Peel sub-regions. Mundijong is situated in a location to have influences on each of these sub-regions.

The most comprehensive analysis of demand and supply for land uses that might be found in light and general industrial zones is contained in the WAPC Economic and Employment Lands Strategy: non-heavy Industrial, Perth metropolitan and Peel regions (the EELS study). A summary of the demand and supply analysis is shown in the table below.

<table>
<thead>
<tr>
<th>Perth Metropolitan Southern Sector – Zoned Industrial Land</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Industrial Land (Gross area - Ha)</strong></td>
</tr>
<tr>
<td>Existing developed industrial land</td>
</tr>
<tr>
<td>Zoned land available short term</td>
</tr>
<tr>
<td>Zoned land available medium term</td>
</tr>
<tr>
<td>Zoned land available long term</td>
</tr>
<tr>
<td><strong>Total zoned industrial land</strong></td>
</tr>
<tr>
<td><strong>Demand at 2031</strong></td>
</tr>
<tr>
<td><strong>Shortfall of zoned land 2031</strong></td>
</tr>
</tbody>
</table>

In this analysis, the southern sector of the Perth metropolitan area, consisting of the three sub-regions above, has a forecast total demand for light and general industrial land of 3,308 ha by 2031. Based on existing data on the available supply of land currently zoned industrial in the pipeline, the sector will encounter a deficit of 278 ha if no additional land is zoned and released to the market by 2031.

New sites are under development: the Economic and Employment Lands Strategy: non-heavy industrial Perth metropolitan and Peel regions Implementation Report Card 2013 notes development progress on a number of light and general industrial sites in the sector. These are in various stages of preparation, from site identification and preliminary studies to formulation of detailed Structure Plans.

Those under development are shown in the following map.

---

11 WAPC 2013
The expected development time frame for these projects ranges from short (up to 4 years) to long (more than 10 years). However, it is quite likely that not all of the new industrial land projects will be actually developed in the indicative timeframe. With almost no exceptions each has constraints of varying severity to overcome. They include sites with multiple land owners, environmental challenges and those as yet un-serviced.

The West Mundijong Industrial Area (WMIA) is one of the sites identified in the EELS and the 2013 Report Card. The map indicates that the WMIA is an important element in the future supply of
industrial land in the southern sector generally, and forms significant proportion of future supply. It is also one of the least constrained and has one of the higher chances of success of all of the development sites identified for future supply. The site is recognised in the EELS as a preferred site for industrial use, with development anticipated in the EELS and in the latest Report Card in the medium term (4 to 10 years). The site is also assessed in the feasibility study report that informed the WMIA District Structure Plan.

The EELS notes many characteristics of the site that make it attractive for industrial development. These elements are repeated and reinforced the TME document. In summary, the factors noted for the WMIA in those reports are:

<table>
<thead>
<tr>
<th>Factor</th>
<th>West Mundijong Characteristic</th>
</tr>
</thead>
</table>
| Accessibility (including transport networks) | • Close proximity to Tonkin Highway and Mundijong Road (long vehicle and road train access).  
• An extension of Tonkin Highway from Thomas Road to Mundijong Road and ultimately to South Western Highway is planned. This would from the eastern boundary of the WMIA.  
• The freight rail is located to the north of the site. The WMIA District Structure Plan notes provision for realignment of the freight rail within the WMIA site. This would make it very suitable for the development of an intermodal facility.  
• Site has good access to Perth Airport, the proposed Kwinana Port, the Kwinana Freeway and the South Western Highway. |
| Well located in relation to supply chains and service providers and existing and proposed infrastructure or other economic development | • The area is located near an existing town which is planned to grow significantly and become a district centre  
• Existing and planned transport networks will ensure ease of access to supply chains and service providers  
• The possibility of an intermodal facility will optimise access to national and international markets and supply chains |
| Well located in relation to skilled labour pools | • Close proximity to Armadale, a strategic metropolitan centre.  
• Access to skilled labour within the district and in surrounding towns, namely Mundijong and Byford  
• In a location with rapidly growing regional population and therefore a large labour force: the population of the southern sector of the Perth metropolitan area is currently 427,900. This is expected to grow to around 647,300 by |

12 WAPC, Economic and Employment Lands Strategy: non-heavy industrial Perth metropolitan and Peel regions Implementation Report Card 2013  
13 TME, West Mundijong Industrial Area Feasibility Study, 2012  
14 ABS Cat 3218.0 Estimated Resident Population June 2012
2026\textsuperscript{15}. This implies that a workforce of around 300,000 would be within 30 - 45 minutes commuting distance of the site by 2026.

<table>
<thead>
<tr>
<th>Environmental sensitivities</th>
<th>• TEC and flora (DRF) constraints along Mundijong Road; otherwise relatively unconstrained.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Topography/soil</td>
<td>• Landform flat and very suitable for large lot industrial uses.</td>
</tr>
<tr>
<td></td>
<td>• Some land subject to inundation (palusplain).</td>
</tr>
<tr>
<td></td>
<td>• Low to fair agricultural capability.</td>
</tr>
<tr>
<td>Potential land use conflict</td>
<td>• Minimal.</td>
</tr>
<tr>
<td>Conservation</td>
<td>• Small areas of conservation category wetland.</td>
</tr>
<tr>
<td></td>
<td>• Comprehensive vegetation assessments required to identify any important flora species and communities.</td>
</tr>
<tr>
<td>Service infrastructure accessibility</td>
<td>• Power is available (330kV transmission as well as overhead and underground distribution).</td>
</tr>
<tr>
<td></td>
<td>• Water services available in the town site.</td>
</tr>
<tr>
<td>Able to meet operational requirements for industrial land.</td>
<td>• Provides sufficient space for adequate parking and turning space for industrial vehicles;</td>
</tr>
<tr>
<td></td>
<td>• Potential for the provision of, small industrial businesses serving the local area</td>
</tr>
<tr>
<td></td>
<td>• Potential for 24-hour operations</td>
</tr>
<tr>
<td></td>
<td>• Minimal or no adjoining land use constraints</td>
</tr>
<tr>
<td></td>
<td>• Unconstrained vehicle access and exit</td>
</tr>
<tr>
<td></td>
<td>• Can be commercially developed with infrastructure and site preparation for future industrial activities.</td>
</tr>
</tbody>
</table>

Opportunity for internal and external buffers. There is an opportunity for future structure planning to provide for internal buffers along the eastern and southern boundaries. Buffer areas could support low emission uses such as:

- Warehousing
- Logistics
- Heavy machinery servicing, distribution and sales
- Some forms of light industry and service industry use

The conclusion from these accumulated studies is that West Mundijong has all of the elements to become a highly successful industrial estate. With the mooted road extensions and rail realignment it has the potential to become a strategically important intermodal node, given its proximity to the intersection point of the rail system and the primary road network.

While the site is likely to include a range of light and general industrial uses to service local and regional demand, the following industry types might form its specialties:

\textsuperscript{15} WA Tomorrow, Band C (WAPC 2012)
• An intermodal freight terminal, with associated warehousing and logistics, for example distribution centres that serve state, national and potentially international markets;
• Agribusiness / low emission food manufacture, including some forms of meat and vegetable processing & breweries;
• Agribusiness / grain handling and fertilizer distribution;
• Construction and manufacture of building materials and or products, including brickworks, plasterboard and lime;
• Sale, distribution and servicing of heavy machinery, in particular associated with the mining and resource sector.

Given its location, opportunities and relative lack of constraints, and subject to effective coordination of landowner groups, it ranks as one of the more likely to be developed within anticipated timeframes amongst all of the possible projects identified in the EELS.

The area west of Kargotich Road (i.e. the subject site) is specifically identified in both documents as having similar opportunities and constraints profile to the current WMIA area and noted as enabling opportunities for co-location and agglomeration economies.

This outcome is very important for the Shire - in a location with rapidly growing population, the provision of local employment is essential to ensure high local employment self-sufficiency.

Given the advantages of the location, the question is, are there further advantages in making it a larger estate by incorporating land to the west of Kargotich Road into the plan? There are many reasons why an extension of the estate to include land in the subject site would have economic and strategic advantages.

a) Meeting demand:

The EELS indicates that there is current and projected net demand for new zoned industrial land in the southern sector of the Perth metropolitan area. While other estates are also under consideration to meet this demand, not all land identified as potential will be developed because of the various constraints of each site. Demand modelling underpinning the EELS is for net developed land, not gross demand, and does not include requirements for buffer stock or for the land requirements of roads, drainage and environmentally restricted areas. It is common practice in industrial land planning to allow for around 30% of buffer stock to allow for contingencies and business transfers. Subject to detailed subdivision planning, typical development efficiencies in industrial land development are at around 60% - 65%.

The West Mundijong Industrial Area Feasibility Study identifies a gross area of 474 ha. of land in the West Mundijong Industrial Area. Using the above parameters, that is likely to yield

16 Syme Marmion & Co: Perth and Peel Industrial Land Study, 2009
17 In other words the net developed area of industrial lots is around 60% - 65% of the gross land area.
around 300 ha of net developed lots and if 210 ha of these were occupied at any one time, the estate would essentially be full. By way of comparison, this is around the scale of the Maddington industrial estate and less than half the scale of Canning Vale. West Mundijong would not be a large estate in comparison to others in the Perth metropolitan area.

It is instructive that the TME report did not include specific demand analysis for industrial land at West Mundijong. There is therefore nothing arising from that report that would cause the size of the West Mundijong estate to be limited.

Overall, there is thus good evidence that there is demand for well-located industrial land to service the needs of the southern sector of the city and the West Mundijong and the estate is well positioned and with few constraints to meet that demand.

There is therefore no economic or strategic reason to limit its size, and certain advantages in making it as large as possible.

b) Scale

Scale is important. For industrial estates increasing size is positively correlated with advantages of clustering and economic agglomeration. It is only at the very large scale (for example, over 1,000 ha of net industrial land) that questions of the effective upper limits of an industrial estate can be sensibly pursued, and these are usually to do with the capacity of access routes.

Scale is especially important for mixed industrial estates that might include a large and relatively low density major use. This is the case with West Mundijong and the prospect of the inclusion of an intermodal facility in the estate. Intermodal facilities bring the prospect of increased demand for large lot areas for directly related transport, logistics and storage facilities and for complementary and spin-off activities. Economics of agglomeration will become important; increased size will attract more operators and make the overall area more efficient and competitive.

The addition of land to the west of Kargotich Road into the WMIA will provide the necessary scale increase and allow for planning certainty and properly integrated planning for the estate.

c) Integrated Planning

For an industrial estate to be planned most efficiently and operate at its most productive level, it is important that it is planned as a whole. This ensures that all necessary connections are planned, optimal lot sizes are available across the estate and internal and external buffers are in place.
This degree of integrated planning is made possible if the subject site were to be included in the industrial zone at this time and not delayed for some future time when its integration into the overall plan may be sub-optimal.

The TME Feasibility Study for the WMIA concluded that the subject site would be suitable for expansion 'in the event that additional area is required'. An analysis of the characteristics of the West Mundijong site and a demand overview indicate that this land will be required. The implication is that it should be planned for now and included in current planning. This would facilitate the development of uses with minimal off-site impacts, compatible with nearby rural living developments. The appropriate siting of building envelopes for rural living will also assist in minimising off-site impacts.
4. Conclusion

The inclusion of part the subject site in the WAMIA and use by the remainder as rural living achieves many benefits for the Shire of Serpentine-Jarrahdale:

- It helps to meet forecast demand for industrial land in the south-east sub-region and in the southern sector of the Perth metropolitan region generally.
- Expanding the size of the estate by the inclusion of land west of Kargotich Road will make the estate better able to perform a regional strategic role and to capitalize on the opportunities presented by its location and the proposed inclusion of an intermodal facility in the estate. It will be more efficient and competitive overall, better able to integrate and incorporate buffers and will have an increased capacity to provide local employment.
- It helps to meet a forecast substantial shortfall of new rural living lots at a time when demand is constant or increasing.
- It provides opportunity for coordinated planning of the sensitive boundary between industrial land and other uses.
- It provides development intensification close to the town centre of Mundijong.
- It puts poor quality and under-utilised rural land to higher and better use.
That Council:

1. Instruct the Chief Executive Officer to modify the draft West Mundijong Industrial Area District Structure Plan to include Lots 51 and 56 Kargotich Road, as generally shown in the land use plan provided by Planning Solutions under cover of a letter dated 24 March 2014.

2. Authorise the Chief Executive Officer to pursuant to clause 5.18.3.2(a) to Town Planning Scheme No.2 adopt the modified West Mundijong Industrial Area District Structure Plan for the purposes of advertising.

3. Advertise the draft West Mundijong Industrial Area District Structure Plan in accordance with clause 5.18.3.5(b) of Town Planning Scheme No.2.

4. Pursuant to clause 5.18.3.6 of Town Planning Scheme No.2 forward a copy of the draft West Mundijong Industrial Area District Structure Plan to the Western Australian Planning Commission.

5. Request the Western Australian Planning Commission to advertise the draft West Mundijong Industrial Area District Structure Plan in parallel with the advertising of the proposed amendment to the Metropolitan Region Scheme to rezone the West Mundijong Industrial Area from Rural to Industry.
From: Nugraha, Yohan  
Sent: Friday, 11 March 2016 2:48 PM  
To: Muscara, Anthony  
Cc: 'FONG Lang (PIM)' (lang.fong@mainroads.wa.gov.au)  
Subject: MRS Proposed Amendment 1298/41 - West Mundijong Industrial Precinct

Your ref: 809-2-29-5 (RSL/0544/1)  
Our ref: DT/12/03409

MRS PROPOSED AMENDMENT 1298/41 - WEST MUNDIJONG INDUSTRIAL PRECINCT REQUEST FOR PRELIMINARY COMMENT

I refer to your letter dated 11 December 2016 regarding the proposed Metropolitan Region Scheme (MRS) amendment.

The Department of Transport (DoT) has provided comments previously (dated 28/1/2014). The subject site is no longer considered as a future IMT site. DoT also noted MRWA comments in their response letter for the above application dated 29 April 2014 and 11 January 2016.

In view of the above, DoT has no objection for the proposed MRS amendment and recommend further consultation with Main Roads to resolve any road related issues.

Thank you for the opportunity to comment on the proposed amendment.

Regards

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

In relation to your request for confirmation, after further consultation with DoT Freight team, below confirmation is provided:

‘Freight rail realignment and planning for an intermodal terminal land at west Mundijong’, 2011 study undertaken by DoT indicates that 150m wide corridor will be sufficient to accommodate a future rail realignment (plan of the future rail realignment from the study is attached).

The Shire’s submitted west Mundijong district structure plan has taken the DoT study into consideration.

Therefore the land that should be excluded from the above MRS amendment are the green area and the area for realignment of Kwinana Freight rail in the shire’s west Mundijong district structure plan.

If you require further confirmation or assistance, pls let me know.

regards,

Yohan Nugraha
Transport Designer / Planner | Integrated Transport Planning | Department of Transport
140 William Street, Perth WA 6000
Tel: (08) 65516103 Fax: (08) 65516947
Email: Yohan.Nugraha@transport.wa.gov.au | Web: www.transport.wa.gov.au
Dear sir/madam

Metropolitan Region Scheme Major Amendment 1298/41 – West Mundijong Industrial Precinct

Thank you for your letter advising of the subject MRS amendment to rezone approximately 448.81 ha of land in Mundijong from Rural and Farmlet to Industrial Zone, received by the Shire on 14 December 2015.

The Shire supports the proposal to amend the portion of Mundijong, west of Tonkin Hwy, in general. However, the Shire does not support the Department’s proposal to retain a buffer corridor adjacent to the Tonkin Hwy Road Reservation in the ‘Rural’ zone.

Substantial studies and works have been undertaken by the Shire to develop a District Structure Plan which appropriately reserves a corridor sufficient to accommodate the realignment of the Freight Railway line.

Currently, the alignment of the proposed MRS amendment does not appropriately accommodate or reserve the required amount of land for the angle of bend in the north east corner of the subject site, of which the realigned freight rail will require, therefore being ineffective in the intent of the buffer.

The Shire recommends the Department amend its proposal to include the portion of land adjacent to Tonkin Hwy to be zoned ‘Railways under the MRS to protect the proposed future realignment of the freight rail.

A plan of the proposed West Mundijong District Structure Plan is attached for your reference, as was provided with the MRS proposal submitted to the Department on 14 March 2013.

Should you have any queries in relation to the above, please feel free to contact Rob Casella on 9526 1156.

Yours faithfully,

Andre Schonfeldt
Director Planning
Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Submission 19

Name: THOMAS S. DAVIS
ADAM DAVIS

Address: 184 SCOTT ROAD, MUNDIJONG, Postcode: 6123

Contact phone number: 0409-280-949... Email address: hiligrew@oceanbroadband.net

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

1. WE HAVE OWNED 184 (LOT 9) SCOTT ROAD, MUNDIJONG, FOR 20 YEARS.

2. WE STRONGLY SUPPORT THE TRANSFER OF ZONING ON OUR LAND TO BECOME INDUSTRIAL IN THE METROPOLITAN REGION SCHEME.

3. WE UNDERSTAND AND SUPPORT THE FACT THAT THE PROPOSED INDUSTRIAL ZONING WILL ALLOW FOR PRIMARY GENERAL LIGHT INDUSTRIAL DEVELOPMENT OF THE LAND FOLLOWING A REGIONAL SCHEME AMENDMENT, DETAILED STRUCTURE PLANNING AND SUBDIVISION APPROVAL.

4. THE SOUTH METROPOLITAN AND PARTICULARLY THE PEEL SUB REGIONAL AREA DESPERATELY NEEDS ECONOMIC DEVELOPMENT AND ECONOMIC STIMULUS. PROVISION OF THE WEST MUNDIJONG INDUSTRIAL PRECINCT WILL QUICKLY PROVIDE THIS.

5. THE PRESENT EFFECTIVE AGRICULTURAL LAND USE OF THE PRECINCT IS NOT HIGHLY PRODUCTIVE. THE PROPOSED INDUSTRIAL ZONING AND USE IS REGARDED AS MOST SUITABLE AND OPTIMAL FOR PURPOSE AND UTILITY.

[Signature]

turn over to complete your submission
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

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

or

☐ A spokesperson

Name of spokesperson: .................................................................

Contact telephone number (business hours): ......................................

Postal address: .................................................................

I would prefer my hearing to be conducted in:

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

OR

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

You should be aware that:

- The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.

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

- 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: 11/03/2016

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 9000; Fax - (08) 6551 9001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

TO: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Name          Thomas S. Davis & Louise B. Davis
Address       184 Scott Road, Mundijong, WA. Postcode: 6123
Contact phone number 0409 280 949 Email address hibiscus@oceanbroadband.net

Submission

1. We have owned 184 (Lot 9) Scott Road, Mundijong, for 22 years.

2. We strongly SUPPORT the transfer of Zoning on our land to become Industrial in the Metropolitan Region Scheme.

3. We understand and SUPPORT the fact that the proposed Industrial Zoning will allow for primary General / Light Industrial development of the land following a local Scheme Amendment, detailed Structure Planning and Subdivision Approval.

4. The South Metropolitan and particularly the Peel Sub-Regional Area desperately needs economic development and economic stimulus. Provision of the West Mundijong Industrial Precinct will quickly provide this (outcome)!

5. The present effective agricultural land use of the Precinct is not highly productive. The proposed Industrial Zoning and use is regarded as most suitable and optimal for purpose and utility.

We do NOT wish to speak at the hearings.

Signed By  
TS Davis  
LB Davis  
Date: 11/03/2016
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Name: CLIVE AND PATRICIA ATWELL
Address: 202 SCOTT RD, MUNDIJONG
Postcode: 6173

Contact phone number: 0417 964 964
Email address: clive@darlingview-throwbacks.com.au

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

1. WE HAVE OWNED 1119 (LOT 15), LOT 11 & LOT 12, KAROOPICH RD, FOR 21 YEARS
   202 (LOT 6) SCOTT RD FOR 36 YEARS. ALL THE LAND PRIOR WAS OWNED
   BY THE ATWELL FAMILY, SINCE 1948.

2. WE STRONGLY SUPPORT THE TRANSFER OF ZONING ON OUR LAND TO BECOME
   INDUSTRIAL IN THE METROPOLITAN REGION SCHEME...

turn over to complete your submission
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:
☐ Myself – My telephone number (business hours): .......................................................... or
☐ A spokesperson

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

I would prefer my hearing to be conducted in:
☐ Public (members from the general public may attend your presentation)
OR
☐ Private (only the people nominated by you or the hearings committee will be permitted to attend)

You should be aware that:

- The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.

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

- 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 .......................................................... MARCH 2016

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6355 0900; Fax - (08) 6355 0901; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
Dear Madam

METROPOLITAN REGION SCHEME PROPOSED AMENDMENT 1298/41 WEST MUNDIJONG INDUSTRIAL PRECINCT

In reference to your correspondence dated 11 December 2015 regarding the proposed Metropolitan Region Scheme Amendment 1298/41 I can advise that the Department of Parks and Wildlife’s Swan Region provided preliminary comments on the proposed amendment on 22 April 2014. The department considers that the issues raised in this previous advice remain applicable for the revised proposal. A copy of this advice is attached for your information.

Please contact Lyndon Mutter on 9442 0342 or by email at lyndon.mutter@dpaw.wa.gov.au if you have any queries regarding this advice.

Yours faithfully

Stefan de Haan
REGIONAL MANAGER
16 March 2016

Att.
Dear Sir

PROPOSED MRS AMENDMENT – WEST MUNDIJONG INDUSTRIAL PRECINCT - REQUEST FOR PRELIMINARY COMMENT

With reference to your correspondence dated 17 March 2014, the Department of Parks and Wildlife (Parks and Wildlife) provides the following comments.

The proposed amendment area adjoins Bush Forever Site No 360 Mundijong Rd Bushland. The portion of the road reserve south of Mundijong Road contains a Conservation Category wetland and the Threatened Ecological Communities (TEC’s) SCP3a Eucalyptus calophylla - Kingia australis woodlands on heavy soils, Swan Coastal Plain, SCP3c Eucalyptus calophylla - Xanthorrhoea preissii woodlands and shrublands, Swan Coastal Plain, and SCP9 Dense shrublands on clay flats.

The water dependent TEC’s and Conservation Category wetland in the Mundijong Road Reserve could potentially be impacted by changes in hydrology associated with the future development of the site.

The Amendment Report and the PG Environmental report identify that the Bush Forever Site and TEC’s adjoin the amendment area to the south of Mundijong Road and outline that any construction to provide services or to upgrade the road should be undertaken to the north of the constructed road and management procedures put in place to ensure that the vegetation is not disturbed. However, the Amendment Report and the District Water Management Strategy do not address the risk to the TEC’s and Conservation Category wetland from changes in hydrology.

While the District Water Management Strategy includes a strategy of protecting ecosystems dependent on water resources from the development; it makes no mention of the water dependent TEC’s and Conservation Category wetland areas in the adjoining Mundijong Road Reserve. Several indicative post development drainage and flood storage areas (10 year ARI) are shown immediately adjoining Mundijong Road in the amendment area. The flood storage areas could also potentially impact the hydrology of the Mundijong Road wetland vegetation and impact the TEC’s.

Parks and Wildlife requests that during the preparation of the Local Water Management Strategy a detailed hydrological assessment be undertaken and data provided to demonstrate that the proposed development and water management strategies will not adversely impact the TEC’s and Conservation Category wetland. The Local Water Management Strategy should also provide for appropriate hydrological monitoring within the TEC occurrences pre and post development.
It is noted that the Amendment Report outlines that a survey for habitat of threatened Black cockatoo species will be undertaken during the preparation of a Local Structure Plan, that an assessment of risk to the habitat will be made, and a referral to the Commonwealth Department of Environment will be undertaken if required. Two of the TEC's in the adjoining Mundijong Road Reserve, SCP3a and SCP3c, are also protected under the Commonwealth Environment Protection and Biodiversity Conservation Act (1999). The proponent will need to consider and determine Commonwealth referral requirements in relation to potential impacts on the adjoining TEC's.

It is the expectation of the department that the planning system will appropriately address environmental planning issues including those not specifically mentioned in this advice.

Please contact Lyndon Mutter on 9442 0342 or by email at lyndon.mutter@dpaw.wa.gov.au if you have any queries regarding this advice.

Yours faithfully

Stefan de Haan
REGIONAL MANAGER

22 April 2014
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Name: [REMOVED] (ON BEHALF OF THE DAVID HENRY ATTWELL ESTATE)
Address: 187 Roberts Road, St. Box 836, Subiaco East
Postcode: 6008
Contact phone number: 9382 2911
Email address: david@theplanning.com.au

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

[PLEASE PRINT CLEARLY]

turn over to complete your submission
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

☐ Myself - My telephone number (business hours):

☐ or

☐ A spokesperson

Name of spokesperson:

Contact telephone number (business hours):

Postal address:

I would prefer my hearing to be conducted in:

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

☐ OR

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

You should be aware that:

- The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.

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

- 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 15/3/2016

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 9000; Fax - (08) 6551 9001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
Our Ref: 16/018 DR:

14 March 2016

Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Dear Sir

SUBMISSION ON METROPOLITAN REGION SCHEME AMENDMENT 1298/41
WEST MUNDIJONG INDUSTRIAL AREA

Thank you for the opportunity to provide feedback on the above proposal.

Taylor Burrell Barnett (TBB) were engaged to review the above Amendment to the Metropolitan Region Scheme (MRS), in particular its impact in relation to the Atwell Family landholdings at Lots 180 (formerly Lot 404) and 402 Scott Road, Mundijong.

Submission Overview

First and foremost, it needs to be expressed that the Atwell Family overwhelmingly support the general intent of the proposal, being rezoning of their landholding and surrounding properties for comprehensive and coordinated "Industrial" purposes.

After significant consideration of the implications of the proposal as currently presented, however, our Clients feel compelled to express concern with the extent their land is excluded from the proposed "Industrial" zone, in particular retention of a large strip of land adjacent the future Tonkin Highway alignment within the "Rural" zone.

Succinctly, the Atwell Family's concerns relate to the following:

- The sterilisation of this land from any meaningful development potential;
- The uncertainty generated and difficulties this poses with selling the land for future, comprehensive Industrial development;
- Associated impacts on land value; and
- The absence of any means to seek compensation for the above impacts.

Sterilisation of Development Potential & Uncertainty of Use

The proposal as advertised promotes the sterilisation of a significant portion of the Atwell Family's landholding. Based on a depth of 150m, and the 1.411km length of their land's collective eastern boundary, this equates to approximately 21.2ha, or 27.4% of their collective landholding.

This is a significant amount of land for which, based on the current MRS Amendment proposal, the landowners are receiving no value uplift or any means to seek compensation for the loss of development potential. This impact is considered unacceptable by the landowners who have to date willingly participated in exploration of the land for strategic Industrial purposes, principally on the basis of the land value uplift this process would generate.

Of equal importance, is the difficulties posed in terms of future use and maintenance of the retained rural strip of land. It is our understanding that the WAPC would be very unlikely to accept this land being subdivided onto a separate title, which in any event due to its narrow lot configuration would be highly unlikely to be independently useable for any form of broad scale agricultural purpose.

In effect, the amendment is not only seeking to avoid providing any value up-lift for the land in question, it is also rendering the land worthless for its historic use of rural. The owners are therefore suffering a loss, but without the normal avenues of compensation being made available to them.
Impact to Land Values & Inability to Seek Compensation

The uncertainty previously described places the landowners in the unenviable position of having to either wait an undetermined amount of time to learn the likely development fate of the eastern quarter of their land, or to sell their collective landholding to prospective industrial developers at a substantially discounted rate, that doesn’t reflect the true development potential of the land in question.

Furthermore, without a “Railways” (or similar) reservation in place, there exists no means by which the landowners can seek fair and reasonable compensation from the State, for the sterilisation of this land, which is clearly being quarantined for a public purpose.

In the interim there is also the cost to consider of maintaining this land in an appropriate state (e.g. slashing, firebreaks, fencing, Shire rates etc), without any real means of generating an appropriate income from the land to cover these costs.

Potential Alternative Outcomes

We understand that the Shire of Serpentine-Jarrahdaile has made a submission on this Amendment suggesting that the Rural strip, plus additional land encompassing the entire alignment of the proposed rail link (as depicted on the DRAFT West Mundijong District Structure Plan currently before the WAPC for approval) be reserved as “Railways” under the MRS (refer eastern edge of the comparative graphics below).

An overlay of the two plans highlighting the key differences appears at Appendix A.

The Shire’s proposition is supported by the landowners on the basis that it provides clear direction on the likely future use of this land, and provides means by which they can seek compensation for this restriction to their use, enjoyment and future development potential of the property.
Notwithstanding the above, the landowner's clear preference would be that the entirety of their landholding be rezoned "Industrial".

Contrary to the Shire's stated position, it is TBB's considered opinion that alternative means exist through the Shire's local planning scheme (and associated local planning mechanisms) that could be used to continue to pursue exploration and implementation of the DSP identified rail link. In the interim, rezoning of the land to Industrial would provide incentive for the Department of Transport (DoT) to make a timely decision on whether the rail link is actually required or not.

Given the substantive planning and technical studies commissioned regarding future development of the West Mundijong locality, it is clear that the highest and best use of the affected land would be industrial for the purpose of determined value for acquisition or compensation. By leaving this land as rural the Commission is denying the owners a fair choice of either developing the land to its potential, or seeking compensation for the loss of that potential.

In the event that the rail link does not eventuate, most importantly the rezoning outcome as we propose, would allow a much faster and easier process for future development of this land to occur, by avoiding the need to go back a step and undertake a further MRS Amendment.

Conclusion

In conclusion we would like to reiterate the Atwell Family’s support for the general intent of the above MRS Amendment proposal, but request that the proposal be modified prior to final approval being granted, such that:

- Preferably, the entirety of the West Mundijong DSP area (inclusive of the 150m wide eastern strip of Lots 180 and 402 Scott Road), be rezoned “Industrial” (up to the western edge of the Tonkin Highway reservation);

or in the event that this is not considered to be an appropriate outcome:

- The same land area (either with or without addition of the DSP identified alignment of the proposed rail link), be reserved as “Railways”.

It is our belief that the above options represent the only fair and reasonable outcome for the equitable treatment of all West Mundijong Industrial area landowners.

Please do not hesitate to contact the undersigned at this office, should you wish to discuss any aspect of the above advice through in further detail. We look forward to discussing these suggested modifications in further detail at a private hearing for this proposed amendment.

Yours faithfully
TAYLOR BURRELL BARNETT

DAVID REYNOLDS
ASSOCIATE

Peter Harbison: Executor – Atwell Family Estate
APPENDIX A
MRS AMENDMENT / DSP OVERLAY
Having considered the following publications that are available on the SJ Shire website, we object to Metropolitan Region Scheme Amendment 1298/41 - West Mundijong Industrial Precinct.

Reference is made to the following documents:

- West Mundijong Industrial Area Environmental Assessment dated 23/11/12
- West Mundijong District Water Management Strategy dated Feb 2015

Reason for the objection is outlined in the following attachments:

ENVIRONMENTAL
- See attachment A

ENVIRONMENTAL NOISE
- See attachment B

WATER MANAGEMENT
- See Attachment C

TRAFFIC IMPACT – PURE STEEL LANE, MUNDIJONG
- See Attachment D
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

☒ Myself – My telephone number (business hours): 0417 170 582

☐ A spokesperson

Name of spokesperson: …………………………………………………………………………………………………………………………………………………………

Contact telephone number (business hours): ……………………………………………………………………………………………………………………………

Postal address: …………………………………………………………………………………………………………………………………………………………………

I would prefer my hearing to be conducted in:

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

OR

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

You should be aware that:

- The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.

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

- 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 ……………………………………………………………………………………………………………………………………………………………………………

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 8000; Fax - (08) 6551 8001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
ENVIRONMENTAL IMPACT

The West Mundijong Industrial Area Environmental Assessment of 23/11/12 has identified a number of issues of environmental and social concern.

WETLANDS

Objection

We object to the disturbance / destruction of the Conservation Category wetland on the eastern part of the site.

Evidence

2.7 Wetlands

A significant portion of the site is shown on the DEC Geomorphic Wetlands of the Swan Coastal Plain dataset as being a Multiple Use Palusplain (Unique Feature Identifier (UFI) 15785). (Landgate, 2012b).

The dataset shows a Conservation Category wetland in the central eastern part of the site.

Summary

We recommend conservation of the wetlands.

FLORA

Objection

We object to the loss/destruction of rare and endangered flora due to the development of the site.

Evidence

2.8 Flora

Database searches have identified ten (10) Conservation Significant Flora known to occur in the Mundijong area.

A letter dated 26/07/12 from Suzette van Aswegen, Director Strategic Community Planning to the Chief Executive Officer, Office of the Environmental Authority, indicates that there may be the possibility of rare and endangered flora on the fringes of the site mainly in association with remnant vegetation on the southern side of
Mundijong Road and that such vegetation may also support endangered fauna. Due to the limited extent of remnant vegetation, detailed surveys and reporting were not envisaged at the amendment stage.

Summary

We object to the development of the area until such time as surveys have been undertaken and established that none of the identified Conservation Significant Flora is on the site.

REGIONALLY SIGNIFICANT VEGETATION

Objection

We object to the loss/destruction of Threatened and Priority Ecological Communities as well as a Bush Forever site due to the development of the site.

Evidence

2.9.3 Regionally Significant Vegetation

A search of the DEC’s Threatened (TEC) and Priority Ecological Communities (PEC) data base was conducted for the site and has identified seven (7) Critically Endangered, Endangered, Vulnerable or Priority 1 Ecological Communities in the Mundijong Area.

The Bush Forever Site No 360 Mundijong Road and Watkins Road Bushland are in the Mundijong Road reserve adjacent to the southern boundary of the site. Bush Forever Site No. 360 contains plant communities representative of the eastern side of the Swan Coastal Plain that are considered to be regionally significant (WAPC, 2000).

Summary

Development of the site should not be undertaken unless surveys have been undertaken and established that no Regionally Significant Vegetation of Threatened and Priority Ecological Communities occur on the site and whether conservation is required. *We recommend that surveys be undertaken at this time.*

FAUNA

Objection

We object to the destruction of the habitat of Conservation Significant species due to the development of the site.
Evidence

2.11 Fauna

A search of the DEC Threatened Fauna Database (Appendix 5) indicates fourteen (14) species listed as rare or priority have been located in the vicinity of the site. No additional species were identified in the Naturemap database searches and seven (7) additional species were identified in the Protected Matters Search Tool.

Summary

No development should be undertaken until surveys have undertaken to establish which Conservation Significant species are present on the site and whether they breed on the site. We recommend that surveys be undertaken at this time.

HERITAGE

Objection

We object to the destruction of Aboriginal heritage sites due to the development of the site.

Evidence

2.12 Heritage

A search of the Aboriginal Heritage Inquiry System indicates that there is one Aboriginal Heritage Site that is located partially within the boundary of the site (DIA, 2012). The site identification number is 450 and is an artefacts scatter (Appendix 6).

There are three other sites in the vicinity of the proposed West Mundijong Industrial Area that are also registered artefacts scatters. Two of these are located to the east of the proposed West Mundijong Industrial Area within and close to the Tonkin Highway alignment. These are sites 18187 and 18188 (Appendix 6). Site 449 is located to the north of the railway line.

There are two listed ‘Heritage Places’ located close to the proposed West Mundijong Industrial Area. These are listed as sites 17923 and 18189 and are also described as artefact scatters (Appendix 6).

Summary

We recommend that investigation and liaison are to take place with the Department of Indigenous Affairs (DIA) prior to construction, if required, for sites of significance.
NOISE

Objection

We object to unreasonable noise emissions from industry on site.

Evidence

3.2 Noise

The development of the proposed West Mundijong Industrial Area has the potential to create noise emissions from industry.

Environmental noise from the proposed Tonkin Highway and realignment of the railway is likely to impact on the amenity of lots on and around the site.

6.0 Discussion of Potential Noise Impact of Industry

Noise modelling indicates that noise emissions from light industries located near the boundary of the Area could result in exceedance of the regulation and a graduation of "quieter" industries such as warehousing or day only operations is recommended around the periphery of the estate where it immediately adjoins residential development. The maximum Sound Power Noise Level for industries located in the "quieter" industries area would be 101 dB(A). Given the potential residence that could be built around the area, new industries located within proximity of existing or potential residence be restricted to sound power levels such that the resultant noise level they generate complies with the following:

1. to the east, at 100 metre from the boundary of the Area does not exceed 33 dB(A).
2. at edge of any buffer zone does not exceed 30 dB(A).

Larger general industry with Sound Power Levels of around 108 - 110 dB(A) should be limited to the central core of the Area, south of Bishop Road (i.e. away from residence). The specific location of other industries would be dependent on the Sound Power Level. If the overall Sound Power Level is proposed to be higher, then the proposed industry would be required to locate further away from sensitive receptors such as residential development.

Summary

We are concerned about noise emissions from industry and the proposed realignment of the railway. We recommend that developments be required to provide an acoustic assessment by a 'competent' acoustic consultant prior to development approval indicating that the industry would be considered as NOT significantly contributing to the noise received at a residence.
ATTACHMENT C

WATER MANAGEMENT

Objection

We object to any negative impact on the water supply due to industry.

Evidence

The West Mundijong Water Management Strategy dated February 2015 has identified the following constraints and threats:

• Wetlands (and associated buffers).
• Waterways/drainage lines and associated flooding.
• High groundwater levels and potential quality issues.
• Acid sulphate soils (ASS) risk.
• Stormwater runoff contaminants from on site and upstream land uses.
• Cost to deliver suitable wastewater disposal and greywater reuse schemes.
• Cost to deliver potable water supply.

Summary

As there is no scheme water available to Pure Steel Lane, residents are reliant on rain and bore water for our household needs. In view of the identified constraints and threats, we are concerned that water quality could be adversely impacted by industry emissions and we recommend that the following additional studies may be undertaken:

• Preliminary ASS investigation
• Wetland Assessment and Management Plan
• Detailed Earthworks and Services Strategies
• Alternative water supply and treatment options
• Managed Aquifer Recharge assessment
• Detailed Drainage Design
TRAFFIC IMPACT – PURE STEEL LANE

Objection

We object to vehicles from the Industrial site using Pure Steel Lane for ingress and egress to the site.

Evidence

Pure Steel Lane is included in the Industrial site on the West Mundijong Industrial map that is on the SJ Shire website //www.sjshire.wa.gov.au/west-mundijong/.
Inclusion in the Industrial site would likely mean that vehicles from the Industrial site would use Pure Steel Lane to access the site.

Summary

At this time, Pure Steel Lane landowners have not elected to be included in the Industrial rezoning. Should they to opt in, they could continue to use their properties for lifestyle purposes. Increased traffic to Pure Steel Lane, particularly by trucks would be disruptive the residents and would likely damage the current road that is not graded for heavy transport.

We recommend that Pure Steel Lane be excluded for access to the Industrial the site.
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2566
Perth WA 6001

Name: Debbie Tucker
Address: 10/24, Lot 12 PureSteel Lane, Mundijong, Postcode: 6123
Contact phone number: 0408 246412, Email address: spotonhorses@gmail.com

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

Having considered the following publications that are available on the SJ Shire website, we object to Metropolitan Region Scheme Amendment 1298/41 - West Mundijong Industrial Precinct.

Reference is made to the following documents:

- West Mundijong Industrial Area Environmental Assessment dated 23/11/12
- West Mundijong District Water Management Strategy dated Feb 2015

Reason for the objection is outlined in the following attachments:

**ENVIRONMENTAL**
- See attachment A

**ENVIRONMENTAL NOISE**
- See attachment B

**WATER MANAGEMENT**
- See Attachment C

**TRAFFIC IMPACT - PURE STEEL LANE, MUNDIJONG**
- See Attachment D

turn over to complete your submission
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:
☐ Myself – My telephone number (business hours):
or
☐ A spokesperson

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

I would prefer my hearing to be conducted in:
☐ Public (members from the general public may attend your presentation)
OR
☐ Private (only the people nominated by you or the hearings committee will be permitted to attend)

You should be aware that:

• The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.

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

• 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 14-3-2016

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 9000; Fax - (08) 6551 9001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
ENVIRONMENTAL IMPACT

The West Mundijong Industrial Area Environmental Assessment of 23/11/12 has identified a number of issues of environmental and social concern.

WETLANDS

Objection

We object to the disturbance / destruction of the Conservation Category wetland on the eastern part of the site.

Evidence

2.7 Wetlands

A significant portion of the site is shown on the DEC Geomorphic Wetlands of the Swan Coastal Plain dataset as being a Multiple Use Palusplain (Unique Feature Identifier (UFI) 15785). (Landgate, 2012b).

The dataset shows a Conservation Category wetland in the central eastern part of the site.

Summary

We recommend conservation of the wetlands.

FLORA

Objection

We object to the loss/destruction of rare and endangered flora due to the development of the site.

Evidence

2.8 Flora

Database searches have identified ten (10) Conservation Significant Flora known to occur in the Mundijong area.

A letter dated 26/07/12 from Suzette van Aswegen, Director Strategic Community Planning to the Chief Executive Officer, Office of the Environmental Authority, indicates that there may be the possibility of rare and endangered flora on the fringes of the site mainly in association with remnant vegetation on the southern side of
Mundijong Road and that such vegetation may also support endangered fauna. Due to the limited extent of remnant vegetation, detailed surveys and reporting were not envisaged at the amendment stage.

Summary

We object to the development of the area until such time as surveys have been undertaken and established that none of the identified Conservation Significant Flora is on the site.

REGIONALLY SIGNIFICANT VEGETATION

Objection

We object to the loss/destruction of Threatened and Priority Ecological Communities as well as a Bush Forever site due to the development of the site.

Evidence

2.9.3 Regionally Significant Vegetation

A search of the DEC's Threatened (TEC) and Priority Ecological Communities (PEC) database was conducted for the site and has identified seven (7) Critically Endangered, Endangered, Vulnerable or Priority 1 Ecological Communities in the Mundijong Area.

The Bush Forever Site No 360 Mundijong Road and Watkins Road Bushland are in the Mundijong Road reserve adjacent to the southern boundary of the site. Bush Forever Site No. 360 contains plant communities representative of the eastern side of the Swan Coastal Plain that are considered to be regionally significant (WAPC, 2000).

Summary

Development of the site should not be undertaken unless surveys have been undertaken and established that no Regionally Significant Vegetation of Threatened and Priority Ecological Communities occur on the site and whether conservation is required. We recommend that surveys be undertaken at this time.

FAUNA

Objection

We object to the destruction of the habitat of Conservation Significant species due to the development of the site.
Evidence

2.11 Fauna

A search of the DEC Threatened Fauna Database (Appendix 5) indicates fourteen (14) species listed as rare or priority have been located in the vicinity of the site. No additional species were identified in the Naturemap database searches and seven (7) additional species were identified in the Protected Matters Search Tool.

Summary

No development should be undertaken until surveys have undertaken to establish which Conservation Significant species are present on the site and whether they breed on the site. We recommend that surveys be undertaken at this time.

HERITAGE

Objection

We object to the destruction of Aboriginal heritage sites due to the development of the site.

Evidence

2.12 Heritage

A search of the Aboriginal Heritage Inquiry System indicates that there is one Aboriginal Heritage Site that is located partially within the boundary of the site (DIA, 2012). The site identification number is 450 and is an artefacts scatter (Appendix 6).

There are three other sites in the vicinity of the proposed West Mundijong Industrial Area that are also registered artefacts scatters. Two of these are located to the east of the proposed West Mundijong Industrial Area within and close to the Tonkin Highway alignment. These are sites 18187 and 18188 (Appendix 6). Site 449 is located to the north of the railway line.

There are two listed 'Heritage Places' located close to the proposed West Mundijong Industrial Area. These are listed as sites 17923 and 18189 and are also described as artefact scatters (Appendix 6).

Summary

We recommend that investigation and liaison are to take place with the Department of Indigenous Affairs (DIA) prior to construction, if required, for sites of significance.
NOISE

Objection

We object to unreasonable noise emissions from industry on site.

Evidence

3.2 Noise

The development of the proposed West Mundijong Industrial Area has the potential to create noise emissions from industry.

Environmental noise from the proposed Tonkin Highway and realignment of the railway is likely to impact on the amenity of lots on and around the site.

6.0 Discussion of Potential Noise Impact of Industry

Noise modelling indicates that noise emissions from light industries located near the boundary of the Area could result in exceedance of the regulation and a graduation of "quieter" industries such as warehousing or day only operations is recommended around the periphery of the estate where it immediately adjoins residential development. The maximum Sound Power Noise Level for industries located in the "quieter" industries area would be 101 dB(A). Given the potential residence that could be built around the area, new industries located within proximity of existing or potential residence be restricted to sound power levels such that the resultant noise level they generate complies with the following:

1. to the east, at 100 metre from the boundary of the Area does not exceed 33 dB(A).
2. 2 other residence, at edge of any buffer zone does not exceed 30 dB(A).

Larger general industry with Sound Power Levels of around 108 - 110 dB(A) should be limited to the central core of the Area, south of Bishop Road (i.e. away from residence). The specific location of other industries would be dependent on the Sound Power Level. If the overall Sound Power Level is proposed to be higher, then the proposed industry would be required to locate further away from sensitive receptors such as residential development.

Summary

We are concerned about noise emissions from industry and the proposed realignment of the railway. We recommend that developments be required to provide an acoustic assessment by a 'competent' acoustic consultant prior to development approval indicating that the industry would be considered as NOT significantly contributing to the noise received at a residence.
WATER MANAGEMENT

Objection

We object to any negative impact on the water supply due to industry.

Evidence

The West Mundijong Water Management Strategy dated February 2015 has identified the following constraints and threats:

• Wetlands (and associated buffers).
• Waterways/drainage lines and associated flooding.
• High groundwater levels and potential quality issues.
• Acid sulphate soils (ASS) risk.
• Stormwater runoff contaminants from on site and upstream land uses.
• Cost to deliver suitable wastewater disposal and greywater reuse schemes.
• Cost to deliver potable water supply.

Summary

As there is no scheme water available to Pure Steel Lane, residents are reliant on rain and bore water for our household needs. In view of the identified constraints and threats, we are concerned that water quality could be adversely impacted by industry emissions and we recommend that the following additional studies may be undertaken:

• Preliminary ASS investigation
• Wetland Assessment and Management Plan
• Detailed Earthworks and Services Strategies
• Alternative water supply and treatment options
• Managed Aquifer Recharge assessment
• Detailed Drainage Design
TRAFFIC IMPACT - PURE STEEL LANE

Objection

We object to vehicles from the Industrial site using Pure Steel Lane for ingress and egress to the site.

Evidence

Pure Steel Lane is included in the Industrial site on the West Mundijong Industrial map that is on the SJ Shire website //www.sjshire.wa.gov.au/west-mundijong/. Inclusion in the Industrial site would likely mean that vehicles from the Industrial site would use Pure Steel Lane to access the site.

Summary

At this time, Pure Steel Lane landowners have not elected to be included in the Industrial rezoning. Should they opt in, they could continue to use their properties for lifestyle purposes. Increased traffic to Pure Steel Lane, particularly by trucks would be disruptive to the residents and would likely damage the current road that is not graded for heavy transport.

We recommend that Pure Steel Lane be excluded for access to the Industrial site.
To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Submission 25

Name: LEANNE EDWARDS
(Please print clearly)
Address: 64, PURE STEEL LANE, MUNDIJONG
Postcode: 6123
Contact phone number: 0412114407
Email address: lauren.edwards@agrp.wa.gov.au

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

Having considered the following publications that are available on the SJ Shire website, we object to Metropolitan Region Scheme Amendment 1298/41 - West Mundijong Industrial Precinct.

Reference is made to the following documents:
- West Mundijong Industrial Area Environmental Assessment dated 23/11/12
- West Mundijong District Water Management Strategy dated Feb 2015

Reason for the objection is outlined in the following attachments:

ENVIRONMENTAL
- See attachment A

ENVIRONMENTAL NOISE
- See attachment B

WATER MANAGEMENT
- See attachment C

TRAFFIC IMPACT - PURE STEEL LANE, MUNDIJONG
- See attachment D

Turn over to complete your submission
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

☐ Myself – My telephone number (business hours):

☐ or

☐ A spokesperson

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

I would prefer my hearing to be conducted in:

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

☐ OR

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

You should be aware that:

- The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.
- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.
- 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 14.03.16

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.
ENVIRONMENTAL IMPACT

The West Mundijong Industrial Area Environmental Assessment of 23/11/12 has identified a number of issues of environmental and social concern.

WETLANDS

Objection

We object to the disturbance / destruction of the Conservation Category wetland on the eastern part of the site.

Evidence

2.7 Wetlands

A significant portion of the site is shown on the DEC Geomorphic Wetlands of the Swan Coastal Plain dataset as being a Multiple Use Palusplain (Unique Feature Identifier (UFI) 15785). (Landgate, 2012b).

The dataset shows a Conservation Category wetland in the central eastern part of the site.

Summary

We recommend conservation of the wetlands.

FLORA

Objection

We object to the loss/destruction of rare and endangered flora due to the development of the site.

Evidence

2.8 Flora

Database searches have identified ten (10) Conservation Significant Flora known to occur in the Mundijong area.

A letter dated 26/07/12 from Suzeite van Aswegen, Director Strategic Community Planning to the Chief Executive Officer, Office of the Environmental Authority, indicates that there may be the possibility of rare and endangered flora on the fringes of the site mainly in association with remnant vegetation on the southern side of
Mundijong Road and that such vegetation may also support endangered fauna. Due to the limited extent of remnant vegetation, detailed surveys and reporting were not envisaged at the amendment stage.

Summary

We object to the development of the area until such time as surveys have been undertaken and established that none of the identified Conservation Significant Flora is on the site.

REGIONALLY SIGNIFICANT VEGETATION

Objection

We object to the loss/destruction of Threatened and Priority Ecological Communities as well as a Bush Forever site due to the development of the site.

Evidence

2.9.3 Regionally Significant Vegetation

A search of the DEC’s Threatened (TEC) and Priority Ecological Communities (PEC) data base was conducted for the site and has indentified seven (7) Critically Endangered, Endangered, Vulnerable or Priority 1 Ecological Communities in the Mundijong Area.

The Bush Forever Site No 360 Mundijong Road and Watkins Road Bushland are in the Mundijong Road reserve adjacent to the southern boundary of the site. Bush Forever Site No. 360 contains plant communities representative of the eastern side of the Swan Coastal Plain that are considered to be regionally significant (WAPC, 2000).

Summary

Development of the site should not be undertaken unless surveys have been undertaken and established that no Regionally Significant Vegetation of Threatened and Priority Ecological Communities occur on the site and whether conservation is required. We recommend that surveys be undertaken at this time.

FAUNA

Objection

We object to the destruction of the habitat of Conservation Significant species due to the development of the site.
Evidence

2.11 Fauna

A search of the DEC Threatened Fauna Database (Appendix 5) indicates fourteen (14) species listed as rare or priority have been located in the vicinity of the site. No additional species were identified in the Naturemap database searches and seven (7) additional species were identified in the Protected Matters Search Tool.

Summary

No development should be undertaken until surveys have undertaken to establish which Conservation Significant species are present on the site and whether they breed on the site. We recommend that surveys be undertaken at this time.

HERITAGE

Objection

We object to the destruction of Aboriginal heritage sites due to the development of the site.

Evidence

2.12 Heritage

A search of the Aboriginal Heritage Inquiry System indicates that there is one Aboriginal Heritage Site that is located partially within the boundary of the site (DIA, 2012). The site identification number is 450 and is an artefacts scatter (Appendix 6).

There are three other sites in the vicinity of the proposed West Mundijong Industrial Area that are also registered artefacts scatters. Two of these are located to the east of the proposed West Mundijong Industrial Area within and close to the Tonkin Highway alignment. These are sites 18187 and 18188 (Appendix 6). Site 449 is located to the north of the railway line.

There are two listed ‘Heritage Places’ located close to the proposed West Mundijong Industrial Area. These are listed as sites 17923 and 18189 and are also described as artefact scatters (Appendix 6).

Summary

We recommend that investigation and liaison are to take place with the Department of Indigenous Affairs (DIA) prior to construction, if required, for sites of significance.
NOISE

Objection

We object to unreasonable noise emissions from industry on site.

Evidence

3.2 Noise

The development of the proposed West Mundijong Industrial Area has the potential to create noise emissions from industry.

Environmental noise from the proposed Tonkin Highway and realignment of the railway is likely to impact on the amenity of lots on and around the site.

6.0 Discussion of Potential Noise Impact of Industry

Noise modelling indicates that noise emissions from light industries located near the boundary of the Area could result in exceedance of the regulation and a graduation of "quieter" industries such as warehousing or day only operations is recommended around the periphery of the estate where it immediately adjoins residential development. The maximum Sound Power Noise Level for industries located in the "quieter" industries area would be 101 dB(A). Given the potential residence that could be built around the area, new industries located within proximity of existing or potential residence be restricted to sound power levels such that the resultant noise level they generate complies with the following:

1. to the east, at 100 metre from the boundary of the Area does not exceed 33 dB(A).
2. 2 other residence, at edge of any buffer zone does not exceed 30 dB(A).

Larger general industry with Sound Power Levels of around 108 - 110 dB(A) should be limited to the central core of the Area, south of Bishop Road (i.e. away from residence). The specific location of other industries would be dependent on the Sound Power Level. If the overall Sound Power Level is proposed to be higher, then the proposed industry would be required to locate further away from sensitive receptors such as residential development.

Summary

We are concerned about noise emissions from industry and the proposed realignment of the railway. We recommend that developments be required to provide an acoustic assessment by a ‘competent’ acoustic consultant prior to development approval indicating that the industry would be considered as NOT significantly contributing to the noise received at a residence.
WATER MANAGEMENT

Objection

We object to any negative impact on the water supply due to industry.

Evidence

The West Mundijong Water Management Strategy dated February 2015 has identified the following constraints and threats:

• Wetlands (and associated buffers).
• Waterways/drainage lines and associated flooding.
• High groundwater levels and potential quality issues.
• Acid sulphate soils (ASS) risk.
• Stormwater runoff contaminants from on site and upstream land uses.
• Cost to deliver suitable wastewater disposal and greywater reuse schemes.
• Cost to deliver potable water supply.

Summary

As there is no scheme water available to Pure Steel Lane, residents are reliant on rain and bore water for our household needs. In view of the identified constraints and threats, we are concerned that water quality could be adversely impacted by industry emissions and we recommend that the following additional studies may be undertaken:

• Preliminary ASS investigation
• Wetland Assessment and Management Plan
• Detailed Earthworks and Services Strategies
• Alternative water supply and treatment options
• Managed Aquifer Recharge assessment
• Detailed Drainage Design
TRAFFIC IMPACT - PURE STEEL LANE

Objection

We object to vehicles from the Industrial site using Pure Steel Lane for ingress and egress to the site.

Evidence

Pure Steel Lane is included in the Industrial site on the West Mundijong Industrial map that is on the SJ Shire website //www.sjshire.wa.gov.au/west-mundijong//. Inclusion in the Industrial site would likely mean that vehicles from the Industrial site would use Pure Steel Lane to access the site.

Summary

At this time, Pure Steel Lane landowners have not elected to be included in the Industrial rezoning. Should they opt in, they could continue to use their properties for lifestyle purposes. Increased traffic to Pure Steel Lane, particularly by trucks would be disruptive the residents and would likely damage the current road that is not graded for heavy transport.

We recommend that Pure Steel Lane be excluded for access to the Industrial the site.
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
 Locked Bag 2506
Perth WA 6001

Name: Chin Paxton and Sarah Guy
Address: 59 Rostezel Lane, Mundijong
Postcode: 6113
Contact phone number: 041 916 208
Email address: kimbrephen@hotmail.com

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

We, the above were the first people in the estate to push for our estate to be included in the industrial re-zoning.

We believe that if the re-zoning around Rostezel has gone ahead without our inclusion we will be landlocked and unable to sell if we choose in the future.

We also have concerns regarding pollution that will be caused by any industry regardless of the better this will effect our water to contaminated in our water tanks and the ground water from sandon.

There are also concerns that we will be penalized in rate rises and some residents have concerns over compensation should they be unable to sell due to reclaimed land over time frames that this would be available.

Should these concerns be met we are still in favour of the re-zoning.
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

☐ Myself – My telephone number (business hours): ........................................
   or

☐ A spokesperson

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

I would prefer my hearing to be conducted in:

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

   OR

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

You should be aware that:

- The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.
- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.
- 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 16/3/16

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 16 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 9000; Fax - (08) 6551 9001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
Dear Ms Blenkinsop,

METROPOLITAN REGION SCHEME MAJOR AMENDMENT 1298/41: WEST MUNDIJONG INDUSTRIAL PRECINCT

1) General Position

The Freight and Logistics Council of Western Australia (the Council) believes that the land subject to this amendment has considerable potential to house a major intermodal terminal at some point in the future because of its strategic location, excellent access and large size. The proposed rezoning of the land from Rural to Industrial Zone will allow for primary/light industrial land use, subdivision and development of the location, to the detriment of the protection of the land for future intermodal use and development.

The Council's view is that this rezoning will not adequately protect the location for a future intermodal terminal and may, in fact, preclude this development when it is required and/or proposed by either Government or industry. In the absence of guidance from the Government as to the long term (50 year horizon) development of key freight infrastructure generally in the metropolitan region, and that of intermodal terminals in particular, the Council believes that fundamental context for the rezoning decision is missing. General guidance of this sort needs to be provided by the Government as part of the decision-making process and, in the case of the West Mundijong Industrial Precinct, the potential of this location should be progressed commensurate with planning for the proposed freight rail realignment in the area.

2) Freight and Logistics Council of Western Australia

The Council comprises senior decision-makers from industry and Government and was established to provide independent strategic policy advice to the State Minister for Transport on developments impacting the delivery of freight and logistics services throughout Western Australia.

A key focus of the Council since its establishment in 2009 is the protection of increasingly scarce areas in the Perth metropolitan area suitable for land-intensive freight and logistics activities to support a growing population and the economy's heavy dependence on overseas trade.

3) Strategic Framework

The subject land has been identified for industrial development, including being identified as a strategic industrial area, in successive strategic planning documents including:

- Draft Southern Metropolitan Sub-Regional Structure Plan, 2009;
- Economic and Employment Lands Strategy: non-heavy Industrial: Perth metropolitan and Peel regions (EELS), 2012;
considering the timeframes associated with other key related infrastructure projects such as new container handling facilities in the Outer Harbour of Fremantle, together with the predicted doubling of the freight task by the year 2050. The observation could be made that if 10-15 years was the horizon for major transport infrastructure decisions, Perth would probably have been denied the benefit of the Stephenson-Hepburn Plan of the 1950s and the farsighted road and rail networks it facilitated that have served the metropolitan area so well ever since.

Taking a longer term view, the Council believes that there is a strong case to protect West Mundijong for possible future Intermodal terminal use. This is not to imply prioritisation over the other two prominent developments of this type in the metropolitan area, namely South Bullsbrook and Latitude 32, but rather to argue that a strategic long term view on future major freight infrastructure projects should ensure that all suitable land is afforded adequate protection now as to do so in later years when it is required may be difficult if not impossible.

7) Other Observations

There are two related matters relevant to this discussion to which the Council would draw attention.

* The MRS Amendment Report makes reference to a 2012 Department of Transport study to assess the feasibility of relocating the Kwinana-South West freight rail line out of the Mundijong Town Centre to an alignment that runs parallel to the Tonkin Highway Primary Regional Road Reserve and abuts the eastern boundary of the land subject to this amendment. (A 150 metre strip of Rural zoned land is retained between the proposed Industrial zoned land and the Tonkin Highway Primary Regional Road Reserve for a future rail reserve as indicated on the MRS Amendment Plan.) The proposed realignment provides a unique opportunity to plan and construct the relocated rail line in the context of the development of a future purpose built intermodal terminal. This approach would result in cost savings for the Government and/or provide an incentive for a public private partnership arrangement to fund the freight rail line realignment and the construction of the intermodal terminal. The Council's view is that planning for the rail realignment and a future intermodal terminal should be progressed concurrently.

* On 11 August 2014 the Shire of Serpentine Jarrahdale endorsed the West Mundijong Agri-Industrial Precinct Concept Plan (prepared by Cardno for the Shire of Serpentine Jarrahdale and the Department of Agriculture and Food, dated May 2014) to provide guidance on the development of an Agri-Industrial Precinct at the northern end of the West Mundijong Industrial Area. The Council does not see this land use and that of an intermodal terminal at the same location as being mutually exclusive.

8) Conclusion

The Council's view is that:

* The West Mundijong Industrial Precinct has the potential to include a major intermodal terminal at some point in the future because of its strategic location and size.
* Rezoning of the land in question from Rural Zone to Industry Zone will not adequately protect the location for a future intermodal terminal.
* There is an absence of long term (50 year horizon) Government planning and guidance relating to the future development of key freight infrastructure across the metropolitan region generally, and intermodal terminals in particular, to provide general context.
The West Mundijong area provides a unique, relatively unconstrained opportunity (large Rural zoned vacant lots) to provide industrial land abutting a freight rail line with direct access to the Kwinana Bulk Terminal, the future Outer Harbour Port, existing and future regional road networks and key freight routes;

- Opportunities to zone and develop industrial land for freight and logistics land uses with access to essential transport infrastructure (particularly freight rail) and proximity/access to other freight activity centres (sea, air and rail ports) are limited within the Perth metropolitan region. In recent years, areas identified for future industrial land use within strategic planning documents has been declining, with a number of areas previously identified for industrial land use being rezoned to Urban under the MRS (North Baldivis). Strong leadership, direction and greater protection is required for future industrial land, particular those considered suitable for freight and logistics land use and activities;

- The freight rail line connecting the West Mundijong area to the Kwinana Bulk Terminal and a future Outer Harbour Port traverses land predominantly zoned Rural, Industrial and reserved Parks and Recreation. Given the Council's efforts in recent years to protect freight rail corridors from urban encroachment and noise-sensitive land uses, thereby protecting the function and efficiency of the freight rail network, particular focus and effort should be paid to ensuring that no further urban encroachment occurs along this line in light of its current role connecting the metropolitan freight network and hubs to the South West and its future function and role in association with a future Outer Harbour Port.

In light of the above, the Council is of the opinion that land abutting the existing and future alignments of the Kwinana-South West freight rail line should be retained within the Rural zone to protect the land against inappropriate land use, development and subdivision that would jeopardise the potential of the area to accommodate an intermodal freight terminal and associated land uses.

Whilst it is acknowledged that the development of an intermodal freight terminal at West Mundijong is a long-term proposition, the proposed Industrial zoning affords no protection to prevent the land from being subdivided and transferred into multiple ownership. Land consolidation, value and landowner expectations present significant challenges for both Government and industry in the context of large infrastructure projects, such as an intermodal terminal. On that basis the Rural zone is considered the most appropriate zone to enable the continued and productive use of the land whilst limiting opportunities for land use, subdivision and development that will jeopardise the opportunity to develop and intermodal terminal in the future.

6) The Long Term Need for Metropolitan Intermodal Terminals

The area of land in the West Mundijong Industrial Precinct subject to this proposed amendment clearly meets the basic criteria that industry requires for the establishment of freight and logistics hubs. It has the potential for immediate access to key road and rail routes which can be developed without constraint from incompatible land uses. It is also large enough to develop as a green-fields site suitable for a highly efficient major integrated freight and logistics hub in the future.

The Council is not in a position to dispute the noted view of the Department of Transport that Mundijong is "unlikely to become a viable large, general purpose, open-access intermodal terminal" over the next 10-15 years. However, it would make the observation that across that period, the population of the metropolitan area will continue to grow strongly, as will the freight task, and the progress of a number of planned key transport infrastructure projects will be headed towards commencement if not already completed. Moreover, a 10-15 year perspective is inadequate
5) West Mundijong's Freight and Logistics Potential

It is in light of the general comments made above, the Council has taken a broad strategic approach in its consideration of the proposed amendment and the potential role of the Mundijong locality in the wider freight and logistics supply chain. In that context, related deliberations by the Western Australian Planning Commission may be assisted by the following additional observations:

- The freight rail line adjacent to the West Mundijong Industrial Precinct forms part of a key freight rail network that will connect future developments in the precinct to:
  - the South West region including Bunbury Port and the resource extraction industries at Boddington, Pinjarra, Waroona and Collie;
  - the Kwinana industrial area, related bulk port facilities and future container port facilities;
  - the Inner Harbour of Fremantle Port;
  - Perth Freight Terminal and Forrestfield Intermodal Terminal; and
  - the national freight rail network extending to Kalgoorlie and the eastern seaboard of Australia.

- The Outer Harbour of Fremantle will increasingly move towards becoming the location for all commercial port operations in the metropolitan area in the mid to long term. The freight rail line passing Mundijong to the Outer Harbour of Fremantle traverses land almost exclusively zoned and reserved for Rural, Parks and Recreation and Industrial land uses. Only a small section of the line, in Wellard and North Baldivis, abuts Urban and Urban Deferred zoned land. In this sense, the line is relatively unconstrained by noise sensitive land use and development in a way that only three other sections of the entire metropolitan freight rail network are. (The sections are shown on the accompanying West Mundijong Context Plan, prepared by The Spatial Group planning + design, 2016.) The absence of urban encroachment in this location presents a significant and unique opportunity for freight rail that should be protected.

- As the attached West Mundijong Context Plan illustrates, the land subject to the proposed amendment is located approximately 20 kilometres (as the crow flies) from the future Outer Harbour Port. To put this in context, key freight and logistics facilities such as the Perth Freight Terminal and the Forrestfield Intermodal Terminals are located some 35 kilometres from the Outer Harbour. There are, in fact, substantial areas of Rural zoned landholdings through the corridor between Mundijong and the Outer Harbour in suburbs such as Baldivis and Oldbury which comprise large lots and convenient access to major road and freight rail corridors. The West Mundijong Industrial Precinct is further advanced as a concept, but the potential of this corridor to serve the long term needs of the Outer Harbour, the Australian Marine Complex, Latitude 32, together with industries located at Rockingham, Kwinana and Naval Base, should be recognised by Government planners.

- Recognition should also be given to long term planning for a new international and domestic airport, which may be located in the southern metropolitan corridor. The advantages of co-locating freight and logistics industries with airport operations is acknowledged world-wide and is clearly demonstrated in the instance of Perth Airport.

The attached West Mundijong Context Plan illustrates the location of the West Mundijong Industrial Area in the context of a future Outer Harbour Port, the existing and future freight rail network and the current MRS. The Plan highlights:
West Mundijong is also identified as a location for a future intermodal freight terminal in the following strategic planning and transport documents:

- Directions 2031 and Beyond, 2010;
- Outer Metropolitan Perth and Peel Sub-regional Strategy – Draft, 2010; and
- Western Australian Regional Freight Transport Network Plan, 2013.

4) Development of Metropolitan Intermodal Terminals

It is well recognised that the State economy has slowed considerably over recent years with the decline in international commodity markets. However, major infrastructure projects serving the freight industry such as ports, roads, railway lines and intermodal terminals are viewed as long term propositions going forward for 25 years and more. Continuing interest in such facilities strongly suggests confidence on the part of proponents that the present economic difficulties will pass and that infrastructure projects for the industry will be required to meet future growth.

This is especially the case for intermodal terminals and other such strategic freight hubs, whose business is greatly influenced by demands associated with population increase. Documents such as Perth and Peel @ 3.5 Million suggest continued strong growth in that respect, giving rise to an ongoing demand for associated freight movements.

Industry considers a number of fundamental factors in planning the location of its future intermodal terminals and freight hubs. Prominent among them is proximity to key road and rail access routes unconstrained by adjacent land uses. Also vital to an industry heavily dependent on economies of scale is the size of land available. The efficient movement of heavy transport infrastructure, the establishment of sizeable warehousing facilities and the development of substantial lay-down areas, together with the wide range of support activities associated with such facilities, all suggest large areas of land are required to achieve efficiencies. Lots with areas of 25 hectares and above are needed for individual freight and logistics operators, much more for inter-modal terminals. Such lots are becoming scarce and have all but disappeared in many well-established metropolitan industrial areas.

A recent analysis (reacommercial.com.au, October 2015) found that of the 213.5 hectares of industrial land available at that time across the metropolitan area, only 84.3 hectares comprised lots larger than five hectares.

These observations highlight the importance of long term strategic and statutory planning for key freight transport infrastructure, such as intermodal terminals and freight hubs, to ensure the identification and protection of suitable land from incompatible land uses and/or the fragmentation of land into smaller lot sizes and multiple ownership.

The existing freight rail network across the Perth and Peel metropolitan regions is a critical component to the freight and logistics industry’s ability to deliver efficient and competitive services to the economy, while at the same time reducing congestion, conflict and maintenance on the road network to the benefit of the wider community.

Notwithstanding the benefits of freight rail, the metropolitan network is heavily constrained by the established pattern of urban development to the point where alternative corridors are difficult to conceive of. This means that existing freight rail infrastructure must be protected from encroachment and opportunities for co-location with industrial land uses that maximise freight efficiency must be taken and protected.
Planning by the Government relating to the potential of the West Mundijong Industrial Precinct to include a major intermodal terminal in the future should be progressed concurrently with planning for the proposed relocation of the freight rail line in the area.

The Council would be pleased to elaborate on any of the points made in this submission.

Yours sincerely

Dr Fred Affleck
Chairman
18-03-2016

Copies to:
Shire of Serpentine/Jarrahdale
City of Rockingham
Addition to Submission 27

FREIGHT AND LOGISTICS COUNCIL OF WESTERN AUSTRALIA

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

Dear Ms Blenkinsop

METROPOLITAN REGION SCHEME MAJOR AMENDMENT 1298/41: WEST MUNDIJONG INDUSTRIAL PRECINCT

1) Freight and Logistics Council of Western Australia

The Freight and Logistics Council of Western Australia (FLCWA) comprises senior decision-makers from both private and public sectors and was established to provide a forum for industry consultation and for independent strategic policy advice from industry to the State Minister for Transport on developments impacting the delivery of freight and logistics services throughout Western Australia.

A key focus of the Council since its establishment in 2009 is the protection of increasingly scarce areas in the Perth metropolitan area suitable for land-intensive freight and logistics activities to support a growing population and the economy's heavy dependence on overseas trade.

2) General Position

In responding to this issue, FLCWA has had the benefit of relevant advice from its Government members, including representatives of the Departments of Transport and Planning. This has assisted industry members formulate a view of the issue. This submission articulates that view solely from the industry members of the Council consistent with its charter described above.

Against that background, the Council believes that the land subject to this amendment has considerable potential to accommodate a major intermodal transport and logistics terminal at some time in the future, because of its strategic location, excellent access to major road and rail corridors and its large size. The proposed rezoning of the land from Rural to Industrial Zone will allow for primary/light industrial development of the location. The Council's view is that this rezoning will not adequately protect the location as a potential site for a future intermodal terminal and may, in fact, preclude this development when it is required. In the absence of planning guidance from the State Government as to the long term development of key freight infrastructure generally in the metropolitan region, and that of intermodal terminals in particular, the Council believes that fundamental context for the rezoning decision is missing. General guidance of this sort needs to be provided by the Government as part of the decision-making process and, in the case of the West Mundijong Industrial Precinct, the potential of this location for changes in land use intentions should be progressed only when the planning context is better understood for the future of freight and logistics in the area and for rail realignment in particular.

3) Strategic Framework

The subject land has been identified for industrial development, including being identified as a strategic industrial area, in successive strategic planning documents including:

- Draft Southern Metropolitan Sub-Regional Structure Plan, 2009

Marine House
1 Essex Street, Fremantle WA 6160
Telephone (08) 9435 7550
West Mundijong is also identified as a location for a future intermodal freight terminal in the following strategic planning and transport documents:

- Directions 2031 and Beyond, 2010
- Outer Metropolitan Perth and Peel Sub-regional Strategy – Draft, 2010
- Western Australian Regional Freight Transport Network Plan, 2013

4) Development of Metropolitan Intermodal Terminals

It is well recognised that the State economy has slowed considerably over recent years with changes in international commodity markets. However, major infrastructure projects serving the freight industry, such as ports, roads, railway lines and intermodal terminals, must be viewed in the long-term context going forward for 25 years and more. Continuing interest in such facilities by industry strongly suggests confidence on the part of proponents that the present economic ‘pause’ will pass and that, going forward, such infrastructure projects will be required to meet future growth.

This is especially the case for intermodal terminals and other such strategic freight hubs, whose business is closely correlated with demand associated with population growth. Documents such as Perth and Peel @ 3.5 Million suggest continued strong growth in that respect, giving rise to an ongoing demand for associated freight movements.

Industry considers a number of fundamental factors in planning the location of its future intermodal terminals and freight hubs. Prominent among these is proximity to key road and rail access corridors unconstrained by adjacent incompatible land uses. Also vital to an industry heavily dependent on economies of scale is the size of land parcels available. The efficient movement of heavy transport volumes, the establishment of sizeable warehousing facilities and the development of substantial lay-down areas, together with the wide range of support activities associated with such facilities, all require large areas of land to achieve efficiencies. Lots with areas of 25 hectares and above are needed for individual freight and logistics operators, and much more for intermodal terminals. Such blocks are becoming scarce and have all but disappeared in many well-established metropolitan industrial areas.

A recent analysis (realcommercial.com.au, October 2015) found that of the 213.5 hectares of industrial land available at that time across the entire metropolitan area, blocks larger than five hectares comprised less than 40 per cent (only 84.3 hectares).

These observations highlight the importance of long-term strategic and statutory planning for key freight transport infrastructure, such as Intermodal terminals and freight hubs, to ensure the identification and protection of suitable land from incompatible land uses and/or the fragmentation of land into smaller lot sizes and multiple ownership.

The existing freight rail network across the Perth and Peel metropolitan regions is a critical component of the freight and logistics industry’s capability to deliver efficient and competitive services to the State’s economy, while at the same time reducing congestion, conflict and sound maintenance of the road network to the benefit of the wider community.

Notwithstanding the benefits of freight rail, its metropolitan network is heavily constrained by the established pattern of urban development, to the point where alternative corridors are difficult to conceive of. This means that existing freight rail infrastructure must be protected from encroachment,
and every opportunity for co-location with industrial land uses that maximise freight efficiency must be preserved.

5) West Mundijong's Freight and Logistics Potential

It is in light of the general comments made above that the Council has taken a broad strategic approach in its consideration of the proposed amendment and the potential role of the Mundijong locality in the wider freight and logistics supply chain. In that context, related deliberations by the Western Australian Planning Commission may be assisted by the following additional observations:

- The freight rail line adjacent to the West Mundijong Industrial Precinct forms part of a key freight rail network that will connect future developments in the precinct to:
  - the South West region including Bunbury Port and the resource extraction industries at Boddington, Pinjarra, Waroona and Collie;
  - the Kwinana industrial area, related bulk port facilities and future container port facilities;
  - the Inner Harbour of Fremantle Port and a new Outer Harbour container port located on the Cockburn coast;
  - Perth Freight Terminal and Forrestfield Intermodal Terminals; and
  - the national freight rail network extending to Kalgoorlie and the Eastern States.

- The Outer Harbour of Fremantle will become the main focus of commercial port operations in the metropolitan area in the mid to long term. The freight railway passing through Mundijong to the Outer Harbour traverses land zoned and reserved almost exclusively for Rural, Parks and Recreation and Industrial land uses. Only a small section of the line, in Wellard and North Baldivis, abuts Urban and Urban Deferred zoned land. In this sense, the line is relatively unconstrained by noise sensitive land use and development in a way that only three other sections of the metropolitan freight rail network are. (The sections are shown on the accompanying West Mundijong Context Plan, prepared by The Spatial Group planning + design, 2016.) The absence of urban encroachment in this location presents a significant and unique opportunity for freight rail in this area that should be protected.

- As the attached West Mundijong Context Plan illustrates, the land subject to the proposed amendment is located approximately 20 kilometres (as the crow flies) from the future Outer Harbour container port. To put this in context, key freight and logistics facilities such as the Perth Freight Terminal and the Forrestfield Intermodal Terminals are located some 35 kilometres from the Outer Harbour. There are, in fact, substantial areas of Rural zoned landholdings through the corridor between Mundijong and the Outer Harbour in suburbs such as Baldivis and Oldbury which comprise large lots and convenient access to major road and freight rail corridors. The West Mundijong Industrial Precinct is further advanced as a concept, but the potential of this corridor to serve the long term needs of the Outer Harbour, the Australian Marine Complex, and Latitude 32, together with industries located at Rockingham, Kwinana and Naval Base, should be recognised by Government planners.

- Recognition should also be given to long term planning for a new international and domestic airport, which may be located in the southern metropolitan corridor. The advantage of co-locating freight and logistics industries with airport operations is acknowledged world-wide and is clearly demonstrated in the instance of Perth Airport.

The attached West Mundijong Context Plan illustrates the location of the West Mundijong Industrial Area in the context of a future Outer Harbour Port, the existing and future freight rail network and the current MRS. The Plan highlights:
• The West Mundijong area provides a unique, relatively unconstrained opportunity (large Rural zoned vacant lots) to provide industrial land abutting a freight rail line with direct access to the Kwinana Bulk Terminal, the future Outer Harbour container port, existing and future regional road networks and key freight routes;

• Opportunities to zone and develop industrial land for freight and logistics land-uses with access to essential transport infrastructure (particularly freight rail) and proximity/access to other freight activity centres (sea, air and rail ports) are limited within the Perth metropolitan region. In recent years, areas identified for future industrial land use within strategic planning documents have been declining, with a number of areas previously identified for industrial land use being rezoned to Urban under the MRS (North Baldivis). Strong leadership, direction and greater protection is required for future industrial land, particular that considered suitable for freight and logistics land use and activities;

• The freight rail line connecting the West Mundijong area to the Kwinana Bulk Terminal and the future Outer Harbour container port traverses land predominantly zoned Rural, Industrial and reserved Parks and Recreation. Given the Council’s many representations in recent years to protect freight rail corridors from urban encroachment and noise-sensitive land uses, thereby protecting the function and efficiency of the freight rail network, particular focus and effort should be directed to ensuring that no further urban encroachment occurs along this line in light of its current role connecting the metropolitan freight network and hubs to the South West and its future function and role in association with the future Outer Harbour container port.

6) The Long Term Need for Metropolitan Intermodal Terminals

The land in the West Mundijong Industrial Precinct subject to this proposed amendment clearly meets the basic criteria that industry requires for the establishment of freight and logistics hubs. It has the potential for immediate access to key road and rail corridors which can be developed without constraint from adjacent or nearby incompatible land uses. It is also large enough to develop as a green-fields site suitable for a highly efficient major integrated freight and logistics hub in the future.

The Council is not in a position to dispute the noted view of the Department of Transport that Mundijong is “unlikely to become a viable large, general purpose, open-access intermodal terminal” over the next 10-15 years. However, it would make the observation that across that relatively short period, the population of the metropolitan area will continue to grow strongly, as will the freight task, and the progress of a number of planned key transport infrastructure projects will be headed towards commencement if not already completed. Moreover, a 10-15 year perspective is inadequate in the timeframes associated with other key related infrastructure projects such as new container handling facilities in the Fremantle Outer Harbour, and the predicted doubling of the freight task by 2050.

If 10-15 years was the horizon for major transport infrastructure decisions, Perth would undoubtedly have been denied the benefit of the Stephenson-Hepburn Plan of the 1950s and the farsighted road network it established, together with the realignment of the freight network to the south of the river in association with gauge standardisation in the 1960s and 1970s. These visionary initiatives have served the metropolitan area extraordinarily well ever since.

Taking a longer term view, the Council believes that there is a strong case to protect West Mundijong for possible future intermodal terminal use. This is not to imply prioritisation over the other two prominent developments of this type in the metropolitan area, namely ‘South Bullsbrook’ and ‘Latitude 32’, but rather to argue that a strategic long-term view on future major freight infrastructure projects should ensure that all suitable land is afforded adequate protection now, as risks of attempting to do so in later years when it is required may be insurmountable.

7) Other Observations

There are two related matters relevant to this discussion to which the Council would draw attention:
The MRS Amendment Report makes reference to a 2012 Department of Transport study to assess the feasibility of relocating the Kwinana-South West freight rail line out of the Mundijong Town Centre to an alignment that runs parallel to the Tonkin Highway Primary Regional Road Reserve and abuts the eastern boundary of the land subject to this amendment. (A 150 metre strip of Rural zoned land is retained between the proposed Industrial zoned land and the Tonkin Highway Primary Regional Road Reserve for a future rail reserve as indicated on the MRS Amendment Plan.)

The proposed realignment provides a unique opportunity to plan and construct the relocated rail line in the context of the development of a future purpose built intermodal terminal. This approach would result in cost savings for the Government and/or provide an incentive for a public/private partnership arrangement to fund the freight rail line realignment and the construction of the intermodal terminal. The Council's view is that planning for the rail realignment and a future intermodal terminal should be progressed concurrently.

On 11 August 2014 the Shire of Serpentine Jarrahdale endorsed the West Mundijong Agri-Industrial Precinct Concept Plan (prepared by Cardno for the Shire of Serpentine Jarrahdale and the Department of Agriculture and Food, dated May 2014) to provide guidance on the development of an Agri-Industrial Precinct at the northern end of the West Mundijong Industrial Area. The Council does not see this land use and that of an intermodal terminal at the same location as being mutually exclusive.

**Conclusion**

The view of the Freight and Logistics Council of Western Australia is that:

- The West Mundijong Industrial Precinct has the potential to accommodate a major intermodal terminal at some point in the future because of its strategic location, access and size.
- Rezoning of the land in question from Rural Zone to Industry Zone will not adequately protect the location for a future intermodal terminal.
- There is an absence of publically available long term (50 year horizon) Government guidance relating to the future development of key freight infrastructure across the metropolitan region generally, and intermodal terminals in particular, to provide general context.
- Planning by the Government relating to the potential of the West Mundijong Industrial Precinct to include a major intermodal terminal in the future should be progressed concurrently with planning for the proposed relocation of the freight rail line in the area.

The Council would be pleased to elaborate on any of the points made in this submission.

Yours sincerely

Dr Fred Affleck
Chairman

_24/03/2016_

Copies to:

Shire of Serpentine/Jarrahdale
City of Rockingham
Dear Kerrine

METROPOLITAN REGION SCHEME PROPOSED AMENDMENT 1298/41 — WEST MUNDIJONG INDUSTRIAL PRECINCT

Thank you for your letter dated 11 December 2015 inviting comment on the above proposal for an amendment to the Metropolitan Region Scheme (MRS)

The Geological Survey of Western Australia (GSWA) after assessing this proposal on behalf of the Department of Mines and Petroleum (DMP) with respect to access to mineral and petroleum resources, geothermal energy and basic raw materials and makes the following comments.

In January 2015, DMP commented on the proposed MRS Amendment for the West Mundijong Industrial Precinct. We stated that we could not support rezoning over a Regionally Significant Basic Raw Material for clay in the northern end of the proposal area because this resource was still under review in the Strategic Assessment for the Perth Peel region.

As a result of work carried out in the Strategic Assessment thus far, DMP has modified the clay resource boundary to take into account relevant planning issues, noting that there are currently no plans for extraction at this site and the availability of adequate, comparable resources elsewhere in this region. Therefore, DMP no longer has any concerns with this proposal.

Yours sincerely

Rick Rogerson
Executive Director
GEOLOGICAL SURVEY OF WESTERN AUSTRALIA

16 March 2016
Submission

Metropolitan Region Scheme Amendment 1298/41

West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2606
Perth WA 6001

Submission 29

Name: Rachel Chapman
Address: c/o TBB, 187 Roberts Rd Suburb: Armadale
Postcode: 6108

Contact phone number: 9282-2911 Email address: rachael.dbplanning.com.au

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


(submission prepared on behalf of Peet Mundijong Syndicate Limited, owners of Lots 1 to 5, Bishop Rd, Mundijong; subject to what is affected by the proposed MRS Amendment)

Turn over to complete your submission

DEPARTMENT OF PLANNING

16 MAR 2016

FILE
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

☐ Myself – My telephone number (business hours): 9382 2911

☐ A spokesperson

Name of spokesperson: .......................................................... Contact telephone number (business hours): ...................................

Postal address: ..........................................................

I would prefer my hearing to be conducted in:

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

OR

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

You should be aware that:

- The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.
- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.
- 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: 18 March 2016

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 9000; Fax - (08) 6551 9001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
18 March 2016

Attention: Mr Anthony Muscara
Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Dear Sir

METROPOLITAN REGION SCHEME AMENDMENT 1298/41 – WEST MUNDIJONG INDUSTRIAL PRECINCT

Taylor Burrell Barnett (TBB), on behalf of our client Peet Mundijong Syndicate Limited (Peet), is pleased to lodge the following submission regarding the Metropolitan Region Scheme (MRS) Amendment 1298/41 – West Mundijong Industrial Precinct. Our client has an interest in this matter as the landowner of Lot 5, a 22 hectare parcel of land which directly abuts the Tonkin Highway Reservation to the west and Bishop Road to the south.

SUBMISSION

The purpose of this submission is to indicate our general support of the proposed MRS amendment, being rezoning of the majority of the precinct to ‘Industrial’. However, concern is raised with regards to the retention of the approximate 150m wide strip of ‘Rural’ zoned land adjacent the Tonkin Highway reservation and its impact on Peet’s landholding. It is believed that the land would be more appropriately zoned ‘Industrial’.

The following matters are of concern and are discussed in further detail below:

1. Question the validity and appropriateness of the 150m ‘Rural’ zoned ‘buffer’.

2. Realignment of the freight rail is critical for the development of the West Mundijong Industrial Precinct, Mundijong-Whitby area, Cardup Industrial Area, Byford and the viability of the future Whitby District Centre.

Validity and appropriateness of the ‘Rural’ zoned ‘buffer’

The MRS amendment proposes the rezoning of the precinct to ‘Industrial’. However, as an interim measure, a narrow strip of land directly west of the Tonkin Highway extension is proposed to be retained as ‘Rural’ to accommodate the potential realignment of the freight rail which currently extends east along Bishop Rd then south along Soldiers Road. Pending the completion of investigations by the Department of Transport (DoT), it is understood this strip would then be reserved as ‘Railways’ as part of a future MRS amendment process.

The DoT has advised that a 150m wide strip of land is necessary to accommodate the realignment and potential Intermodal Terminal (IMT). This 150m ‘buffer’ has been offset from the edge of the Tonkin Highway reservation and is an arbitrary line only. It is understood that this line is not based on any technical studies / investigations, nor is it reflective of the indicative alignment as shown on the draft West Mundijong District Structure Plan (DSP). The implied alignment is nonsensical and would not appear to accurately represent a future functional rail network.
This portion of land, along with the remainder of the West Mundijong Industrial Precinct, is identified for industrial purposes in strategic planning documents such as Perth and Peel $3.5billion, Draft South Metropolitan Peel Sub-regional Planning Framework, Economic and Employment Lands Strategy and draft West Mundijong DSP. The draft DSP and associated technical studies, which were approved by Council for consent to advertise in 2013, demonstrate the land is capable of supporting industrial development. As such, the retention of the land as 'Rural' as opposed to rezoning to 'Industrial' doesn't reflect the true development potential of the land or the highest and best use of the land.

Due to the narrow configuration of the land retained 'Rural', the usability of the land for rural purposes in the future is compromised. An 'Industrial' zoning is believed to be a more appropriate zoning and would provide for the integration of the future railway and intermodal facility with compatible land uses in the West Mundijong Industrial area.

We understand that the Shire of Serpentine-Jarrahdale has made a submission on the MRS amendment raising concern with regards to the retention of the 'Rural' zoned strip of land. Not dissimilar to the Shire's position to reserve this strip of land 'Railways', an 'Industrial' zoning of the land would allow the DoT to investigate the future alignment, whilst providing a clearer direction on the likely future use of the land.

Realignment of freight rail

The draft Perth and Peel $3.5billion and Framework documents identify investigation into the realignment of the Mundijong Freight Rail post-2031. The investigation will consider the realignment of the freight railway that currently passes through the Mundijong-Whitby DSP area, to the eastern side of the West Mundijong Industrial Precinct west of the Tonkin Highway reservation.

Whilst the Framework identifies a potential alignment and provides a general indication of timing for the investigation of the realignment, there is no commitment provided to the actual realignment of the line. Realignment of the rail is to be the responsibility of the Department of Planning, Department of Transport and Local Government. Provision has been made in various planning documents for the realignment of the rail adjacent the future Tonkin Highway extension; and significant planned urban and industrial expansion within the major growth area of Mundijong-Whitby-Byford-Cardup would reinforce the need for a commitment to the realignment of the freight line to coincide with development, pre-2031. As such, the rezoning of the strip of land to 'Industrial' would allow for the necessary investigations to define the reservation, whilst allowing structure planning to progress on the intended future use of the land for industrial purposes.

CONCLUSION

We wish to reiterate our support of the proposed MRS Amendment, however with the request that the entirety of the West Mundijong Industrial Precinct (including the 150m wide strip of land currently proposed to be retained as 'Rural') is rezoned to 'Industrial'.

We trust that the information provided within this submission will be of assistance to the WAPC in progressing the amendment. Should you wish to discuss any of the matters raised above, please do not hesitate to contact the undersigned on 9382 2911.

Yours faithfully
TAYLOR BURRELL BARNETT

RACHEL CHAPMAN
DIRECTOR

CC: Charlie Kennett – Peet Limited
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2508
Perth WA 6001

Submission 30

Name | Mr. & Mrs. Walters c/o Dynamic Planning and Developments Pty Ltd
(PLEASE PRINT CLEARLY)
Address | Lot 7 (No. 72) Pure steel Lane, Mundijong
Postcode
Contact phone number | 9271 1700
Email address | neil.teo@dynamicplanning.net.au

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

Please refer to submission attached

 turn over to complete your submission
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

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

or

☐ A spokesperson

Name of spokesperson: Neil Tao, Dynamic Planning and Developments Pty Ltd

Contact telephone number (business hours): ........................................

Postal address: P.O. Box 698, Southwood, WA, 6932

I would prefer my hearing to be conducted in:

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

OR

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

You should be aware that:

- The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the Act.

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

- 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 18/03/2016

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 9000; Fax - (08) 6551 9001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
Dear Sir / Madam,

Metropolitan Region Scheme Amendment 1298/41 - Submission
West Mundijong Industrial Precinct

Dynamic Planning and Developments Pty Ltd (DPD) acts on behalf of Mr. and Mrs. Walters, the landowner of Lot 7 (No. 72) Pure Steel Lane, Mundijong (‘subject site’). The subject site forms part of a 448.81 hectare parcel of land north of Mundijong Road, which currently has a ‘Rural’ zoning under the provisions of the Metropolitan Region Scheme (MRS).

The above MRS Amendment proposes to transfer that 448.81 hectares of land from the ‘Rural’ zone to the ‘Industrial’ zone (‘subject land’). The subject land is zoned ‘Rural’ and ‘Farmlet’ under the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2 (TPS2). Figure 1 shows the subject site and the subject land within the context of the proposed MRS Amendment.

It is advised that our client conditionally supports the MRS Amendment.

The purpose of this submission is to seek an amendment to the advertised MRS Amendment to include the portion of land to the east of the subject land in the ‘Industrial’ zone and protect the existing and future rights associated with the agistment and equine land uses.
The subject site is one of 11 lots situated on Pure Steel Lane. These lots comprise a discreet rural lifestyle development, with a variety of uses ranging from rural residential, agistment, equestrian activities and stables being carried out.

The subject site is 4 hectares in size and accommodates equestrian and agistment activities approved by the Shire.

It is accepted that a number of strategic planning instruments and documents (notably the Western Australian Planning Commission’s (WAPC) Directions 2031 and Beyond (August 2010), Economic and Employment Lands Strategy: non-heavy Industrial: Perth metropolitan and Peel regions and the Shire’s draft West Mundijong Industrial Area District Structure Plan Report (March 2014)) identify the subject land as a future industrial zone.
The Shire’s draft *West Mundijong Industrial Area District Structure Plan Report* (March 2014) contemplates that a “quieter” light industrial area is to be located in the locality surrounding Pure Steel Lane and suggests, by way of land uses, that the following TPS2 land uses would apply (subject to further local level planning): Fuel Depot; Storage; Rural industry; Service industry; Showrooms; Trade Display; Transport Depot; Warehouse and Motor vehicle sales and repair.

Appendix 4C of TPS2 provides that the Pure Steel Lane lots, by virtue of their ‘Farmlet’ zoning, enjoy specified uses, including, ‘Rural Use/Intensive Agriculture’ and ‘Stables’. The Shire’s final draft *Rural Strategy Review 2013* (August 2014), notes that the lots comprising the Pure Steel Lane locality may be suitable for equine uses.

The proposed MRS Amendment report notes the following:
- the regional road infrastructure (in particular the Tonkin Highway extension);
- the desirability of establishing an intermodal freight terminal at West Mundijong (as a strategically important industrial site); and
- the consequential realignment of the Kwinana freight railway line (subject to further detailed assessment by the Department of Transport).

In the interim, the area adjoining the Tonkin Highway extension and proposed ‘Industrial’ zone under the MRS Amendment has been retained under the ‘Rural’ zone. The retention of the ‘Rural’ zone is pending the completion of the detailed assessment by the Department of Transport, as the area has the potential of being reserved as ‘Railways’ as part of a future MRS amendment process.

As the extension of Tonkin Highway is undergoing further investigations, the MRS Amendment proposes to have the land remain with the ‘Rural’ zone under the MRS, which results in:
- an inconsistency in the MRS zoning; and
- dual MRS zones being applicable to some lots along Pure Steel Lane, including portion of the subject site.

Figure 1 illustrates the subject site in the context of the above.
Submissions

Inconsistency

- The implications of lots within the Pure Steel Lane locality, and specifically including the subject site, being zoned in part 'Rural' and 'Industrial' is not in the interest of orderly and proper planning for the following reasons:

  - dual zoning under the MRS will result in inconsistencies under the TPS2 zoning;

  - dual zoning will require future amendments to zone the land as either 'Industry' or 'Primary Regional Roads' under the MRS, whereby the 'Industrial' zone can be accommodated as part of the proposed MRS Amendment (refer Figure 2 below); and

![Proposed expansion of 'Industrial' zone to Tonkin Highway reserve](image-url)

Figure 2: West Mundijong Industrial Precinct Plan with Proposed Expansion to 'Industrial' Zone
future development on the lots with a dual zoning is impractical as conflicting provisions under the MRS and TPS2 can apply to the one parcel of land.

Conflict between uses

- The industrial uses contemplated by the MRS Amendment will result in an adverse impact on the existing agistment and equine land uses, which are permitted uses within the subject land (and approved use on the subject site) under the 'Rural' zone under both the MRS and TPS2.
- This adverse impact arises because of the inherent conflict between the contemplated industrial uses and the existing agistment and equine land uses.
- This adverse impact is exacerbated by the fact that the approved agistment and equine land uses carried out on the subject site (and on any other lots within the Pure Steel Lane locality) will be permitted to continue (and enjoy protection) by operation of the non-conforming use rights provisions under the MRS and TPS2.
- No expansion of these non-confirming uses would be permitted as a consequence of the MRS Amendment, which, having regard to the succeeding points, is not justified.

Compatibility of land uses

- The rezoning of the subject site (and the subject land) from 'Rural' to 'Industrial' under the MRS, and subsequently from 'Rural' to 'Light Industry' under TPS2, results in the following land uses being prohibited uses under TPS2:
  - Animal Husbandry;
  - Equestrian Activity;
  - Feed Lot;
  - Hobby Farm;
  - Rural Use;
  - Rural Workers Dwelling; and
  - Stables.
- The Shire's final draft Rural Strategy Review 2013 (August 2014) recognizes the above-mentioned land uses.
- The Shire's draft West Mundijong Industrial Area District Structure Plan Report (March 2014) contemplates a "quieter" light industrial area to be located in the locality surrounding Pure Steel Lane.
- The above-mentioned land uses are considered to be compatible with the land uses which can be considered in the 'Light Industry' zone, and surrounding 'General Industry' zone, as contemplated by the MRS Amendment and under the relevant provisions of TPS2.

- Furthermore, in accordance with TPS2, the purpose and intent of the 'Light Industry' zone is to provide for a wide range of industrial uses that will not adversely affect the amenity of the locality, or impose an undue load on existing or projected services. The abovementioned rural land uses will not adversely affect the locality, as they are in keeping with the existing character of the West Mundijong locality. Further to this, the abovementioned rural land uses will not result in an undue load on the existing or projected services, as these land uses currently exist within the locality.

- In light of the above, it is requested that the MRS Amendment recommends that the Shire undertake an amendment to TPS2 to be consistent with the MRS to include the subject site in Appendix 6 'Additional Uses' (refer Figure 3 below), to read as follows:

5. (a) Lot 7 (No. 72) Pure Steel Lane, Mundijong
   (b) Animal Husbandry, Equestrian Activity, Feed Lot, Hobby Farm, Rural Use, Rural Workers Dwelling, and Stables.
It is considered that the abovementioned rural land uses fit comfortably within the contemplated "quieter" light industrial area, and are capable of being designated as discreet additional uses allocated to the subject site in order to preserve:

- the existing approved equestrian and agistment activities carried out by our client on their land; and
- the ability for our client to expand, as appropriate, those equestrian and agistment activities.

Conclusion

In summary, we support and acknowledge the Western Australian Planning Commissions (WAPC) work to-date in progressing the Directions 2031 and Beyond suite of strategic land use planning documents.

However, if the WAPC is to truly deliver a successful planning framework for the future of the West Mundijong Industrial Precinct, it is considered necessary that the recommendations and justification contained in this submission are taken into consideration, which are:

1. An increase in the 'Industrial' zone to meet the Other Regional Road reservation for the future Tonkin Highway expansion; and
2. The Shire of Serpentine-Jarrahdale undertake an amendment to its TPS 2 to be consistent with the MRS, to include Lot 7 (No. 72) Pure Steel Lane, Mundijong, in Appendix 6 ‘Additional Uses’, to read as follows:
   5. (a) Lot 7 (No. 72) Pure Steel Lane, Mundijong.
   (b) Animal Husbandry, Equestrian Activity, Feed Lot, Hobby Farm, Rural Use, Rural Workers Dwelling, and Stables.

Figure 4 below denotes this.
We look forward to your response to this submission in due course and trust that we will be afforded an opportunity to present at any hearing conducted by the WAPC with respect to the proposed MRS Amendment.

Should you have further queries or seek clarification with regard to the matters raised above, please do not hesitate to contact the undersigned or Ms. Stephanie Radosevich.

Yours faithfully,

NEIL TEO
DIRECTOR

File Ref: 170315 528 Submission to MRS Amendment.doc
Attention: Mr Anthony Mascara

Dear Ms Blenkinsop

METROPOLITAN REGION SCHEME PROPOSED AMENDMENT 1298/41 – WEST MUNDIJONG INDUSTRIAL PRECINCT

I refer to your letter dated 11 December 2015 inviting comment from the Department of Environment Regulation (DER) on the above proposed Metropolitan Region Scheme (MRS) amendment.

The MRS amendment report refers to DER as having provided advice on the Preliminary Environmental Noise Assessment used for the development of the West Mundijong District Structure Plan (DSP). I understand that this advice was provided by the then Department of Environment and Conservation. Further consideration of noise emissions and noise mitigation is identified in the advice given by the Environmental Protection Authority, and also in the West Mundijong DSP, as being required at later stages of the planning process, to ensure that sensitive land uses will not be exposed to excessive industrial noise. I note that DER may be requested to provide technical advice regarding noise in consequent planning processes.

In reference to the Contaminated Sites Act 2003 (CS Act), no properties located within the precinct have been reported to DER as known or suspected contaminated sites.

Portions of the precinct are mapped as having low to moderate risk of acid sulfate soils occurring within three metres of the ground surface. Should future development works require significant excavation and/or dewatering works, this can be addressed at subsequent stages of planning by application of the acid sulfate soils condition and advice as per the Model Subdivision Conditions Schedule (Department of Planning and Western Australian Planning Commission 2015).

Where requested, DER will provide input at subsequent stages of planning or development in reference to regulatory responsibilities under the Environmental Protection Act 1986 and the CS Act.

Yours sincerely

Jason Banks
DIRECTOR GENERAL
16 March 2016
Metropolitan Region Scheme proposed Amendment 1298/41 West Mundijong Industrial Precinct

Thank you for your letter of 14 December 2015 requesting comment on the proposed amendment to the Metropolitan Region Scheme.

Officers of the Department of Fisheries (the Department) have reviewed the Metropolitan Region Scheme for West Mundijong Industrial Precinct and have no specific comment to make regarding the proposed rezoning.

The Department expects that any future development as a result of these changes will implement the advice given by the Environmental Protection Authority.

Please contact Carli Telfer on 9482 7227 should you have any queries.

Yours sincerely

Jo Kennedy
Acting General Manager, Aquatic Environment

March 2016
Dear Mr Hillyard

PROPOSED MRS AMENDMENT 1298/41 – WEST MUNDIJONG INDUSTRIAL PRECINCT

Thank you for your letter dated 11 December 2015 requesting comment from the Department of Health (DOH) on the above proposal. The DOH provides the following comment:

1. Water Supply and Wastewater Disposal
All developments are required to connect to scheme water and reticulated sewerage as required by the Government Sewerage Policy - Perth Metropolitan Region.

2. Public Health Impacts
The Amendment is to acknowledge and incorporate appropriate separation distances in accordance with the EPA Environmental Assessment Guideline (EAG) 3 ‘Guidance for the Assessment of Environmental Factors No. 3 – Separation Distances between Industrial and Sensitive Land Uses’.

Should you have queries or require further information please contact Vic Andrich on 9388 4978 or vic.andrich@health.wa.gov.au

Yours sincerely

Jim Dodds
DIRECTOR
ENVIRONMENTAL HEALTH DIRECTORATE

17 March 2016
Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41
Submission
Metropolitan Region Scheme Amendment 1298/41
West Mundijong Industrial Precinct

To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Submission
Metropolitan Region Scheme Amendment 1298/41

We realise that we have missed the deadline for submissions on the West Mundijong Zone Amendment but as one of the landowners primarily affected by the proposed height and alignment and after seeking advice and clarification on the point in particular in your report, we would like to voice our concern regarding the zoning of our land to industrial. We bought our land as a lifestyle choice but also with our future retirement in mind.

Our accountant advised us to pay extra money into our mortgage instead of super, effectively making our property part of our retirement savings.

Retirement for us is now imminent. Within the next 2-5 years for Francis and we cannot, at the moment, sell the property. We really wish to downsize and to maximise our retirement savings.

So we strongly concur with Mirwa and Serpentine Jarrahdale Shire Council that the land marked for the rail alignment be zoned Railway Reserve (this is our preferred option) or zoned Industrial in line with all the properties in the Pure Steel Lance Estate.

Yours Faithfully

[Signature]
Hearing of submissions

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

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

Please choose one of the following:

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

OR

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

I will be represented by:

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

or

☐ A spokesperson

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

I would prefer my hearing to be conducted in:

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

OR

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

You should be aware that:

• The WAPC is subject to the Freedom of Information Act 1992 and as such, submissions made to the WAPC may be subject to applications for access under the act.

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

• 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: ______________________

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 18 MARCH 2016. Late submissions will NOT be considered.

Contacts: Telephone - (08) 6551 9000; Fax - (08) 6551 9001; Email - mrs@planning.wa.gov.au; Website - http://www.planning.wa.gov.au
Transcript of hearings
Recording and Transcription

This transcript is produced from live audio recordings. Whilst every care is taken in its preparation absolute accuracy cannot be guaranteed. No changes are made to grammar and syntax.
MINUTES OF THE COMMITTEE HEARING SUBMISSIONS ON METROPOLITAN REGION SCHEME
AMENDMENT 1298/41 - WEST MUNDIJONG INDUSTRIAL PRECINCT

Tuesday, 12 September 2016, 140 William Street, Perth

The composition of the hearings committee was endorsed by the Chairperson of the Western Australian Planning Commission on 4 May 2016, in accordance with the 27 October 2009 resolution of the Commission.

CHAIRPERSON Ms Elizabeth Taylor Member of the Statutory Planning Committee

MEMBERS Ms Judi Bell Independent, with Planning expertise
Cr Henry Zelones Member of the Western Australian Planning Commission

IN ATTENDANCE Ms Marija Bubanic Department of Planning
Mr Anthony Muscara Department of Planning
Mr Steven Radley Department of Planning

The presiding officer acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed those present. Presentations to the Committee commenced at 1.15pm.

The proceedings were recorded by ‘Spark & Cannon Pty Ltd’.

The following people made presentations:

1) Mr Terry Atkins for submission number 23.
   Mr Atkins represented Mr Terrence and Ms Jillian Atkins.

2) Mr Tony & Ms Rosamarie Mustica for submission number 4.
   Mr & Ms Mustica represented Mr Tony Mustica.

3) Mr Neil Teo (Dynamic Planning and Developments Pty Ltd) and Mr Darren Walters for submission number 30.
   Messrs Teo and Walters represented Mr Darren and Mrs Tenille Walters.

4) Ms Rachel Chapman and Mr Trevor Finlayson (Taylor Burrell Barnett) for submission number 29.
   Ms Chapman and Mr Finlayson represented Peet Mundijong Syndicate Limited.

Ms Taylor declared the hearings closed at 2.25pm.

Chairperson: [Signature]
Date: [30/11/2017]
MS TAYLOR: Good afternoon.

MR ATKINS: Here we go, do I need to bow or anything to you people? No? Okay.

MS TAYLOR: I don't think so. It's Terry, is it?

MR ATKINS: It is.

MS TAYLOR: Can we call you Terry?

MR ATKINS: You certainly can, that's me name. If you called me Jack or something I wouldn't know who you're talking about.

MS TAYLOR: We have Judi here and Henry here.

MR ATKINS: Hello, Henry, how are you?

MS TAYLOR: And Anthony.

MR ATKINS: Yeah, I've met Anthony.

MS TAYLOR: I think you've met Anthony before, and I'm Elizabeth. So nice to meet you.

MR ATKINS: Nice to meet you, yep.

MS TAYLOR: Glad you could come in. We've read your submission and taken on board all the points, asked all the pertinent questions for you so over to you to expand on that and if you don’t' mind we'll just butt in and ask questions as we go.

MR ATKINS: Sure.

MS TAYLOR: Fantastic. Over to you.

MR ATKINS: Well, look, the purpose of the submission is to seek an amendment for the advertised Metropolitan Regional Scheme amendment to retain a portion of my land as rural and a portion as railway reserve. As my land is a teardrop shape, for that to happen, two-thirds of my place would be gone and would be of no value to me at all.

The land I'm talking about is Lot 9, 58 Pure Steel Lane. I'll just let you know that.

MS TAYLOR: I'll just try and find it on the map.

MR ATKINS: Would you like me to show it to you?
MS TAYLOR: Yeah, would you? That would be great, thank you.

MR ATKINS: That's mine there.

MS TAYLOR: Okay, fantastic.

MR ZELONES: I see, yep. Sorry, was that a rural residential subdivision or something at one time?

MR ATKINS: Sorry, mate?

MR ZELONES: A rural residential subdivision?

MR ATKINS: Yeah.

MR ZELONES: Yeah.

MR ATKINS: And as I say, the land I'm speaking about is Lot, 58 Pure Steel Lane which forms part of the 448.81 parcel of land north of Mundijong Road which is currently as a rural zoning under the provision of the Metropolitan Regional Scheme. The Metropolitan Regional Scheme amendment proposes to transfer the land from rural to industrial.

Now, I have a problem, of course, with part of my land being left as rural, some going as railway reserve and then the rest being industrial.

I support the Metropolitan Regional Scheme's amendment to change this land from rural to industrial but my land I want it all to be industrial.

MS TAYLOR: Okay.

MR ATKINS: I bought this land some 12, 13 years ago to act as my retirement fund. I'm now 70, am not in the best of health and I can't retire and I can't get a pension so this was going to be my pension. Now for this to go as a proposal to be three difference sections of my land, one as rural, one as industrial, one as railway reserve, you know, it's crazy.

MS TAYLOR: Okay. So what's the size of your land?

MR ATKINS: Ten acres, 4.2 something hectares, yep.

MS TAYLOR: Ten acres in the old language.

MR ATKINS: Yep.

MS TAYLOR: Right, okay. How long have you had it?

MR ATKINS: I think about 13 years now.
MS TAYLOR: A long time.

MR ATKINS: Yeah.

MS TAYLOR: So you want it all changed to industrial basically.

MR ATKINS: Well that's the proposal, that's the proposal, it was proposed to make it all industrial. Now in the last scheme I see they're going to have a railway reserve in it and some of it is going to be left as rural. Now where the railway is going to be or proposed to be is about 35 metres from my back door.

MS TAYLOR: Right.

MR ATKINS: So I mean I can't live. If you've ever seen some of those trains that come down there, the size of them, the house would be a wreck in no time so obviously I have to do something about it and the only way I'm going to get anything out of it is to be able to sell it as industrial land. If all the rest around it is going to be industrial, I need that to be industrial.

MS TAYLOR: The same, okay then. Anything else you want to add your submission?

MR ATKINS: No, not really, I think that's, you know, that's (indistinct). I really can't remember what I wrote in but yeah. I just want to get my point of view across - - -

MS TAYLOR: No, no, that's fine, that's what we're here to listen to.

MR ATKINS: - - - (indistinct) minute.

MS TAYLOR: Any questions, Judi?

MS BELL: No, I think that's pretty clear what you're saying, thanks.

MR ZELONES: I hope I'm looking at the submission you wrote from Terence, Julian Atkins, Debbie Tucker and Leanne Edwards.

MR ATKINS: I wrote one for myself and my wife. I don't know what the other two are doing on there.

MR ZELONES: Because there's an objection to the proposed amendment based on environmental vegetation, fauna - - -

MR ATKINS: No, I didn't put that in there, no.

MR ZELONES: Okie dokie, that makes that clearer then.

MS TAYLOR: Do we have two, Anthony, or what happened here?
MR MUSCARA: There are other submissions which are very similar to that one.

MR ZELONES: But Mr Atkins is not objecting to it on those grounds, he's objecting to it on that it leaves his land rather useless.

MR ATKINS: It renders my land absolutely unless I can have it as industrial.

MS TAYLOR: (indistinct) okay, on the map and the other two were raising different issues.

MR ZELONES: Well, quite a few number of issues. You never mentioned one so I assumed there was something wrong here.

MS TAYLOR: I was looking for that as well. What page am I on because there were environmental issues - - -

MR ATKINS: Well I wouldn't know if you added it on to mine because environmental didn't concern me. The only concern I have with environment is the black cockies, whether it's industrial, whether it's rural, the black cockies will still fly over.

MS TAYLOR: They do, don't they. They don't know the difference.

MR ZELONES: Okay, well that pretty much (indistinct).

MS TAYLOR: Okay. So we've made a note of that, that you want it all to be industrial for Lot 9.

MR ATKINS: Yes, please.

MS TAYLOR: Have you got any other questions?

MR ATKINS: In the strongest terms too. They tell me you're the head honcho, you're the girl that does all - - -

MR ZELONES: Actually not. It's a much bigger committee that makes that decision but in the end there is a woman who makes the final decision, that's the minister.

MR ATKINS: That's why I've been making eyes at this lovely lady all morning, I thought it was her but that doesn't help.

MR ZELONES: Unfortunately not.

MS TAYLOR: I keep blushing.

MR ATKINS: So what's the procedure now then?

MS TAYLOR: Just from there, I was going to suggest Anthony tell you exactly what happens next.
MR MUSCARA: This committee will make a recommendation to the Planning Committee which is a much larger committee that Henry was talking about. Anticipating it'll go to the October Commission meeting.

MS TAYLOR: Yeah.

MR MUSCARA: And then from there we then present the amendment to the minister and then it gets progressed to parliament for a decision. It's unlikely that a decision will go before probably mid next year as a timeframe.

MR ATKINS: Right.

MR MUSCARA: That's the realistic timeframe for it and that's when the decision gets released and when the report gets tabled in parliament, you'll know the outcome of the submissions' process and then it's up to parliament to make a decision. It has to go through the 12 sitting days. That's a long process in itself, if there's a motion of disallowance then it has to be debated – the process in itself but essentially we're saying about mid next year for an outcome.

MS TAYLOR: But in the meantime, if you've got any questions or if you want to know a progress report just call Anthony.

MR ATKINS:Yep.

MR MUSCARA: You're more than welcome to contact myself because it's a long time until then I know.

MR ATKINS: So then after that the process, it takes however long they decide to muck around with it.

MR MUSCARA: After the decision's been made, let's say it's around mid-next year, the land gets gazetted, the decision gets gazetted and then the land is zoned industrial so our process has come to an end.

MS TAYLOR: So you can make eyes at Anthony.

MR ZELONES: Now it's a case of land owners proceeding in the way they wish, probably in concert with other landowners especially for small parcels of land.

MR ATKINS: Yep.

MS TAYLOR: So usually, you know, you'll come out of these things and say, "I should have asked this, I should have asked that," so just give Anthony a ring.

MR MUSCARA: Yeah, you're more than welcome to do that. I mean there's a need for a local town planning scheme amendment and there'll probably be structured planning. There are other processes after but this process is the middle of next year.
MR ATKINS: Right, and they will say then at that process whether it's going to be industrial or part railway - - -

MR ZELONES: There'll be map.

MS TAYLOR: Yeah, basically for us it's just a changing of the colour of the map to go industrial, really it's just the big picture stuff here.

MR ATKINS: Right.

MS TAYLOR: But that, you know, goes down to other little small things that you'll think of.

MR ATKINS: Yeah.

MS TAYLOR: All right?

MR ATKINS: When you're making the recommendation, if you'd recommend this, tell them I'm an old bloke and I need some money so I can retire, okay?

MS TAYLOR: I'll put you in my category.

MR ATKINS: I think (indistinct).

MS TAYLOR: All right, in the strongest possible terms.

MR ATKINS: Thank you very much.

MS TAYLOR: Thanks for coming in.

MR ZELONES: Thank you.
MR TONY & MS ROSA-MARIE MUSTICA  
representing Mr Tony Mustica

MS TAYLOR: Good afternoon. Hello. Tony, Elizabeth Taylor. Can I call you Tony?

MR MUSTICA: Yes.

MS TAYLOR: Rosa-Marie, nice to meet you.

MS MUSTICA: Nice to meet you.

MS TAYLOR: Nice to meet you. I've got Judi - - -

MR ZELONES: I’d shake your hand but I’ve got a cold.

MS TAYLOR: He's keeping his germs to himself. And Anthony, yes, okay. All right, we need to listen to you today and I see that you are in support of the MRS amendment so would you like to tell us what you think?

MR MUSTICA: I just wrote it all down.

MS TAYLOR: Sure.

MR MUSTICA: My name is Tony Mustica, my date of birth is 17 July 1950. My address is 900 Hopkinson Road, Cardup, Western Australia 6122. Now, I'm here in response today, 12 September 2016, is that I am the registered proprietor of Lot 394 and Lot 916 (indistinct) between Bishop Road, Kargotich Road and Kwinana (indistinct) Railway Line.

I replied to the Western Australian Planning Commission letter in December 2015 that I have no objection to 394 and Lot 99 being rezoned to become part of the West Mundijong industrial precinct. I am also the registered proprietor of Lot 391, Lot 392, Lot 393, Lot 97, Lot 98 and Lot 99 which are all situated north of the Mundijong Kwinana Railway Line and border with Hopkinson Road, Kargotich Road and Gossage Road, Cardup. Part or all of the abovementioned lots will be included in the proposed industrial buffer zone. I would therefore like to be informed by the Western Australian Planning Commission on their fine precision on the length of the industrial buffer zone distance north of Bishop Road, Cardup.

I would also like to be informed if the land included in the proposed industrial zone can be subdivided into smaller lots and for what purpose it can be used.

MS TAYLOR: Okay. I need all these lot numbers here because I don't have them on the original one. We'll take your questions from the top which the first one, "Was part or all of the abovementioned lots will be included in the proposed industrial buffer zone," I think that's right.
MR MUSCARA: Yes.

MS TAYLOR: Yes, Anthony. "I would therefore like to be informed of the final decision and the length of the industrial buffer zone distance north of Bishop Road, Cardup."

MR MUSTICA: They were saying they might shorten it or something but – from a kilometre to half, I don't know, did they?

MR MUSCARA: Are you talking about this area in here?

MR MUSTICA: North of Bishop, you know, from Hopkinson to Kargotich Road, it's sort of curved a bit.

MR MUSCARA: This area here. This is what's being advertised which is the - - -

MR MUSTICA: I think it's where your left finger is, your left hand up on top there.

MR MUSCARA: Up here?

MR MUSTICA: Yeah, but it's not on there.

MS TAYLOR: So it's outside of the amendment area.

MR MUSTICA: I just want to know how big it's going to be because - - -

MR ZELONES: (indistinct).

MR MUSCARA: It's not on there.

MR ZELONES: And 99 – Bishop Road - - -

MS TAYLOR: No, so it's over on the other side.

MR MUSCARA: It's on the other side – it's outside the amendment area.

MS TAYLOR: Yeah.

MR ZELONES: Yes.

MR MUSTICA: The rest is on the other side.

MR ZELONES: Yep.

MR MUSCARA: The planning for the realignment of the railway hasn't been finalised. We don't know the exact intake. The Department of Transport are responsible for the alignment itself - - -
MR MUSTICA: Yeah, yeah.

MR MUSCARA: And the land take for it so that's still something to be resolved.

MR MUSTICA: It was just a buffer zone saying a kilometre, half a kilometre, I don't know. It's not the railway line bothering me.

MS TAYLOR: So you're in agreement with this purple area anyway but you need further information probably for future stuff that you want to know when that will be done but I guess that would be another MRS amendment - - -

MR MUSCARA: That's right.

MS TAYLOR: - - - the Main Roads will work with.

MR MUSCARA: Well, Department of Transport probably with us in terms of putting in the alignment for the railway. That will be a separate MRS process to this so at this stage all we're looking at is the industrial area and the industrial zoning. The railway will be separate - - -

MR MUSTICA: Yeah, that's right, up there, the buffer zone there - - -

MR MUSCARA: That's right.

MR MUSTICA: (indistinct) there. I'm just wondering, I don't know what it can be used for before they actually do it, you know?

MR ZELONES: What the industrial area is going to be used for?

MR MUSTICA: No, not the industrial, I'm looking at the buffer zone, what it can be used for.

MS TAYLOR: Are we talking about the buffer zone that's going to happen around (indistinct).

MR ZELONES: Which (indistinct) are you referring to?

MR MUSTICA: Right up there.

MR ZELONES: That's outside of the amended area, it's zoned rural.

MR MUSTICA: Yeah.

MR ZELONES: It still remains rural.

MR MUSTICA: But they were saying you can't subdivide it or something if it's - - -

MR ZELONES: It complies – it has to comply with your rural zone, that'll be in your SJ planning strategy - - -
MS TAYLOR: Yeah.

MR ZELONES: So depending on what that rural zone is or a precinct is, is what you can do, it's not affected by this at all.

MR MUSCARA: Are you talking about a buffer to the industrial land?

MR MUSTICA: The industrial area, yeah.

MR MUSCARA: The industrial land?

MR MUSTICA: The buffer north.

MR ZELONES: So across the road.

MR MUSCARA: So it goes all around the - - -

MR MUSTICA: Yeah, it goes around to the left and the right, they said they're putting a wall or something.

MR MUSCARA: No, no, if the industrial does get finalised, and we're still going through the process now, there guidance on what can occur between sensitive land-use, if there is a sensitive land-use and the type of uses that are proposed within the industrial area, a mix of light and general industry. So the general industry, which has got a bigger buffer, is concentrated towards the middle of that precinct.

MR MUSTICA: Yeah.

MR MUSCARA: And then you've got light industry and of course on the other side of the Tonkin Highway Reservation you've got urban residential proposed. So whatever gets approved in there – and this will be done by the local government in the Planning Commission, has to have regard to whatever's already on the ground and whatever's in the rural area as well so there has to be a need for recognition of whatever's on the ground.

So the detailed planning for that precinct, that industrial area, I mean the Shire's prepared a district structure plan which shows very broadly the actual land uses. The actual design and the actual location of the exact land uses would come through a structure plan which will bel advertised (indistinct) what type of land-use (indistinct).

MS TAYLOR: (indistinct).

MR MUSTICA: (indistinct).

MR MUSCARA: It's very broad (indistinct).
MR ZELONES: I know (indistinct) in your planning scheme, because I know the area reasonably well. The fact is that rural land-uses are permitted within the buffer – if you want to call it a buffer zone. What wouldn't be permitted there would be like a – perhaps a childcare centre or something else but if there were, for instance, something like that now, then when they did the structure planning, that would have to be taken on board.

MR MUSCARA: That's right.

MR ZELONES: But I think pretty much what you have there, all of that area is pretty much all rural land-use right now so I don't think anything is going to change for you in the short-term.

MR MUSTICA: (indistinct).

MR ZELONES: It'll remain that way. There is a table within the Planning Scheme, the SJA Planning Scheme that you can look up and it will give you a whole list of things can be done there now.

MS TAYLOR: Under the zoning table.

MR MUSTICA: Fifteen years ago, Alan Marsh, the surveyor, put in a couple of plans if that buffer zone is there, will they still keep them and look at them?

MR ZELONES: Yeah.

MR MUSTICA: They still do?

MR ZELONES: Yeah.

MR MUSTICA: Because I did put them in years ago.

MR ZELONES: But again, that's something (indistinct).

MR MUSTICA: (indistinct).

MS TAYLOR: Mark the (indistinct) and I'll check with them again.

MR ZELONES: Yeah. And in the short-term, I don't think is going to impact on your at all.

MR MUSTICA: Okay.

MS TAYLOR: Mr Mustica, you did ask whether it would affect future subdivision, so is that a - - -

MR MUSTICA: Well, they were saying you can't make five acres, you might be able to make ten acres or something, like not concentrated, I don't know.
MR ZELONES: Again, I think it would depend on what studies they do in that. If that is to remain rural, and I don't know what the average size lots are in there now but they're fairly large from what I can see, but they permit further subdivisions depending on the land-use that's going but that'd be really subject to a separate discussion. If it's going to go to – if you look down in that lower right-hand corner, you'll see a rural residential subdivision that's occurred there.

MR MUSTICA: Yeah.

MR ZELONES: Now they may be talking of something in that nature up there and that's still is something for the Shire to consider. If it was to go to future – like an extension of the industrial zone, that'll be a separate amendment.

MR MUSTICA: Well, if you're not allowed to build on that, doesn't it go like a park after like if you can't live there?

MR ZELONES: If it's rural use and you want to put a farmhouse or sheds or pens or whatever else, you'll be able to do that.

MR MUSTICA: Yeah, but if you want to sell it, they won't buy a big area of rural - - -

MR ZELONES: That's why you've got to talk to the Shire about that because you're in the same predicament as many other rural land owners. There's less and less demand for – particularly if it's rural production - - -

MR MUSTICA: You can't get anyone on the left there.

MS TAYLOR: Could I just ask a question? With the industrial buffer zone policy that's come out recently I think, does it actually preclude intensification for our uses or does it - - -

MR MUSCARA: Within the buffer area.

MS TAYLOR: Is it quite clear?

MR MUSTICA: Within buffers. I think there has to be regard given to it so in terms of subdivision and development there have to be regard to that if you're proposing - - -

MS TAYLOR: Particularly for residential.

MR MUSCARA: Residential but that's zoned rural which is completely different to residential urban.

MR MUSTICA: But they said that Alcoa bought that place around there because they're not allowed to build or something - - -

MR ZELONES: I don't know of any Alcoa activity there.

MR MUSTICA: No, not there.
MS TAYLOR: Further up.

MR ZELONES: Oh, they've been buying up the properties because of the impact, yeah.

MR MUSTICA: That's what I mean, yeah. Those people (indistinct) they just got rid of it, that's what I mean.

MR ZELONES: That was because of the impact of the plant and the buffer zone around that plant so what they've been doing is acquiring that property over a period of time and essentially Alcoa own it so they won't use it for anything but for their own purposes now.

MR MUSTICA: Yeah, but I mean (indistinct) like that industry, that makes a lot of smoke and that there - - -

MR ZELONES: No, it's not that kind of - - -

MR MUSTICA: That's what I mean.

MR ZELONES: You're probably going to see a lot of, I don't know, transport rural – it's on the future – the road at the Tonkin, of course, is going to extend down. They're now proposing to extending that further south, increase use of the railway, so you're probably going to see more of the light industrial type thing. The heavy, the smoke stuff is on west coast.

MR MUSTICA: So the use of it will be up to the Shire, what it's allowed for?

MR ZELONES: There'll be a table and there'll be a list – you can go to maybe even like the Armidale – the Forrestdale industrial area and have a look at the land-use table there. There's quite a range from warehouses to showroom to cabinetmakers if you like but it'll be probably in the more – I suspect it'll be more transport orientated given approximately to the country.

MR MUSTICA: But in Forrestdale, do the houses have to keep a certain distance away, you know, from the - - -

MR ZELONES: No, again because it's light industrial and as long as the land-use surrounding it, which was rural, remains in that sort of semi-rural area, no, there's no requirement but the industry that goes in these days is not like they used to be.

MR MUSTICA: So the industry goes through - the council won't do nothing because they don't know. What is going to go through then?

MR ZELONES: They will know when they finally get the structure planning in those other uses in place. Right now it's about changing the use from rural to industrial.

MR MUSTICA: Is that still going to happen or we don't know?
MR ZELONES: That's what this is all about.

MR MUSTICA: I mean it changes, then the council will decide what you can do on the other side.

MS TAYLOR: This is the big picture stuff and then it goes back to the council and they do all the detail.

MR MUSTICA: So it's not you who decide what happens in the buffer zone, it's the local Shire, is it?

MR ZELONES: Planning policies will dictate that.

MS TAYLOR: Yeah.

MR ZELONES: We just talked about the buffer - - -

MR MUSTICA: Yeah, yeah, I know, yeah.

MR ZELONES: Tee (indistinct) planning industrial buffer zone SPP4.1.

MR MUSCARA: 4.1.

MR ZELONES: 4.1, those policies are already in place that will determine what can occur.

MR MUSTICA: Oh yeah.

MR ZELONES: They don't make it up on the run, you can be sure of that.

MR MUSTICA: Oh yeah.

MR MUSCARA: There'll be more consultation as well so the next stage, should this get approved, there'll be a local town planning scheme which will be advertised and there'll be a structure plan, both mandatory advertising for both those unlisted planning stages so that's where more the detail occurs, this is more big picture stuff.

MR MUSTICA: What I heard before if that's a (indistinct), that's a buffer zone there, like they'll allow (indistinct) subdivision out of it, you know, out of it but (indistinct) you sort of don't know yet.

MR ZELONES: No, we don't know yet.

MS TAYLOR: No, we don't.

MR ZELONES: The boundaries may change too but this is where it's being – it's not up there any more, this is where we're focusing at the moment.
MR MUSTICA:  Okay.

MS TAYLOR:  Yep.

MR MUSTICA:  Well I didn't object to anything.

MR ZELONES:  No, I think with the two lots that you have there - - -

MS TAYLOR:  It's really 94 and 99.

MR ZELONES:  Yep, they're into that industrial area, is the issue what occurs across the other side of the railway tracks I suppose, yeah.

MS TAYLOR:  So you'll go away and think of tons of questions you should have asked but if you do think of that, just give Anthony a ring - - -

MR MUSTICA:  Yeah, okay.

MS TAYLOR:  - - - and -- yeah, we're hoping this will go through to the WCAP in October.

MR MUSTICA:  Okay.

MS TAYLOR:  But it won't be finalised until next year. But if you think of anything you want to know call Anthony.

MR MUSTICA:  Yeah, okay.

MR ZELONES:  There you go.

MR MUSTICA:  (indistinct).

MS TAYLOR:  Is there anything else?

MR MUSTICA:  If I think of anything I'll ring you up.

MS TAYLOR:  Thanks for coming in - - -

MR MUSTICA:  Thank you very much.

MS TAYLOR:  - - - and explaining all of that to us, thank you.

MR MUSTICA:  It's up to 15 minutes, is it?

MS TAYLOR:  Okay, thank you.

MR MUSTICA:  Okay, thanks very much.

12.09.16  15  Mr & Mrs Mustica
MR NEIL TEO (DYNAMIC PLANNING AND DEVELOPMENTS PTY LTD) &
MR DARREN WALTERS
representing Mr Darren & Mrs Tenille Walters

MS TAYLOR:  Hello, how are you, Neil. Elizabeth, nice to meet you.

MR TEO:  Good to meet you as well.

MS TAYLOR:  And Darren, nice to meet you. Henry and Judi. He's got a cold, so keep (indistinct).

MR ZELONES:  (indistinct).

MS TAYLOR:  And of course Anthony.

MR TEO:  I've had the man flu good and proper this year so I think I'm immune now.

MS TAYLOR:  That's good, I've had seven weeks of it so I'm over it. Now you have an objection here and we've got your submission. So if there's anything else you want to tell us about today or give us, you know, your spiel and what we'll do is ask questions along the way, if you like, just as we go.

MR TEO:  Absolutely.

MS TAYLOR:  So I'll hand over to you. Thanks, Neil.

MR TEO:  Okay. I'll present today only a short presentation because our issues are quite succinct and we'll keep it short and sweet as much as possible.

MS TAYLOR:  Okay.

MR TEO:  So (indistinct) planning and development which is the director who acts on behalf of the landowner of (indistinct) Pure Steel Lane, which is Darren (indistinct) and his wife, Tennille. Their property is that one highlighted in the red there.

MS TAYLOR:  Okay.

MR TEO:  I won't go through the stats, this might be a repeat of some of the information. We don't object to the amendment, we conditionally support those proposed.

MS TAYLOR:  I'll change that.

MR TEO:  And much of our issue and reasons for the conditional support is we accept the industrial amendment proposed. The concern is largely relating to the leftover bit of land which remains rural that the MRS says it is as the moment. So, that, to our client, results in basically inconsistency on the ground in terms of MRS zoning, industrial and rural. I guess
dual MRS zones is especially difficult on basically individual lots to manage on an operational level.

**MS TAYLOR:** Can we just ask how much land is involved that's not industrial? What's the total lot size?

**MR WALTERS:** Total lot size is 40,000 square metres, ten acres.

**MS TAYLOR:** And how much would - - -

**MR WALTERS:** I couldn't actually tell you because the maps that have been provided have been rather poor so I have absolutely no idea where the easement is.

**MR ZELONES:** You'd say about a quarter though.

**MR WALTERS:** It certainly wouldn't be that much, it'd probably be less than a tenth let rural and the majority would be zoned industrial.

**MS TAYLOR:** You are Lot 7?

**MR WALTERS:** Lot 7.

**MS TAYLOR:** Yeah, okay.

**MR ZELONES:** Lot 9 has a different issue.

**MS TAYLOR:** Yep, okay.

**MR TEO:** So look, the main issues that we foresee as advertised is resulting basically (indistinct) under the MRS between rural and industrial. You know, I'm sure that there are, I guess, planning mechanisms to try and minimise that conflict on the face of it and I guess this is concerned with what to raise.

You know, the MRS documents and a lot of the draft district structure planning that's been coordinated at the Shire level refers to that land as a future railway reserve. We submit the land should either be reserved for that purpose now or basically ultimately is there any reason why it shouldn't be included in the industrial land-use proposed because there's no reason why if at a later state the commission or government of the day requires that land to be reserved for a railways' reserve, then that can be pursued at that point in time.

So I think the issue we really have is this dual lining of rural and industrial zonings which basically result in a bit of ad hoc planning outcome.

**MS TAYLOR:** Okay.

**MR TEO:** That is basically - - -
MS TAYLOR: That's basically - - -

MR TEO: I'm not repeating myself.

MS TAYLOR: Yeah, that's your question.

MR TEO: We are really submitting that this leftover piece of land should be included as part of the MRS as industrial zoned land. Darren's got a few, I guess, (indistinct) from the landowners' point of view.

MS TAYLOR: So you're really looking for it on to be industrial?

MR TEO: Correct, yes.

MS TAYLOR: Darren, do you want to add to that?

MR WALTER: Thank you, so thanks for hearing with us today. I have just made a couple of notes here so I'm just going to read it if that makes it easier for me. I expect that planning in a vast growing city like Perth is difficult with many competing interests to satisfy and as I said I'm not completely against expansion and growth and I've already indicated that we are conditionally in favour of the MRS amendment to rezone our land to industrial but as we said in our written submission it should be all of the land and not part of it. Whatever the decision is made today or made about the MRS amendment, the outcome at first glance will not really affect the landowners in Pure Steel Lane very much. A line a map is just a line on a map and we've been told we can continue doing what we're doing now which is our equestrian pursuits but it's the uncertainty that this potential planning outcome brings is the most concerning to my neighbours and I, especially the likes of Mr Atkins who I believe might have been here a little earlier.

MS TAYLOR: Yes, he was.

MR WALTERS: You know, he's 70 and approaching retirement age and to have this kind of thing thrown at him now is very difficult. I'm in a slightly different situation, only 45, yeah, everyone is at a different stage of their lives but the uncertainty makes it hard.

Despite asking many times over the last four and a half years, I can't believe it's been that long, nobody's provided us with any timeframes as to plan our futures with any of this information. So we're told industrial zoning is likely to lead to industrial zone maybe 15, 20 years' time, great, but what's the railway line? Two, three, five, seven, ten, no-one is able to absolutely tell us.

MS TAYLOR: You just want to know.

MR WALTERS: I just want to know. Should we finally find ourselves in a position where we need to sell our properties and no-one knows what tomorrow brings with things like health, following this zoning amendment, I'm going to be lumped potentially which is going to be lumped potentially with a block that is zoned half industrial, part industrial, part rural with the
potential of losing part of it to a railway reserve as well so who's going to want to buy that. You can imagine the For Sale sign, it's going to be very interesting.

So regardless of whether the whole MRS amendment, I think, should recommence from the start to satisfy all the land being included in the amendment. The residents of Pure Steel Lane have been dealt quite a bit of grief over this over the past four years without the promise of more to come with dual zonings being applied should that be the outcome. Thank you.

**MS TAYLOR:** Okay. So basically you are conditionally supporting this but you would like to see all of your lots zoned in the purple area as industrial.

**MR WALTERS:** Like the original maps we saw when the MRS was very first (indistinct) its residence, that was how it was shown to us.

**MS TAYLOR:** Okay. Judi, questions?

**MS BELL:** No, that's very clear to me, thanks very much.

**MR ZELONES:** Yeah, look, I know where it comes from, I understand Mr Atkins covered some of that himself. Perhaps Anthony could provide – because we did have some discussion on this before about how that land would be dealt with should the railway not be required or decide to be realignment. As I understand it, tell me if I’m wrong, Anthony, is that it would automatically be referred to industrial as opposed to remaining rural. The reason why it's being left out now is because we don't know where – correct me if I'm wrong, because we don't know - this issue, as you say, wasn't on the original map, it's only come up more recently. The reason why it's highlighted of course is to say the railways may require that.

Obviously, if it was zoned industrial now, the process would have to be restarted, whereas I understand by doing this way, it allows them to go through the process for rezoning and that to continue on to be rezoned industrial should the railway not be required.

The whole issue for you then is you don’t support the railway being there in the first place, I suppose, or does that add value to the whole industrial estate? That's a good question. If you think about this possibly being used as an intermodal site it may well be of a huge advantage.

So until that's clarified, of course, I think the process will be for this to continue until they decide how they want that alignment because it could move either way but obviously when you think about taking it out of the town centres is probably a more logical approach than leaving it where it is because it doesn't have to go far. You know, it's along that Bishop Road alignment and then out. I think that's where the thing – we haven't spoken to them but that's how I understand this process has been.

So it will be technically zoned industrial but it will be dealt with when that is clarified. Does that make any sense?
MR TEO: Are we allowed to respond?

MR ZELONES: Yeah, yeah, yeah.

MS TAYLOR: Yeah, sure.

MR ZELONES: I'm just saying, that's how I understand it. I want to get some clarity from Anthony if I've got that wrong.

MR MUSCARA: No, that's (indistinct).

MS TAYLOR: Just to clarify, my understanding is if the MRS went through as proposed, and the rail reservation wasn't required, there wouldn't be a need for another MRS amendment to change that to industrial.

MR ZELONES: That's how I understand it.

MS TAYLOR: So it would have to go through a similar process, it probably wouldn't be a major, it would be a minor.

MS BELL: Yep, yep.

MR MUSCARA: It'd be a tidying up because - - -

MR ZELONES: Yes.

MR MUSCARA: So should that be timewise - - -

MS TAYLOR: It'll still have to go through a statutory process so there would be a delay.

MR TEO: That's the point I was just going to sort of seek clarity if the amendment as advertised remains unchanged, then there's still a need for that sliver of land to go through another – the MRS amendment whether you do it (indistinct).

MR ZELONES: It'll be a tidy up as opposed to - - -

MR MUSCARA: It'll be a tidy up, yeah. We're doing that right now in Hazelmere where we're tidying up the remaining zones. We had a very similar situation and we're going through the MRS process right now to tidy it up, yeah.

MR WALTERS: What was the time between the start of that and - - -

MR MUSCARA: It's been about two years. It took the Department of Transport to establish – with government as well, that the alignment – there were to alignments - - -

MR TEO: Can I just explore, it doesn't remove the issue for the landowners who are affected by (indistinct) especially there are some landowners who are looking to exit the area
so on and so forth. It has an impact on them and even just the practical operation of, so you understand it, the Shire level have been chatting to them about they've got a corresponding TBS amendment that's out for comment at the moment and even on the front discussing with them at the local level, how they then deal with going down to the end stage of development applications in the interim across land which has two MRS zonings, they're restricted to basically entertain the plan for the industrial land as per the MRS as advertised and the sliver that's left has to effectively remain rural in nature.

So it creates a very – it's a very unsurely, ad hoc piece of land I guess, so to speak, when you're trying to deal with it at that level which, you know, to a – the other side for some of my clients, for developers, this is where they'll look at that and they'll just go, "This is really - - -"

MR WALTERS: Too hard.

MR TEO: "- - - too hard," and, you know, they'll offer a price which is unpalatable to the existing landowners. Is it an option to consider things like industrial defer on that sliver and that way - - -

MR MUSCARA: We don't have an industrial deferred zone in the MRS, it's in the GBRS not the MRS.

MR TEO: I've been chasing the MRS. That's my next mission.

MR WALTERS: (indistinct) but we are working on that.

MR TEO: Yes, all right, okay.

MR ZELONES: The other only option I think we said as a planning control area over it which would effectively do the same thing but it would mean you couldn't do anything with that land until it was decided and then it would either be reserved or it would be lifted. So no matter which way you go, you're – I know, you're going to be - - -

MS TAYLOR: You're stuck in the middle.

MR ZELONES: Yeah, stuck in the middle but I guess for our purposes you could get this through a lot quicker to the process and gazetted and all that sort of stuff, then the next stages could be dealt with a lot quicker.

MS TAYLOR: Sorted out.

MR ZELONES: As I said, over the next couple of years, I know like with Mr Atkins, he's looking for a retirement package so it's either usable land or he sells it for a higher value usable land.

MR TEO: Look, I mean I guess I'm – with respect I don't remain convinced of the issues that we've raised actually being planned out fully in the sense of leftover land, you know, the leftover land being rural. There's still a question mark on its timeframe.
MR ZELONES: Sure.

MR TEO: At the end of the day, it still doesn't leave the landowners affected by this – particularly our client, it doesn't leave him with any clarity on how you deal with that land.

MS TAYLOR: So that's the next step down is what Henry is trying to say.

MR ZELONES: And we can't help you with that - - -

MS TAYLOR: No.

MR ZELONES: - - - (indistinct) our job here is to record these issues that you raise, that will be dealt with again by the commission. So we're just gathering information.

MR TEO: Right.

MR ZELONES: I'm only telling you – giving you the best that I understand it to be.

MR TEO: Yeah, yeah.

MR ZELONES: But no matter how you do it, unless next week or in the next month or so, they withdraw that suggested alignment, that would then not affect you in terms of the rural use but I don't think that's going to happen, I think this is going to play out for a little bit longer.

MS TAYLOR: Longer term.

MR ZELONES: Yeah.

MR TEO: Final suggestion?

MR ZELONES: Mm.

MR TEO: Okay, industrial (indistinct) doesn't exist, could you include that sliver as industrial under the MRS but then have a corresponding planning control area across that sliver?

MR MUSCARA: Look, you can do that but you'd have to recommence the process from the start and if you had a planning control area that restricts any development anyway.

MR ZELONES: Yeah.

MS TAYLOR: To come to the CNN - - -

MR MUSCARA: The whole idea to have a (indistinct) control area is to restrict development to allow an interim period for planning to occur but it does allow compensation. So there's a trigger for compensation.
MR TEO: I think ultimately that's a concern as well.

MR TEO: I think that's a commission decision at the end of the day - - -

MR ZELONES: I mean that can be incorporated in my report, those discussions, and that's what we'll do but we don't get to make those decisions.

MR TEO: It's certainly something we didn't put forward in today's presentation or our submission that would be something we'd like to have considered as well.

MR ZELONES: Sure.

MS TAYLOR: Okay, yeah.

MR TEO: I've run out of ideas.

MR ZELONES: You can't do any more than that. You can't do any more than that, yeah.

MR TEO: Thank you for (indistinct).

MS TAYLOR: Thank you for coming in, and thank you too. Anthony, the next part you can explain.

MR MUSCARA: Essentially hearing committee make a recommendation to the commission which is going to be October, I think we're anticipating in October, and then the commission makes its own recommendations and then it goes to our minister and then it gets raced through to parliament for a decision which we're looking at probably mid next year.

MS TAYLOR: But any questions in the meantime, just call Anthony, he'll be available.

MR MUSCARA: It's a long process, I know, so if you need an update that's fine.

MS TAYLOR: Okay.

MR TEO: Thank you. I appreciate that.

MS TAYLOR: Thank you very much for coming in.

MR TEO: Thanks very much for having us.

MS TAYLOR: Okay, nice to meet you.

FEMALE SPEAKER: We have a private hearing.

MS TAYLOR: A private hearing, okay then.

MR ZELONES: Rachel and - - -
FEMALE SPEAKER: And we also have Trevor Finlayson.

MR ZELONES: Trevor who?

MS TAYLOR: Please come forward.

MR ZELONES: Were they subject to a hearing a hearing as well?

FEMALE SPEAKER: (indistinct).

MR ZELONES: Okay, thanks.
MS RACHEL CHAPMAN & MR TREVOR FINLAYSON
(TAYLOR BURRELL BARNETT)
representing Peet Mundijong Syndicate Limited

MS CHAPMAN: Hello.

MS TAYLOR: Hello, how are you?

MS CHAPMAN: Good. How are you?

MS TAYLOR: Nice of you to come in. We've got Judi Bell here, Henry Zelones, Elizabeth Taylor and we've got our officer, Anthony.

MS CHAPMAN: (indistinct).

MS TAYLOR: Now we've got your submission and I see the comment. So perhaps you'd like to just explore further what you'd like to add onto that comment after today and enlighten us some more. Over to you.

MR ZELONES: Seems like the same subject we just finished with.

MS CHAPMAN: I think so. So Trevor Finlayson is from PEAT which are the owners of Lot 5 - - -

MS TAYLOR: What lot was it?

MS CHAPMAN: Lot 5 which is a 22 hectare parcel of land directly to the west of the Tonkin Highway reservation. So it previously formed part of a larger lot. It was urban development on the eastern side of Tonkin and land resumed - - -

MR ZELONES: Sorry, that's (indistinct) as rural, is it?

MS CHAPMAN: No, the larger lot – actually I think your plan has different lots - - -

MR ZELONES: I see, no, we've got a dotted line running through it. Yeah, it's just right up here.

MS TAYLOR: (indistinct) right up the top here.

MS CHAPMAN: It's actually on Bishop Road, it's referred to as Bishop Road.

MR FINLAYSON: We call it Bishop Road, yeah.

MS CHAPMAN: The road's up here. It was part of a larger lot but was - - -

MS TAYLOR: Yeah, we've got different lot numbers here so - - -
MS CHAPMAN: I know, I'm not sure - this one had the right numbers I think on it.

MR ZELONES: Yeah, this one here has got it but it's under the dotted line.

MS TAYLOR: I see, we're using this map.

MS CHAPMAN: This one seems to have it.

MS TAYLOR: Okay, Lot 5.

MS CHAPMAN: Okay, so we're very much aware of the planning that's gone into the future rezoning of the west industrial area. We're very much aware the council's already initiated an amendment but what sort of came sort of our immediately to us was the remaining portion that was sort of left behind which is a strip of rural land. So that effectively does take up quite a significant amount of Lot 5 itself.

MS TAYLOR: Yeah, in the white area.

MS CHAPMAN: The white area, yeah, which was immediately visible from first looking at the plan so it wasn't until having a closer examination and what came to our mind then is what is this remaining portion? The report wasn't, you know, openly clear about it being a buffer. It talks about a buffer potential future realignment. I suppose it's our understanding it's potential for the future realignment of the rail but we don't feel like the accurate investigations have been actually undertaken to determine what the future corridor would be and we really question where this 150 metre for direct sort of setback, I suppose, from Tonkin, whether or not that is an appropriate sort of setback to accommodation, whether in any essence it would actually accommodate a future rail route just because of the alignment itself.

Immediately when we saw it, we actually thought it was another service corridor from the other side which is actually offset in a similar distance, not 150 metres, it was more like 50 metres or something. So it really throws up then some questions about, okay, what is the future for that land? Is this industrial area reliant on the future realignment of the railway and if it is how do we integrate that between the railway and the industrial use? Is it premature to be rezoning it right now if we don't know what's required for the future rail or whether or not a rail or intermodal facility are essential to the development of this industrial area.

So we sort of felt that maybe we wanted to step back a little bit, hang on, what is the plans for this area? Yeah, is freight rail realignment integral to intermodal facility et cetera and so we then started to have a look at the more recent documents which have come out, including the south-west metro (indistinct) which talks about potential for realignment of the railway but gives no timeframe other than investigation post 2031.

We had another look at the recent Perth transport plan and that probably put more question marks - - -

MS TAYLOR: Yeah, we've got that, we've had a read of that.
MS CHAPMAN: Yeah, exactly, so it doesn't appear to be even identified in terms of - - -

MR ZELONES: Yeah, one sentence - - -

MS TAYLOR: There's only one – yeah, two sentences.

MS CHAPMAN: Two sentences, yeah. Even in a planning sense, and even the supportive documents that went with it which is the freight network plan, it does give some mention to Mundijong but it even probably takes a much longer timeframe in terms of when investigations might take place. So it's not even in the sort of beyond 2031 in this document.

So that sort of signalled to us straight away, where's the urgency for us to rezone this under the MRS, you know, and council is sort of taking steps to rezone their scheme as well so we sort of wanted to put that question back to get a better understanding from yourself as to what that urgency – because I felt that even if council goes ahead with their TPS zoning there's so much more obviously like structure plan that would need to take place and you couldn't even get started on that without understanding all those elements, is the rail going, is there going to be an intermodal facility?

So, to me, it's not setting itself up for that next phases of planning to happen because there is so much work still to happen. So is there any understanding on that?

MS TAYLOR: Yeah, there's no talk of intermodal, Anthony?

MR MUSCARA: Any type of what?

MS TAYLOR: Intermodal.

MS CHAPMAN: Intermodal – council - - -

MS TAYLOR: Yeah, there's no talk of that in this particular plan. It might be the next step away but it's not - - -

MR MUSCARA: The transport plan doesn't identify an intermodal facility in that location.

MR ZELONES: No.

MS TAYLOR: No.

MS CHAPMAN: No.

MS TAYLOR: You were saying, you know, is there a hurry for this? I think this has been in the making for how many years?

MR MUSCARA: A long time, years.

MS TAYLOR: Many years?
MR MUSCARA: Yeah, and it was shown in our previous documentation through (indistinct) as an industrial development site. In our subregional frameworks as well for industrial (indistinct) purposes. I'm not sure about the timing because we don't – I mean the MRS, we have to follow a legal process, it is what it is, the timing but essentially we've got a request from the council which the commission considered on its merits, looked at all the documentation and the strategic justification and thought it was appropriate to initiate an amendment. It consulted with all the relevant stakeholders and also service authorities and everyone else and they recommended the amendment be initiated. That's where we're at in the process essentially.

I mean the subregional frameworks for industrial land don't break down urban staging or the staging in general, whereas the urban land does give you a staging framework and timing. This doesn't have it at this stage. Whether the final framework would have that, I don't know, but, yes, the Shire's been progressing with a lot of planning behind the scenes for a long time but essentially I don't think a decision's been made on the need to progress this faster than any other area. That's not my understanding.

MS TAYLOR: And people have been asking on the other side, how long does this thing take? Because it has been years, year.

MS CHAPMAN: Yeah. So the buffer itself, the reason then for leaving a strip of land as rural, what is the basis for that?

MR MUSCARA: Well, essentially there's been investigations by the Shire and the Department of Transport in improving the future amenity of the Mandijong town site and relocating the (indistinct) out of the town site to improve the urban amenity of the site. So it's really an urban amenity exercise and to relocate it outside that area hence that's why where it's been proposed, it was shown in our subregional frameworks, and there's been work occurring to determine the actual land take required to have that relocated (indistinct) out of that area into here. And that's been reflected in the sentence in the transport plan that's been released and the same sort of thing is happening in Hazelmere, in Midland I think it refers to here but essentially Hazelmere. The same sort of thing, we left an area rural. In fact, there are two alignments, rail alignments there to relocate – to realign that outside the Midland town centre and a decision was made to progress MRS amendments while that work was still occurring. The same sort of thing is occurring here. We've got a transport plan that's been released. We've got work occurring relating to the realignment of the freight rail as well and we've got the subregional frameworks which haven't been finalised.

So we've got all these things out there in the public arena that need to be finalised, I guess, and we've got an amendment that's also out in the public area in the submissions process. So that's where the thinking's come from. The timing, I don't know, I don't have an understanding in terms of when the timing will be but it might be something the Shire's probably got a better handle on than what we do (indistinct).

MR ZELONES: Look, I guess the other thing is why so varied? One of the biggest difficulties we have in creating industrial is fragmented land ownership. There are a number of land owners but not nearly as some others particularly in in the SJ Shire which has been
doing royal residential developments and there's one down in the corner there as a typical example. I guess by placing this on notice of being converted will present these type of subdivisions occurring until this land for industrial purposes comes to fruition.

The south-east corridor is rapidly growing southward as we speak. The land that was identified for industrial was to try to make up for the lack of jobs that are occurring. I mean we're something like only 45 per cent sufficient in this quarter and the need to get more industrial land available on the market to sustain the growing urban growth has been what's been paramount. So as you know Cardup has been approved, Riley Road's been approved?

**MR MUSCARA:** (indistinct).

**MR ZELONES:** It could still be in the works but I know it's close because I sat on that panel hearing as well and now of course this one. The transport plan identifies the suggestions that the Tonkin Highway, for instance, may go further south as opposed to terminating at Mundijong Road. So there's broad thinking, planning about how that quarter may work.

The great portion of the land in the southern-half of the actual areas is very difficult to develop for urban because of – what do they call it, the (indistinct) issues - - -

**MS TAYLOR:** Environmental issues.

**MR ZELONES:** Not so much environmental, there is that, but most of it is about bringing in fill to actually make it feasible, billions of tonnes of sand has to be transported. This is about making sure that the land that can be used is used for the best purpose and that's how this was picked up in the yield study initially and why it's been progressed to this stage.

So the earlier that this can be finalised, I guess, prevents the landowner's uncertainty and also this issue about, "I can't farm it, I might as well farm it," and then that's when you start getting in those issues stuff.

I think, to my mind, as to the way I look at how this is being progressed, so it's not too early probably about the right time to fix this in place now.

**MS CHAPMAN:** The industrial zoning of the entire area then, how do you see that preventing the future rail? Is there the idea that this corridor, would accommodate in part maybe, not necessarily all the future rails that may be an MRS railway reservation? Would industrial zoning now though prevent that or is it more - - -

**MS TAYLOR:** No, no.

**MS CHAPMAN:** - - - the compensation issue or is it just the basis for holding back that strip. I mean 150 metres is quite a large area but in any sense, the actual corridor itself doesn't seem to be conducive to a future alignment. It just seems to me it's likely to be rationalisation or fixing up or confirming the actual area that's required in the future anyway.
MR ZELONES: I think there's probably two things involved in that, I'm not privy to what's happening in the department of Transport but as you know we have a - that's a freight line but it has the potential to become a passenger line as well. The original extension of the Armidale line all the way through to Mundijong is still on the cards albeit that won't happen before 2050. But if you have a shared freight and railway, you might want to separate but – because you'd use the least amount of (indistinct) but that would be my thinking as to why they've done this at this particular point because the likelihood of a passenger going beyond Mundijong is probably less likely but freight probably, very likely. So hence this would be the terminating point of that where it separates out.

So bringing that alignment back through on a freight line bypassing the town centre but keeping the passenger line through to the town centre may be the option. Again, I'm not privy to their thinking but you asked so why? But that's how I kind of rationalised what their thinking might be.

MR FINLAYSON: As I understand all the background about why industrial and being identified earlier and shown earlier it all makes sense to me that this 150 metre being kept as rural doesn't make sense to me. It doesn't make sense to me. It does seem very arbitrary.

I guess our question really is, can – you know, can all of it, that 150 metre rural section be made industrial and then still the railway design through there in the future, it is going to create a problem by doing that? Because that would be the solution I could find living with. I'm finding it hard to have the land sort of fragmented in this sort of way to cover – some time in the future, when all the studies have been done, whether that's ten years, 20 years or whatever, and then it might get rezoned to industrial or whatever we're calling this, if it is industrial, to industrial because you're obviously not going to leave it as a rural buffer as a temporary solution.

MR ZELONES: Exactly right, well (indistinct).

MR FINLAYSON: Yeah, I guess do we need that temporary solution or can it be done another way?

MS CHAPMAN: Yeah, is there a way to try and avoid a future step in the future to fix it all up to make it the exact – you know, is there a way industrial zoning could actually facilitate an integration of those two uses?

MS TAYLOR: Yes, I think we did discuss that, Anthony.

MR MUSCARA: The issue is, if it goes to industrial, then legally the local scheme needs to come into conformity with the industrial zone and those landowners have legally entitled to develop their land for industrial purposes. So that's the complicating matter. That's why we have a separate reservation in the regional scheme for the railway for that very reason because the land is resumed for that purpose.

At this stage, we don't know the exact details. I mean an interim measure is a planning control area if the commission of the state wishes to do that to allow the planning to occur
and provide those landowners compensation for that area to be acquired, that's within that area, and that's used extensively but that's something that's outside of this process. It's up to the commission to determine that if that's the appropriate mechanism. That's the other -- --

MR ZELONES: I guess the other thing, would a DCS be likely to be established over this area?

MR MUSCARA: It would be, yes.

MR ZELONES: So, I'm only spit balling here but I would think that if it was zoned industrial to buy them back, the rail reservation at any stage would be add a different land value now if it's zoned rural. They would acquire it as a rural valuation. The DCS, in other words, the landowners would pay for that in one way or the other, whether it be rural or whether it be industrial so it's kind of like – it all comes back to square one. But I think the width of that is probably the question, I've no idea.

MS TAYLOR: I think whichever way we look at it, there's going to be two steps to the process.

MS CHAPMAN: Yeah.

MS TAYLOR: I was interested about your comment that it's premature but looking at the structure plan, there's actually a fair amount of land that could be developed in the short to medium term. I take your point about the lack of integration and ask the question maybe if that land was developed – rezoned and developed could it not hasten the process, there'd be more pressure on deciding about that rail reserve making a decision.

MS CHAPMAN: It does sort of feel like in a way it's been put into the too hard basket. No-one's seen any plans to even have any idea whether the rail could fit into a corridor like that. I think council's own scheme then sort of relies on this area sort of coming as light industrial and that is itself – and it says no structured planning is to happen actually in that area until such time as the corridor is all sorted so everything is sort of left to the – and there there's no driver to actually do the work to define the corridor while it's just sort of left as rural is a little bit concerning.

MS TAYLOR: But if the development happened on the western side of the site, do you think that might potentially be a driver?

MR MUSCARA: That would cause momentum, wouldn't it?

MS TAYLOR: Yes, it would, yes.

MS CHAPMAN: Yeah, there are some larger lots but I think they're going to want some certainty as well of the rail. But, yeah, if some development does take place in here - - -

MS TAYLOR: I think the MRS development would do that, it'll be a driver.
MR MUSCARA: I mean the commission did look at this and the MRS amendment was on hold for a long time pending this matter and it got to a point where the commission made a call on waiting and deferring the whole industrial zoning to wait for this matter to be resolved in one way or the other on going ahead with the industrial zoning and they went down the path of initiating the amendment, getting this in as a separate stage, at least to get that area out and of course the planning for that will take years as well in itself, local scheme amendment, (indistinct) structure planning, that will take a long time, other studies, a lot of detailed work to occur before anything occurs on the ground and of course the timing on the amendment as well between now and probably the middle of next year, the timing for this process to come to an end, there might be a further clarity on that matter as well. If the transport plan's out, there is reference to planning outcomes for this and Hazelmere as well, in the Midland area, and the subregional frameworks are also close to coming to an end as well.

MR ZELONES: Is it on those only about two weeks ago - - -

MS TAYLOR: It's all happened.

MR MUSCARA: This is also reflected in our strategic framework, this sort of change in the freight rail is reflected in our final documentation and it's all coming to – heading to that point for a decision to be made and unfortunately the MRS amendment's sort of the side and we really can't – it's not flexible enough to be able to do that, we have to actually make a decision in one way or the other.

MS CHAPMAN: The Shire advised us that they've seen some preliminary plans about how – and I suppose they've got an understanding about the turning or the – the radius of the shoulder - - -

MR MUSCARA: In their district structure plan, yeah.

MS CHAPMAN: Yeah, and it just doesn't seem to match at all in terms of it being able to accommodate within here - - -

MR MUSCARA: They've lodged a submission on that - - -

MS CHAPMAN: So again they're sort of our – where does the arbitrary 150 metres separate come form or is there a more defined route if it is going to be left for the time being.

MS TAYLOR: Some questions you might be able to put to (indistinct).

MS CHAPMAN: Yeah, we've actually just finalised our submissions – our submissions are due today on the TPS amendment.

MS TAYLOR: Okay.
MS CHAPMAN: And unfortunately the district structure plan has actually never been advertised which you can understand in a way because they've been preparing in the background until these things had happened.

MS TAYLOR: But it's a bit tight.

MS CHAPMAN: Yeah, the council did adopt a district structure plan a long time ago, quite some time ago anyway but never advertised it so I'm sure there would be – now, it's sort of been advertised sort of default advertised with the TPS amendment but they're not asking for comments on it. So, yeah, it raises more questions than answers so we will continue to pursue that with – yeah, we assume all the other matters will get picked up in the Perth transport plans and inconsistencies with the Perth and field documents we haven't necessarily highlighted those.

I suppose I'd just let you know (indistinct) Brookfield Rail have been involved in consulting in all this because I think they're the one party in the room integral to the realignment of the rail and from our discussions with them, they're not going anywhere.

MS TAYLOR: Department of Transport you mean?

MS CHAPMAN: No, more Brookfield Rail.

MS TAYLOR: Oh Brookfield, I see.

MR MUSCARA: Brookfield.

MS TAYLOR: I see.

MR MUSCARA: We consulted with Department of Transport who then consults with Brookfield Rail so that's the (indistinct) and it's been out for advertising. They normally do put in submissions on all types of MRS amendments so - - -

MR ZELONES: They haven't this time?

MR MUSCARA: They haven't this time.

MR ZELONES: That's interesting.

MS CHAPMAN: (indistinct).

MS TAYLOR: All right. So, any other questions or – I do thank you for coming in.

MS CHAPMAN: Yeah. Thank you for refining your issues.

MS TAYLOR: Yes, very good. So just the process from here, I think Anthony's already said, it goes to the commission in October - - -
MR MUSCARA: In October and then - - -

MS TAYLOR: And after that?

MR MUSCARA: And after that to the minister and then progression to parliament for the sitting date. As I said, it's likely to be an effective date some time in time in the middle of next year, given the timing of the set dates.

MS TAYLOR: So any questions you might have in the meantime you think of, just give Anthony a call and he'll be able to, hopefully - - -

MR MUSCARA: Assist you.

MS TAYLOR: - - - sort it out for you. Okay, thank you for coming in.

MS CHAPMAN: No problem.

MR FINLAYSON: Thank you very much for your time.

MS CHAPMAN: We'll try and forward you a copy of our submission to the Shire later on - - -

MR MUSCARA: All right, thank you.

MS TAYLOR: Great, thank you, thanks.

MS CHAPMAN: Thank you.

MS TAYLOR: Thank you.