

APPENDIX 2 – Local Planning Strategy Community Submissions Summary (Individual)

#	Id.	Submission Summary	Town Response
1	Email1	<ol style="list-style-type: none"> 1. Strongly disagree with all proposals, they will increase rates and debts. The priority should be efficiency in management and provision of core services, to reduce rates and the Town's debts. 	<ol style="list-style-type: none"> 1. The LPS is a statutory (legal) requirement of the Planning and Development Regulations and forms part of the Town's core strategic and statutory planning service.
2	Email21	<ol style="list-style-type: none"> 1. Support maintaining a viable activity centre hierarchy, minimising negative impacts on the hierarchy and managing floorspace expectations, as there is potential for spill over impacts on Belmont Forum. 2. Precinct Structure Planning processes must be transparent and mindful of potential to undermine the activity centre hierarchy including at neighbourhood and local centres. 3. Support the Town's concern regarding the extent of future retail development on the Burswood Peninsula (63,000m²) and at Bentley-Curtin (10,000m²) which undermine the established retail hierarchy. Request further justification for this amount of floorspace through a retail sustainability assessment (RSA) and staged timing/delivery so that non-retail development occurs first. Request the Town reinstate the action requiring a Retail Sustainability Assessment for development applications over 5,000m² NLA retail floorspace on the Burswood Peninsula and at Bentley-Curtin. 4. Suggest the future scale of any neighbourhood or local centres should be commensurate with their local catchments and limit floorspace and tenancy sizes and exclude large format or destination retail uses given the potential to undermine the activity centre hierarchy. 5. Recommend that Oats Street be reclassified in the activity centre hierarchy from District Centre to Local Centre, and this should be reflected in precinct structure planning. 6. Request that Action 3.1 and Action AH.2 be modified slightly to also state that, 'Retail activity be consolidated into the three retail nodes at Victoria Park, East Victoria Park and St James', in accordance with the recommendations of the draft Activity Centres Strategy. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. A previous version of the draft LPS recommended the introduction of a retail sustainability assessment (RSA) for developments over 5000 sqm of retail floorspace, however the Department for Planning, Land and Heritage requested the removal of the recommendation as sufficient provision exists under the State Planning Policy 4.2 Activity Centres to require Impact Tests (previously referred to as Sustainability Assessments). There is no statutory ability for the Town impose staging of floorspace. 4. The scale of existing local / neighbourhood centres is determined by the extent of existing areas zone commercial or local centre. The scale of future local / neighbourhood centres on the Burswood Peninsula is determined by the extent of retail floorspace approved under existing, approved planning instruments. 5. The precinct planning process for the Oat Street Station Precinct will investigate whether the precinct qualifies as an activity centre and the appropriate activity centre classification if relevant. 6. The extent of retail floorspace along Albany Highway will be addressed through the preparation of the Albany Highway precinct structure plan. Modification of these actions is not warranted.
3	3357727	<ol style="list-style-type: none"> 1. Generally support direction for each area in terms of level of development and focus on public open space, walkability and forest canopy. 2. Biggest issue will be providing affordable/social housing to cater for diversity of resident needs. 3. Suggest METRONET land be used for urban forest, open space and parks. 	<ol style="list-style-type: none"> 1. Noted. 2. Action 2.3 recommends investigating affordable housing. 3. The Council is advocating for good community outcomes in the METRONET projects. Refer to https://www.victoriapark.wa.gov.au/Build-and-develop/METRONET-precinct-planning. 4. Noted. These elements will be addressed through more detailed precinct structure planning for particular areas and through the Town's draft Transport Strategy.

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		4. Walkability of all areas, improving footpaths, road crossings, shade and better lighting is essential to provide for non-car transport, particularly around train stations.	
4	Email 26	<ol style="list-style-type: none"> 1. Planning must consider social, environmental and financial factors. 2. The LPS should be reduced to basic zoning - residential, industry, commercial etc, not micromanaging planning. This would reduce corruption so developers don't have inside knowledge. 3. If your land is residential you should be able to build a 20-unit apartment, the LPS should make everything R100. 	<ol style="list-style-type: none"> 1. The LPS considers the factors required by the Planning and Development Regulations and Planning Guidelines. These include some consideration of social and environmental factors. This does not include consideration of individual property owner's financial factors or generally factors associated with the cost of development, with the exception of comments in the LPS Chapter on Infrastructure Funding. 2. The LPS does consider the zoning of land as it makes recommendations for a new Local Planning Scheme No.2 or for more detailed planning to update the zones, densities and development controls. The LPS was prepared and advertised in a transparent manner according to the Planning and Development Regulations. 3. Scheme zones and densities provide the community with certainty about the scale of development and land uses they can expect in an area. A variety of residential densities facilitates a diversity of housing types to assist meeting a diversity of community needs. As such, not all areas can be zoned R100. However, many areas within the Town are or will be developed for higher density development where appropriate, such as Burswood Peninsula, Albany Highway and Curtin University-Technology Park.
5	3166853	1. Support the need for infill and meeting dwelling targets, presents an opportunity given the Town's accessibility and facilities. However, need to address traffic issues by expanding road systems (road width, traffic light systems, pedestrian bridges etc) before changing the planning. Particularly address access and safety for walking (not enough streetlights, inadequate and dangerous pedestrian crossing points on Shepperton Road), full embrace a walkable town.	1. Noted. The Town's draft Transport Strategy has been prepared to address the management of private vehicles and promotion of sustainable transport modes (eg. walk, cycling, public transport).
6	3412394	<ol style="list-style-type: none"> 1. Some of the proposed high-density areas have potential to become slums / centres of disadvantage and crime if not planned well, especially the less-desirable locations along the busiest, noisiest or most polluted transport routes. Busy roads should have businesses not residential and existing desirable commercial areas should have residential eg. Causeway car yards. 2. Somewhat concerned about the potential for huge increases in traffic and parking issues with increased density. Need a strong strategy to encourage public transport use vs more cars to clog already busy roads, need strong incentives to reduce car ownership. 3. The Future Investigation Area south of Vic Park Train Station already has significant issues with crime and undesirable behaviour, would not like to see this become worse with higher density/'low cost' housing. 4. The proposals re environment are laudable and I hope they are enacted vigorously rather than become platitudes. This will require innovative solutions and it would be good to see things like roof 	<ol style="list-style-type: none"> 1. Density does not equal slums. The State government's metropolitan planning strategy (Central Sub-Regional Planning Framework) identifies areas close to high frequency public transport routes as being suitable locations for infill development. The planning framework does provide some opportunity for the siting and design of buildings to take the impacts of noise and amenity into consideration. 2. The Town's draft Transport Strategy has been prepared to address the management of private vehicles and promotion of sustainable transport modes (eg. walk, cycling, public transport) that is within the role and resources of local government. This sits alongside the State government's responsibilities for managing transport (eg. public transport infrastructure and services, building regional roads such as Orrong Road) as well as managing environment impacts from vehicle use including climate change. The Town will experience an increase in traffic associated with population growth of the wider Perth metropolitan area and the primacy of the Perth CBD that is beyond the Town's control. Where possible the LPS recommends measures to better manage the needs of multiple transport users eg. Actions 6.2, Action 6.3, Action 6.4. 3. Noted.

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		gardens/green roofs, PV solar/local batteries, replacing car parks with endemic landscaping.	4. Noted.
7	341 116 3	<ol style="list-style-type: none"> 1. I understand the Town is required to meet infill targets, however the LPS needs to consider the impact of increased dwellings and commercial space on traffic congestion. 2. Development of Burswood South will increase traffic, exacerbating an already difficult and occasionally dangerous situation where Burswood Road is busy and mainly used by non-residents. More people working in Burswood South will increase need for parking and may increase numbers of cars parking in surrounding streets. 3. Activity Centres and Employment Area- It is not clear how Burswood South would be developed into an Activity Centre so I am unable to support it. 4. I under the LPS is direction setting but it is difficult to understand what some of the objectives will mean in practice. It would have been useful for the interactive map to instantly show the LPS recommendations / potential decisions and their effect on my property and neighbourhood amenity. 	<ol style="list-style-type: none"> 1. Noted. The LPS does this in Actions 6.2, Action 6.3, Action 6.4. Otherwise, the Town's draft Transport Strategy has been prepared to address the management of private vehicles and promotion of sustainable transport modes (eg. walk, cycling, public transport). 2. As an inner-city area that has the capacity for significant development, the Burswood South area will experience increasing traffic over time as commercial and residential developments are realised. As well as more generally from increased traffic as a result of general population growth of the Perth metropolitan area. Action BS.1 (review the planning framework for Burswood South) will consider multiple transport user needs and impacts. 3. Noted. 4. Noted, this could be considered when the LPS is reviewed in 5 years' time.
8	Em ail4	<ol style="list-style-type: none"> 1. Oppose development of any higher density in Lathlain, with possible exception of Lathlain Place. Development should be guided by the Objectives for Lathlain which state "encourage predominantly low to medium density residential development". 	<ol style="list-style-type: none"> 1. Noted. However, the Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
9	Em ail7	<ol style="list-style-type: none"> 1. Support the Lathlain Future Investigation Area for redevelopment of old houses given good access to facilities, transport, schools and shops. Support modernisation of Lathlain like Subiaco and Leederville. Support recent development of the oval, facilities, parks and streetscapes. 	<ol style="list-style-type: none"> 1. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
10	Em ail1 0	<ol style="list-style-type: none"> 1. Strongly disapprove of any changes to the current zoning around Saleham St Lathlain. The majority of properties are already subdivided. Increasing housing density will have negative effects ie. reduce property value, increase traffic, change character and feel, reduce canopy cover, making the street less liveable. Zoning changes were not anticipated when property bought, we only anticipated subdivision for rear dwelling, otherwise if we knew there was a 	<ol style="list-style-type: none"> 1. Noted. However, the Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to

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		possibility for townhouses or apartments, we would not have bought in the area.	proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
11	Email16	<ol style="list-style-type: none"> Support the 'Gallipoli Street Commercial' being rezoned as a local centre (encompassing the area from 25 to 21 Gallipoli St, including 67-69 Howick St) to reflect the current land uses and enables a greater variety of commercial options to service the community, rather than the existing uses which have long standing non-conforming rights usage. The local centre zone will also deliver economic and employment benefits and building a sense of community through the creation of retail and commercial spaces. Support the development of R60 or higher to create community diversity through higher density housing options and assist the City to achieve infill targets. 	<ol style="list-style-type: none"> Noted. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
12	3411976	<ol style="list-style-type: none"> Support the 'Gallipoli Street Commercial' being rezoned as a local centre (encompassing the area from 25 to 21 Gallipoli St, including 67-69 Howick St) to reflect the current land uses and enables a greater variety of commercial options to service the community, rather than the existing uses which have long standing non-conforming rights usage. The local centre zone will also deliver economic and employment benefits and building a sense of community through the creation of retail and commercial spaces. Support the development of R60 or higher to create community diversity through higher density housing options and assist the City to achieve infill targets. 	<ol style="list-style-type: none"> Noted. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
13	Email20	<ol style="list-style-type: none"> Strongly object to any changes to the density of housing in the area (Lathlain). It would lower the value of existing houses, increase traffic volume and change the character. The current density provides a sufficient level of infill suitable for Lathlain and makes an appropriate contribution to urban infill. 	<ol style="list-style-type: none"> Noted. However, the Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
14	3369411	<ol style="list-style-type: none"> I would support the entire Town of Victoria Park being increase to medium density, it makes no sense being an inner-city suburb with densities that are lower than new suburbs over an hour from the city. Infrastructure Funding - I believe in a user paid system. Support the Lathlain Future Investigation Area for medium density of R40 as that would be consistent with the existing zoning close to Lathlain Oval and is in walking distance to Victoria Park Station and 	<ol style="list-style-type: none"> Noted. Noted. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed

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		Victoria Park shopping and restaurant precinct, a logical increase in density for this area.	modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
15	331 759 7	1. Very important we have higher density around train stations to provide easy transport options and benefit the environment.	1. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
16	332 051 1	<p>1. I don't support any change of density to allow subdivision of lots in the street block bounded by Cornwall St, Gallipoli, Streatley and Goddard St.</p> <p>2. I only support the Lathlain Future Investigation Area (FIA) for areas alongside the rail line if max 2 storey dwellings. I'm concerned about management of parking and traffic and liveability impacts.</p> <p>3. Retaining and developing the local neighbourhood centres is welcome and will create increased liveability.</p> <p>4. How was IGA on Archer Street allowed to close and be replaced by another service station and fast-food outlet? Is the LPS really delivering what residents want or commercial and government interests, not all residents want shopping as a lifestyle opportunity at expense of quiet leafy residential streets.</p> <p>5. Appears to be a distinct lack of public open spaces in the areas of higher density and town centre activity areas. Smaller parks are inadequate for recreation. Public access needs to be retained on the Burswood Peninsula and preventing private developers from limiting access. Ensure sufficient parking for open space areas for visitors. Could the LPS include green corridors to connect land uses / areas, promote walking/cycling and improve amenity, consider this even at the expense of commercial /retail alfresco activities.</p> <p>6. I support improved environmental standards for new builds and developments.</p> <p>7. While intent to improve infrastructure for pedestrians and cyclists is good, I do not support the discrimination against private vehicles. Do not support shared road spaces as too dangerous, rather routes for cars vs bikes/pedestrians should be separate.</p> <p>8. Disagree with reducing parking spaces for commercial properties and removal of retail car parks will not encourage local use of businesses. The growth of the strip will be stunted unless free and easy parking available. The Town should promote development of multi- storey</p>	<p>1. There are no proposals to change the density of this area.</p> <p>2. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p> <p>3. Noted.</p> <p>4. It is beyond the scope of the planning framework to regulate the development of specific businesses on private property. Supermarkets are either a permitted or discretionary land use in commercial zones.</p> <p>5. The Town's Public Open Space Strategy (2019) identified some shortfalls which are being addressed, including through the LPS. Provision of public space / open space will be addressed through precinct structure planning for specific areas identified in the LPS. Access to open space (including the extensive MRS foreshore reserves) is an important feature of the adopted structure plans for Burswood Peninsula.</p> <p>6. Noted. Greening of the public realm is addressed through the existing Urban Forest Strategy.</p> <p>7. Objective 6.1 (prioritise active transport users over private vehicles) was written to redress the historical imbalance of planning for private vehicles over the needs of pedestrians, cyclists and public transport users.</p> <p>8.. Noted – refer to the Town's draft Transport Strategy and Parking Management Plan which makes a number of recommendations regarding the arrangement and management of parking.</p> <p>9. Noted. The supply of residential parking is guided by the Town's strategic transport objectives and State planning policies, which consider multiple local and regional needs across all transport modes.</p> <p>10. Noted.</p>

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		<p>parking like Belmont and Carousel to retain patrons and promote the strip as a destination, otherwise people will go elsewhere that is more convenient for car access. Perhaps making multi-storey parking should be considered for all future retail development and redevelopment as a priority.</p> <p>9. Concerned with increased residential density without providing sufficient requirements of car parks per household.</p> <p>10. Infrastructure Funding – do not support funding partnerships based on experience of Lathlain oval redevelopment which only benefitted an elite organisation and did not benefit Lathlain or Vic Park community.</p>	
17	338 993 8	<p>1. Neighbourhoods and Housing - I strongly support the zones that have been identified for higher density development (and by extension, retaining the character and amenity of the majority of the existing suburbs).</p> <p>2. Natural Environment - Excellence across these measures and sustainability more broadly must be incorporated in future developments (particularly high-density areas), particularly noting the Town's Climate Emergency Plan.</p> <p>3. Movement - The effective management of traffic and parking throughout the Town is a high priority. The LPS' focus on public transport and bikeways is supported.</p> <p>4. Infrastructure Funding- Strongly support the requirement for new developments to contribute to the community infrastructure required to support the increased population (particularly if their own parking / art / landscaping etc is insufficient).</p> <p>5. Strongly object to any rezoning of residential properties adjoining the Empire Bar to Commercial zone. There was been significant community feedback during the recent Maple Place Development Application process that highlighted extensive community concern regarding the inappropriate development of these residential lots. These lots provide an important buffer & transition between the existing Commercial zone into the low-density residential lots within Lathlain.</p> <p>6. I support the Lathlain Future Investigation Area (adjacent Empire Bar) with an increase from R20 to a medium density R40.</p> <p>7. I support the Lathlain Future Investigation Area (adjacent to the Red Castle complex) for medium to high density residential zoning with strict plot ratio and height limits (ideally <3 storeys, but absolutely no taller than the Red Castle complex).</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted. The Town recommends the Future Investigation Area be extended over the whole of the Milliax Pty Ltd landholdings at the Empire Bar site. This will provide an opportunity to review the planning framework for the whole of the site, including the potential to introduce site specific controls to guide future development and minimise potential impacts on adjoining lower scale residential areas.</p> <p>6. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. This includes extending the FIA over the whole of the landholdings owned by Milliax Pty Ltd at the Empire Bar development site. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p> <p>7. Noted.</p>

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18	340 597 1	<ol style="list-style-type: none"> 1. I strongly support the Lathlain Future Investigation Area. I very strongly support changing zoning in to facilitate subdivision, particularly in the area around Lathlain Place. 2. The traffic along Roberts Road seems to be ever increasing. Crossing Shepperton Road at peak hours can take a long time and multiple light changes. The Town should investigate improvement options in consultation with Main Roads regarding traffic to and from Orrong Rd. 	<ol style="list-style-type: none"> 1. Noted. 2. This is outside the scope of the LPS. The Town's draft Transport Strategy has been prepared to provide strategic direction for traffic management.
19	341 203 3	<ol style="list-style-type: none"> 1. The LPS demographic projection that 64% of households will contain only 2 people by 2036 is incorrect. Population has been changing from older people to young families with children. As such, important to plan for at least 2 vehicles per house, and car use will increase so more parking is needed including around POS. 2. Recent approvals for buildings /community facilities in Lathlain Place did not meet the requirements of the Town Planning Scheme No 1 – Lathlain Precinct (P7) eg. Land uses and building setbacks. This approval has now set a presence for future applications regarding setbacks, number of building storeys, max height of buildings, plot ratios, parking requirement short falls and landscaping requirements. Any future development should include basement parking. The parking in Lathlain Place and the surrounding facilities is currently totally inadequate and likely to get worse. It also typical of the parking around the other local centres and community public open spaces. 3. The parking standards for non-residential land use need to be stricter, as reduced parking spaces leads to parking on verges and driveways, impact on residential amenity and requiring parking restrictions to be implemented. 4. The LPS should investigate how rear of the Lathlain Place Local Centre zone lots along Keswick St can be developed to incorporate more small size businesses or combined to provide a small type supermarket (similar to IGA that was on the corner of Archer St/Orrong Rd). 5. Purchase and development of larger open spaces, such as Miller's Crossing, are more economical than development of smaller drainage lot open space areas. Ensure include provision of accessible parking when planning /developing POS. 6. Movement- The use of private vehicles is the main mode of transport with the Town. The residents are very reluctant to walk or ride to the local community facilities, shops or schools. The public transport is not used to move around the Town. The provision of bike stations is therefore not utilised. This leads to parking being a main issue around the areas of community usage. 	<ol style="list-style-type: none"> 1. The Town's population and dwelling forecasts (recently updated) estimate at 2036 that 61% of households in the Town will be single person and couple households (ie. 2 or less people per household), and 39% of households will comprise couples with kids, one parent families, other families and group households – refer to https://forecast.id.com.au/victoria-park. 2. TPS No.1 provisions for development of local centres are out-dated. Action 3.3 proposes preparing a general Local Planning Policy which updates the planning requirements for local centres. 3. The Town's draft Transport Strategy sets the strategic direction for transport including parking and the Town seeks to meet the demand for parking while encouraging more sustainable transport modes (eg. Walking, cycling and public transport). 4. These lots are zoned Local Centre and redevelopment is subject to the motivations of private landowners. The updating of development provision per action 3.3 may assist. 5. Noted, the Town's Public Open Space Strategy identifies potential open space locations. 6. The Town's draft Transport Strategy sets the strategic direction for transport including parking and the Town seeks to meet the demand for parking while encouraging more sustainable transport modes (eg. Walking, cycling and public transport). 7. The Town's Urban Forest working group is investigating potential mechanisms for registration of significant trees. 8. The LPS will be presented for final adoption to the Council and then onto the WA Planning Commission who are the final decision maker. There will be no further engagement with community on the LPS, except for implementation of individual projects arising from the LPS.

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		<p>7. More priority should be placed on retaining mature tree canopy rather than planting new trees when developing as they will take 10-20 years to provide a significant canopy.</p> <p>8. There should be more consultation with the community as the Strategy is progressed. The community is the group most affected by this proposal.</p>	
20	Email 25	<p>1. The Future Investigation Area shown over the existing Residential zoned lots owned by Milliax along Great Eastern Hwy (between Maple St and Cornwall St), Lathlain should be extended to include a wider area aligning generally with the ridgeline running along Gallipoli and Cookham Streets and the existing Commercial zoned land along Great Eastern Hwy. The LPS Opportunities/Constraints section should be updated to refer to this extended area being zoned “Development” and subject to further investigation and engagement to determine a suitable zone and densities that allow for more compact and diverse development as envisaged under the Central Sub-Regional Planning Framework (WAPC 2018) given the following characteristics of the Milliax’s landholding and the wider area, including:</p> <ul style="list-style-type: none"> • well connected to the regional road network. • well connected to public transport being in a Station Precinct as identified in the Central Sub-Regional Planning Framework (WAPC 2018) as being within a walkable catchment of Burswood Station and adjacent to the high frequency bus route along Great Eastern Hwy. • sloping topography and lower levels along Great Eastern Hwy provides opportunity for height increases without adversely impacting on remainder of Lathlain. • identified as part of an Urban Corridor in the Central Sub-Regional Planning Framework (WAPC 2018) which “should be the focus for investigating increased residential densities with potential for mixed use where appropriate” when preparing LPSs. • can provide for transition between the significant development proposed on the Burswood Peninsula as per the Burswood District Structure Plan (WAPC 2015) and the remainder of Lathlain. <p>2. The LPS should include an additional objective for Lathlain “<i>subject to the outcomes of the detailed investigations, facilitate the redevelopment of the area identified as the Future Investigation Area in accordance with the outcomes proposed for Urban Corridors within the Central Sub-Regional Framework – Perth and Peel at 3.5 million</i>”.</p>	<p>1. Given the extent of subdivision across Lathlain and constrained walkable access to Burswood Station, only limited areas were identified as having potential for future changes in density and the scale of built form and hence the limited identification of Future Investigation Areas (FIA). As such, the Town does not support expanding the FIA across a wider area of Lathlain. However, there is merit in extending the FIA across the entire Milliax Pty Ltd landholding adjacent to Great Eastern Hwy to provide an opportunity to review the planning framework for the whole of the site, including the potential to introduce site specific controls to guide future development and minimise potential impacts on adjoining lower scale residential areas. The submitter’s request for a Development zone is noted, however this is not the only option available under a new Scheme to guide development of the site, and the LPS will not pre-empt any specific change of zone.</p> <p>2. The LPS contains objective L.2 which says “to encourage commercial and community activities within commercial zones, particularly within and around the Lathlain Oval and Lathlain Place, with residential development above ground floor”. Objectives L.2 could be amended to better reflect the desire for mixed use development in the local centre (ie. Lathlain Place) and the land currently zoned commercial along Great Eastern Hwy.</p> <p>3. Given the Town’s position on point 2. above, the requested action is not warranted as it is covered by the existing Action L.1 which proposes further investigation of all Future Investigation Areas in Lathlain.</p>

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		<p>3. The LPS actions for Lathlain should include an additional action <i>“Designate the Empire Hotel site and catchment of the Burswood Station and surrounds as a Future Investigation Area and engage with the landowner and community regarding potential changes to the planning framework to maximise mixed-use development, housing density and diversity (short-term 1-2 years).”</i></p>	
21	Email5	<p>1. Need traffic calming or sinking Canning Hwy (Causeway to Berwick St) to reduce noise through day/night and improve pedestrian crossing to park and river.</p>	<p>1. This is outside the scope of the LPS. The State government is responsible for any changes to Canning Highway.</p>
22	Email8	<p>1. Support growth to 35,000 dwellings by 2050 as per the Central Sub-Regional Planning Framework, and balance of residential character and infill targets by locating higher residential densities around key transit hubs/zones to encourage public transport use and walking/cycling.</p> <p>2. Support the Vic Park Future Investigation Area to achieve the State government's infill dwelling targets.</p>	<p>1. Noted.</p> <p>2. Noted. However, the Town recommends the Vic Park Future Investigation Area be removed from the LPS as there was more opposition than support for the proposal, and the current planning framework provides adequate opportunity for redevelopment of properties for grouped dwellings which is sympathetic to the objectives of the Residential Character Area policy (Local Planning Policy 25 Streetscapes). Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p>
23	Email9	<p>1. Support growth to 35,000 dwellings by 2050 as per the Central Sub-Regional Planning Framework, and balance of residential character and infill targets by locating higher residential densities around key transit hubs/zones to encourage public transport use and walking/cycling.</p> <p>2. Support the Vic Park Future Investigation Area to achieve the State government's infill dwelling targets.</p>	<p>1. Noted.</p> <p>2. Noted. However, the Town recommends the Vic Park Future Investigation Area be removed from the LPS as there was more opposition than support for the proposal, and the current planning framework provides adequate opportunity for redevelopment of properties for grouped dwellings which is sympathetic to the objectives of the Residential Character Area policy (Local Planning Policy 25 Streetscapes). Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p>
24	Email 23	<p>1. Concerned about the impact of higher density coding over the Residential Character Area should be treated with considerable respect, for the reasons:</p> <ul style="list-style-type: none"> • The Character Area East already meet housing density target range per hectare of 27 dwellings per hectare. • Traffic generated by additional housing and overspill of parking into Harper Street, despite aspirations of residents using public transport, shared accommodation also tends to attract as much as one car per room. • This area was not identified as a place for higher development by the community. • Currently minimal public open space nearby to support additional or current dwellings. <p>2. Concern over the potential loss of the Visibility site by considering application of medium to high density as per Action CA.1:</p> <ul style="list-style-type: none"> • The current VisAbility site has been developed into a world-class facility purpose built with accessibility as a primary feature and 	<p>1. Noted. The Town recommends the Vic Park Future Investigation Area be removed from the LPS as there was more opposition than support for the proposal, and the current planning framework provides adequate opportunity for redevelopment of properties for grouped dwellings which is sympathetic to the objectives of the Residential Character Area policy (Local Planning Policy 25 Streetscapes). Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p> <p>2. Action CA.1 states <i>“Designate land between Harper Street, Kitchener Avenue, Gresham Street and Shepperton Road as a Future Investigation Area (refer to Figure 16). Gauge landowner and community support for removal of multiple dwelling restrictions under the R40 density code and apply a suitable medium to high density coding over the VisAbility site.”</i> The concern of the adjoining landowners is noted, however a review of the planning framework for the site is warranted given its size and proximity to the train station which might include the development of site-specific controls to guide any future development to manage potential impacts on adjoining properties while responding to opportunities given station access.</p>

#	Id.	Submission Summary	Town Response
		<p>any future redevelopment would rob vision impaired and people with disabilities of opportunities the facility provides. The facility currently provides facilities for the broader community (eg. Lecture space, commercial kitchen, library, childcare, meeting rooms, community garden, fitness facilities, wood workshop) and has the capacity to be a key activity centre and employment area that provides community facilities meeting a number of the objectives of the Draft TOVP social infrastructure plan (2017). Use and demand for these facilities will only increase as population increases.</p> <ul style="list-style-type: none"> The current VisAbility facility is a well-designed low-rise building, a housing development would be unlikely to enhance street aesthetic or character beyond what is currently there. Demolition of such a large concrete structure, followed by building another would significantly impact the Town's environmental and climate emergency goals and Urban Tree Strategy targets due to removal of existing landscaping. 	
25	317 230 7	1. Try to keep older the homes in the suburb (Vic Park).	1. Noted. The Town's current local planning policy 25 Streetscapes aims to retain character streets and building, and the proposed TPS No.1 Scheme Amendment No.88 will strengthen controls.
26	318 102 8	1. Opposed to changes in Vic Park Future Investigation Area. Will lead to removal of family-sized homes with gardens being replaced by small apartments or mini townhouses that will result in a shift in demographics pushing out families and replaced by students, short-stay tourists and young couples who'll leave after a few years for outer suburbs. It will change the community from a mixed age and diverse group to a single cohort of young mobile short-term residents, a receipt for a transient less connected based community, which reduced community activity and participation in the longer-term ie. community sports, volunteering etc.	1. Noted. The Town recommends the Vic Park Future Investigation Area be removed from the LPS as there was more opposition than support for the proposal, and the current planning framework provides adequate opportunity for redevelopment of properties for grouped dwellings which is sympathetic to the objectives of the Residential Character Area policy (Local Planning Policy 25 Streetscapes). Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
27	318 242 1	<ol style="list-style-type: none"> Density / R80 zoning in neighbourhood 5 (Albany Hwy) will cause too much activity / vehicle traffic causing safety concerns, deterring pedestrians and serious aesthetic concerns for the locality. The focus on the Albany Highway strip is pedestrians and social activity. The Town's activity centres are special, distinguish the Town, bring people to the Town and further development of Burswood will have a similar positive effect. Open space should incorporate aesthetics and environment, study or reading areas and space for adult activities vs primarily catering for children. 	<ol style="list-style-type: none"> The current planning framework already provides for higher density along Albany Highway. Noted. This is outside the scope of the LPS. The design and development of open space is controlled by the Town's parks program. This is outside the scope of the LPS. The Town's bike plan guides the development of bike routes. The LPS will examine infrastructure funding generated from new development not existing development. The Town's Long-Term Financial Plan provides an outline of the Town's funding sources including rates and State government subsidies.

#	Id.	Submission Summary	Town Response
		<ol style="list-style-type: none"> Need safer bike tracks for crossing Canning Hwy to McCallum Park, such as overhead pass. Support infrastructure development but don't understand why not covered by rates, do not support household contribution given existing expensive power levy contribution. 	
28	339 503 7	<ol style="list-style-type: none"> Object to changes to R40 in the Vic Park Future Investigation Area due to impact on already existing issues with traffic and street parking, especially being next to a school. It would also impact negatively on maintenance the treescapes. The area already has a high density of people and is not equipped, especially with parking and traffic, open green spaces to house more people. 	<ol style="list-style-type: none"> Noted. The Town recommends the Vic Park Future Investigation Area be removed from the LPS as there was more opposition than support for the proposal, and the current planning framework provides adequate opportunity for redevelopment of properties for grouped dwellings which is sympathetic to the objectives of the Residential Character Area policy (Local Planning Policy 25 Streetscapes). Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
29	340 419 6	<ol style="list-style-type: none"> Suggest high density residential around Burswood Peninsula, strongly support concentration of density around public transport corridors and urban forest strategy / treed streets to promote walkability. Very supportive of aim to consolidate Albany Highway as secondary activity centre / main street to cater for variety of businesses to support daily needs verses a "big box" shopping centre with associated massive car park (heat island). Improved connections with the river foreshore would be great, perhaps leverage off the new Causeway pedestrian bridge, fix the subway flooding, address need for shade. Need to improve walking routes (road crossing points/ environment) to/ from bus & train stations and high frequency transit routes. METRONET project to elevate rail provides significant opportunities. 	<ol style="list-style-type: none"> Noted. The Burswood Peninsula provides for higher density housing under the current planning framework. Noted. The Town has commenced the preparation of a precinct structure plan for Albany Highway to guide future development and upgrade to public spaces. This is outside the scope of the LPS. The Town's draft Transport Strategy guides the design and development of pedestrian routes.
30	341 217 8	<ol style="list-style-type: none"> Protect remaining character homes and existing streetscapes whenever possible. Parking and traffic are significant issues for the Town, including vehicle access onto several roads, further development must provide adequate parking to limit impact on existing residential areas. Register of significant trees and limit destruction of existing mature trees due to in fill. Limit further expansion of schools in residential areas, parking and traffic is already unmanageable around Ursula Frayne and schools between Albany Highway and Raphael Park. 	<ol style="list-style-type: none"> Noted. The Town's current local planning policy 25 Streetscapes aims to retain character streets and building, and proposed TPS No.1 Scheme Amendment No.88 will strengthen controls. The Town's draft Transport Strategy sets the strategic direction for transitioning movement from car-based travel to active modes (walking, cycling and public transport use) which will require moderation and management of both on-site and public parking. The Town's Urban Forest Strategy implementation working group are investigating potential mechanisms for protecting significant trees including through the local planning framework. Noted.
31	Em ail 17	<ol style="list-style-type: none"> Support future precinct planning for Albany Highway. Support the LPS proposal for the Park Centre as a central 'node' or focal point of the proposed Secondary Activity Centre along Albany Highway. Especially given the presence of a large, consolidated landholding (4.654ha) capable of supporting extensive mixed-use development, including residential. Redevelopment will benefit from the adjacent open 	<ol style="list-style-type: none"> Noted. Draft State Planning Policy 4.2 Activity Centres (WAPC 2020) provides the opportunity to require an Impact Test (previously called a Retail Sustainability Assessment) in certain circumstances with the purposes of assessing potential impacts of retail development on the community, and not to manage competition between businesses or the overall size of retail centres.

#	Id.	Submission Summary	Town Response
		<p>space, public transport and future redevelopment of the Macmillan precinct. Redevelopment provides an opportunity to re-engage with Albany Highway and improve streetscape amenity and public realm in support of the LPS objectives for Neighbourhood 6 – Albany Highway and reinforcing the Park Centres focus for activity on Albany Highway.</p> <ol style="list-style-type: none"> 2. Suggest precinct planning be supported by a Retail Sustainability Assessment (RSA) under the current State Planning Policy 4.2 (WAPC, 2010). The RSA should support the Parks Centre’s primacy as a ‘node’ for retail / commercial activity and focal point for future development opportunities. 3. We are concerned about imposition of proposed land use mix ratios of 1:1 shop/retail floorspace to other non-residential land uses for Secondary Activity Centres as proposed in the draft SPP 4.2 (April 2020). The LPS should provide guidance on an appropriate mix, although we acknowledge the proposed Precinct Structure Plan for Albany Hwy will guide land use mix. We request the Park Centre has its own land use mix targets. Imposition of 1:1 shop/retail floorspace to other non-residential land uses may impact the viability of Activity Centres, the redevelopment viability of Activity Centres and ongoing maintenance. Retail land uses anchor an Activity Centre and the provision of a diversity of land uses (e.g. non-retail and residential uses) is market driven, often differing depending on the location of the Activity Centre. The provisions for land use mix ratios as proposed in draft SPP4.2 do not recognize and unduly restrict the land use mix of Activity Centres without regard to market forces. 4. The LPS should provide guidance on ‘out of centre’ retail/commercial development to maintain the primacy of the activity centre hierarchy and support the viability of establish activity centres, including the Park Centre as a focus for retail in the Albany Highway activity centre. This particularly important with the trend to increasing on-line retailing and lower demand for activity centre floorspace. The LPS should foreshadow out-of-centre controls in the new Scheme or local planning policy. 5. Caution should be applied when considering whether to designate parts of the Albany Hwy activity centre as Special Entertainment Precinct as it may be difficult for noise sensitive land uses (ie. future residential) to meet the transmission loss requirements contained in the draft Position Statement - Special Entertainment Precincts (DPLH, 2020), which may effectively preclude future residential development within any future Special Entertainment Precinct. 	<ol style="list-style-type: none"> 3. Draft State Planning Policy 4.2 Activity Centres (WAPC 2020) states the land use diversity table in the Policy’s Implementation Guidelines is a guide only. The potential for land use ratios for Albany Highway will be considered during precinct structure plan and is not relevant to the scope of the LPS. 4. Commercial land uses are guided through zoning and land use permissions in the Scheme, and this will be reviewed with the preparation of a new Scheme. There are no major ‘out of centre’ commercial land use issues in the Town. 5. Noted. This will be considered during the preparation of the Albany Hwy precinct structure plan. 6. Given that retail floorspace has been approved under existing structure plans at Burswood Peninsula and Bentley-Curtin, the Town has no ability to modify these approvals. The Town is focussed on preparing precinct structure plans for key activity centres to encourage the growth of local population along with upgrades to public realm infrastructure to attract greater custom to centres.

#	Id.	Submission Summary	Town Response
		6. Given the recent re-development of Carousel Shopping Centre and potential retail floorspace at Burswood Peninsula and Bentley-Curtin a further wholistic review of floorspace within these locations is required to ensure that the primacy of established Centres is not undermined, and to ensure redevelopment potential is maintained to drive future development within Neighbourhood 6 – Albany Highway. This is noting that the ACS raises concerns regarding retail floorspace allocation within Burswood Peninsula and Bentley Curtin.	
32	315 140 1	1. Disappointed no zoning / development scale change for Neighbourhood 12 (East Vic Park West).	1. Noted. The LPS plans to direct future dwelling growth to activity centres, train station precincts and urban corridors (high frequency public transport routes) in accordance with the principles of infill development contained in the State government’s Central Sub-Regional Planning Framework (WAPC). Larger lots have been retained across some areas to provide for larger households and diversity of housing across the Town.
33	335 280 2	1. Support high density residential in the Oats Street Neighbourhood. We submitted a rezoning application from industrial to residential fourteen years ago for lots 177 -179 Banks Street, East Victoria Park.	1. Noted. Action OS.1 recommends the Town investigate the potential for change of the industrial zone in this area via the preparation of a precinct structure plan.
34	Em ail1 2	1. Support extension of St James Future Investigation Area to Alvah St and Beaconsfield St to provide greater opportunity for amalgamation of lots and useful development areas which could accommodate up to R40.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
35	Em ail1 4	1. Support Alvah St included in the Future Investigation Area and an increase in the R-Code density to support increased dwelling growth in the area.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
36	338 148 7	1. Support the St James Future Investigation Area. We have been eagerly awaiting the opportunity to subdivide and if the land is rezoned, we would look at amalgamating lots.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is

#	Id.	Submission Summary	Town Response
			<p>recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p>
37	Em ail1 5	<p>1. Strongly support increased and higher density in the St James Future Investigation Area both Berwick St and Hillview Tce. For Berwick St FIA, request densities of R40-R80 to support terraces and/or small-scale apartments (2–3 storeys). Request density change implemented as soon as possible and without additional specific consultation. These densities would replace ageing and unimproved housing while maintaining neighbourhood character and would contribute to housing diversity which is lacking in St James. This especially relevant given the extent of smaller households in St James and where 80% of dwellings are single houses on larger lots and only 28% of residents in St James are families with children. They would result in a more sustainable urban form, close to the CBD (6.5 km) with ready access to high frequency bus services. The characteristics of the Investigation Area are ideal area for sustainability focused infill development. It is expected that current planning provisions would require replacement of current exotic trees with appropriate local species and intense development of the FIA would protect mature trees across the wider suburb which is lower density.</p>	<p>1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p>
38	Em ail2 2	<p>1. Strongly support the St James Future Investigation Area and request planning for the area be made a priority for the following reasons:</p> <ul style="list-style-type: none"> • The area is close to the amenities of the St James Town Centre. • It advances the quality of this area of Vic Park and consistent with increased gentrification. • Increased density can be done to retain privacy for neighbouring properties and improve safety and security. • Will result in a coordinated refresh of housing and a better gateway into the town from the eastern corridor. There is no consistent or valuable existing character. • The area has access to high frequency public transport and is on a strategic bike route, promoting healthy lifestyles and reducing carbon emissions. • There is greater chance of redeveloping the St James FIA and higher yields than the Oats Street precinct planning area which is likely to continue to suffer disagreement over the Metronet project. • presents an opportunity for urban refresh to encouraging high quality, contemporary designs within new developments that 	<p>1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p>

#	Id.	Submission Summary	Town Response
		addresses frontage activation and fine-grained built form.	
39	Email18	<p>1. Support the St James Future Investigation Area. St James can accommodate an increased dwelling density to take advantage of the inner suburban location and the wide range of nearby services and facilities including good public transport, retail, medical and public open space.</p>	<p>1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p>
40	Email19	<p>1. Do not support the St James Future Investigation Area. Any changes to zoning, increased dwellings and infill will have a negative impact on enjoyment of property, security, traffic, environment and tree canopy, sense of community and quality of life:</p> <ul style="list-style-type: none"> • Higher density and smaller lots sizes increases the likelihood of multi-storey buildings and overlooking. This impacts the use and our enjoyment of our backyard, risks our lifestyle and makes St James a less desirable place to live. We St James because of the large blocks among leafy open and quiet streets. • Subdivision along Hill View Terrace will lead to loss of mature trees which is detrimental to neighbourhood character, a negative impact on local bird populations including kookaburras and endangered red-tailed black cockatoos. • It will result in additional traffic that will spill into surrounding streets. additional vehicular and pedestrian traffic in these side streets will create issues and concerns with security and safety on what are currently quiet community streets where kids play and neighbours recreate. • It will negatively impact on neighbourhood character as evidence by subdivision south of Boundary road (in City of Canning) with poorly maintained properties, few gardens or trees. The FIA currently has well maintained properties. • It will bring non-local pedestrian thoroughfare and vehicular traffic in surrounding streets resulting in security issues from development of front fences, also impact on character which is currently characterised by open and leafy frontages contributing to sense of community and neighbourliness. Knowing neighbours supports better security. • There are very few areas in the Town where the original full block sizes have been maintained, they bring a unique character and sense of community which add value to the Town and 	<p>1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p> <p>2. Noted. The majority of submissions re the St James FIA were from owner-occupiers (16), with 2 from occupiers and 4 from non-resident landowners.</p>

#	Id.	Submission Summary	Town Response
		<p>should be maintained. Subdivision would be detrimental to this character.</p> <p>2. The views of long-term residents versus investors should be taken into consideration given investors interest in subdivision from profit. Submissions from investors create an unbalanced perception of support for the proposal.</p>	
41	Em ail 24	<p>1. Support higher density to create growth in the Town and support the State dwelling targets. I want any change in density and/or planning strategy for St James to consider the current serious social issues in St James and how any future development would assist to improve the area. I believe there is good potential for St James to be improved and become more liveable by creating spaces that encourage positive neighbourhood interaction and discourage anti- social behaviour eg. nodal points for activity such as small parks and shops, cafes etc.</p>	<p>1. Noted. The Town is aware of social issues surrounding some properties in St James but these do not result from the planning system. To address community safety, the Town has encouraged the formation of a neighbourhood safety group and provides funding for contribution to home security measures. In addition, the Town has a number of projects which are aimed a improving the St James area and surrounds. The Town has commenced preparing the Albany Highway precinct structure plan that will include recommendations for upgrade of public areas in the St James town centre. Last year the Town prepared the Higgins Park and Playfield Reserve masterplan to guide significant investment in open space and sports facility upgrades. Upgrades to Houghton Reserve are also underway. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p>
42	317 670 3	<p>1. Support the St James Future Investigation Area. Makes sense to construct multiple dwellings to achieve infill targets. The current R20 density for large properties isn't logical and should be able to subdivide large rear of lots with 1 or possibly 2 additional dwellings.</p>	<p>1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommended the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p>
43	334 260 5	<p>1. Object to the St James Future Investigation Area. The "lower scenario" density projections would drastically change the character of St James. This is evidenced by recent development in City of Canning where expanses of units built for investment to service Curtin students, with little care to protect the streetscape/neighbourhood character, loss of trees / no new trees to replace (in contradiction to the Urban Forest Strategy) and paved yards.</p>	<p>1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road.</p>

#	Id.	Submission Summary	Town Response
			Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
44	334 409 2	1. Neighbourhoods and Housing - a fantastic move forward for Victoria Park, I support the St James FIA.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
45	335 814 8	<p>1. Do not support the St James Future Investigation Area:</p> <ul style="list-style-type: none"> • While the State's Central Sub Regional Strategy shows a much wider urban corridor although I think that strategy is flawed. • The investigation area seems piecemeal with no corresponding densities further along Hillview Tce, or along the rest of Berwick Street. • There is no justification for higher density other than it being on high frequency bus routes. • There are no shops, no proposed mixed use, no train precinct and traffic volumes over 10,000 vehicles per day on both streets. • Additional density may not be achieved unless lot consolidation is required to reduce the number of crossovers, making redevelopment more difficult to achieve the higher density yield. • Fails to understand the impact of steep topography between Hill View and Alvah St which is 11 metres in some sections, leading to significant overshadowing and overlooking. <p>2. Would prefer additional residential densities/mixed use along Albany Hwy and around the train station precincts rather than look at around 150 properties in this very small investigation area.</p>	<p>1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p> <p>2. Noted.</p>
46	336 429 8	1. Support higher density dwellings for the St James Future Investigation Area (both Berwick St and Hill View Tce). I would be good for this end of Albany Hwy to promote St James with its own town centre.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).

#	Id.	Submission Summary	Town Response
47	337 726 3	1. Support the St James Future Investigation Area. Currently own property on Hill View Tce and would develop multiple dwellings if the land was rezoned.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
48	Em ail2 331 880 5	1. Support the St James Future Investigation Area including extension to Upton Street. This would yield more dwellings as the R30 on east side of Berwick is mostly subdivided. The area is close to Curtin University. 2. Increase the Activity Centres in the St James area. 3. Infrastructure Funding should consider impact on rates and standards of living.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. There are no plans to expand the area of commercial zones along Albany Hwy, however the Town is preparing a precinct structure plan for Albany Hwy which aims to increase the diversity of businesses (among other things). 3. The allocation of fund for infrastructure in relation to rates is considered in the Town's Long-Term Financial Plan and outside the scope of the LPS.
49	338 305 7	1. Support the St James Future Investigation Area along Berwick Street and request extension to Upton Street instead of having the FIA on the R30 side of Berwick Street so that is fair to all families and will help families in the area. 2. Natural Environment - Due to the future density increase better preserve natural environment in the parks only.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. The Town's parks improvement and Urban Forest programs improve the natural environment in parks.
50	339 662 0	1. Support the St James Future Investigation Area along Berwick Street (south only) and request extension to Upton Street instead of having the FIA on the existing R30 side of Berwick Street. This is fairer and	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and

#	Id.	Submission Summary	Town Response
		will benefit more families and children through future development. Make these changes as soon as possible.	decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
51	332 731 4	<ol style="list-style-type: none"> 1. Support the St James Future Investigation Area – should be extended to Upton St rather than R30 area on Berwick St, be fair for everyone, for families to subdivide for their children. We have been asking for these changes since 2008. We are very close to the Uni and schools, with the Curtin University free bus service passing the area. 2. Need to improve the activity centres in St James, they are very neglected. 3. Infrastructure Funding- be fair on Council Rates and Fees. 	<ol style="list-style-type: none"> 1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. The Town is preparing a precinct structure plan for Albany Hwy which aims to increase the diversity of businesses (among other things). 3. The allocation of fund for infrastructure in relation to rates is considered in the Town’s Long-Term Financial Plan and outside the scope of the LPS.
52	339 696 1	<ol style="list-style-type: none"> 1. Support the St James Future Investigation Area along Berwick Street (south only) and request extension to Upton Street instead of having the FIA on the existing R30 side of Berwick Street. Support R30 zone. It will help us to develop our properties for future generation. 2. Increase transport service in Boundary Road since it leads to Albany Highway & Curtin University. 	<ol style="list-style-type: none"> 1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. This is outside the scope of the LPS.
53	339 744 1	<ol style="list-style-type: none"> 1. Support the St James Future Investigation Area along Berwick Street (south only) and request extension to Upton Street instead of having the FIA on the existing R30 side of Berwick Street. Support R30 zone. It will genuinely help families with children to subdivide the properties & support the kids, and is close to Curtin Uni. 2. Using Boundary Road with more transport service connect the Albany Highway & Curtin University. 	<ol style="list-style-type: none"> 1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. This is outside the scope of the LPS.

#	Id.	Submission Summary	Town Response
54	341 233 3	<p>1. Do not support the St James Future Investigation Area (Hill View Tce) – will be directly affected as I live next door to 2 vacant Government/ Department of Housing lots:</p> <ul style="list-style-type: none"> • suspect the government is waiting for this change to construct higher density. • the topography/slope will create issues eg. site work costs, overlooking that will compromise my privacy and enjoyment of my garden. • chose to live in this area for block sizes, single residence zoning and the feel and character of established trees. Higher density dwellings are out of keeping with single residential character. • will the higher density affect the current tree canopy in the area and how does that sit with your policies? 	<p>1. Noted. The Department of Communities has not specifically requested rezoning of any of their properties in the Town. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p>
55	340 495 0	<p>1. Town planning is crucial for the health of communities. I am concerned about the very apparent unbalanced access to well maintained and accessible public open spaces and amenities between the various Future Investigation Areas in the LPS, which is particularly lacking in the St James FIA, specifically:</p> <ul style="list-style-type: none"> • St James has known issues of anti-social, and criminal behaviour which could be worsened if density is increased without consideration to access to quality services and amenities. History shows that putting higher density into areas without holistic town planning, it can lead to increased social issues. Planning for increased density should go hand-in-hand with redevelopment of activity centres and open spaces in St James, like what has been done in Lathlain Place neighbourhood centre and open spaces (eg. lighting, toilets, bike paths, public barbecues, modern playgrounds) which results in beautifully redeveloped areas with parking, cleanliness, footpaths, creating a user-friendly area and attracting small business. Comparing Lathlain to St James and the amenities is extremely unequal. • It is difficult to see the similarities between FIAs in the LPS, other than access to bus routes. The other FIAs (Burswood, Lathlain, and Victoria Park) have access have so many services and amenities available to them including the river, trains, world class sporting and entertainment amenities (Optus stadium, Lathlain Park), cafes, large volume public open spaces, and modern maintained playgrounds. • FIAs in Lathlain and Vic Park are larger areas but have less dwellings proposed. I am opposed to the imbalance between the two areas. 	<p>1. Noted. The renewal and upgrade of streets and parks is carried out under the Town's street, footpath, parks and urban forest programs. These programs are guided by the Town's Place Plan (St James) which identifies priorities projects over a 4 year period and other major informing strategies such as the Public Open Space Strategy. The Town has commenced preparing the Albany Highway precinct structure plan that will include recommendations for upgrade of public areas in the St James town centre. Last year the Town prepared the Higgins Park and Playfield Reserve masterplan to guide significant investment in open space and sports facility upgrades. Upgrades to Houghton Reserve are also underway. The Town is aware of social issues surrounding some properties in St James but these do not result from the planning system. To address community safety, the Town has encouraged the formation of a neighbourhood safety group and provides funding for contribution to home security measures.</p> <p>All FIA's across the Town were chosen due to their proximity to high frequency public transport routes (in the case of St James this is Hill View Tce and Berwick St) and availability of lots that could potentially yield additional dwellings. This is in accordance with the Town's obligation to consider areas for infill development to meet the infill dwelling targets under the State government's Central Sub-Regional Planning Framework. Vic Park and Lathlain are already zoned R40 and R20 respectively and already contribute to infill development, however the Town was requested by the Department for Planning, Lands and Heritage to consider further infill measures. Vic Park and Lathlain potentially yield less dwelling than St James because they have already been substantially redeveloped, as such, there are less properties available for infill development.</p> <p>It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not.</p>

#	Id.	Submission Summary	Town Response
		<ul style="list-style-type: none"> I feel the need to advocate for St James to have a bit of attention paid to its area to attract people who actually want to live and build a community in this area In conclusion I'm concerned that this strategy is just adding more dwellings without a plan to create a community that new residents want to live in. <p>I do not support the St James Future Investigation Area but in the future if there is an improvement in the equity within the Town, I would support further discussions.</p>	<p>The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).</p>
56	340 959 7	<ol style="list-style-type: none"> Swan Care supports the Draft Local Planning Strategy but notes minor errors in terminology and that the Master Plan review is complete and adopted (pg 129 Part Two). Re any special conditions that may be attached to the Special Use Zones in LPS No.2, we would appreciate being consulted early to achieve an effective outcome for our community and surrounding landholdings. Swan Care is keen to continue its strong relationship with the Town and is always available to discuss ways to further enhance vibrancy and community spirit within our community, the surrounding community and the Town as a whole. 	<ol style="list-style-type: none"> Noted. Part Two Background document will be amended to reflect this. Noted.
57	Email13	<ol style="list-style-type: none"> Support Action CB.1 <i>"Investigate opportunities to prepare a precinct plan(s) (or other planning instrument) for growth areas within the Curtin Bentley Specialised Activity Centre Plan in consultation with stakeholders. Transition the current Town Planning Scheme No.1 zones and densities into the new planning scheme (or other suitable planning instruments)"</i>, although recommend it be strengthened to emphasise the need and priority for preparation of a Precinct (Structure) Plan, led by the Town and/or landowners. As such, request the Action be reworded to: <i>"Require the preparation of a precinct plan(s) (or other planning instrument) for growth areas within the Curtin Bentley Specialised Activity Centre, in consultation with stakeholders, to guide future land use and development consistent with the mixed-use objectives for the activity centre, with particular attention to be given to the interface with, and connections to, adjoining precincts."</i> Request the Town prioritise the preparation of the Precinct Plan or enable landowners to prepare the Plan to inform future zoning and development provisions. As such, request the second half of Action CB.1 be reworded: <i>"Transition the endorsed Precinct Plan land use, density and development requirements into the new planning scheme (or other suitable planning instruments)."</i> 	<ol style="list-style-type: none"> A previous version of the LPS includes a version of Action CB.1 similar to that proposed by the submitter. However, the Department for Planning, Lands and Heritage requested the Action be simplified. Action CB.1 was referred to as a Short-Term action in Chapter 8, Neighbourhood 14 (Bentley-Curtin) of the LPS but as a Medium-Term (3-4 years) in Chapter 3 (Activity Centres). The correct timeframe for this action is Medium-Term and the Town proposes to modify the timeframe in Action CB.1. It's the Town's understanding that precinct structure planning may be led by landowners as per clause 14 of the Planning and Development (Local Planning Schemes) Regulations 2015, Deemed provisions for local planning schemes Schedule 2, Structure plans Part 4, with approval of the WAPC for the purposes of "orderly and proper planning". In addition, the WAPC is the custodian of the <i>Bentley-Curtin Specialised Activity Centre Structure Plan</i>, and would be a key partner in progressing the recommendations of the district structure plan and preparation of detailed plans for Tech Park. As mentioned on page 128 of Part Two, detailed planning for Tech Park will require a partnership approach with the State government and this is likely to have the most influence on the timing of this action. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.

#	Id.	Submission Summary	Town Response
		3. Request consideration of Lot 111 Watts Place for mixed use development in future Precinct Planning and support mixed use across the Precinct. The current restrictions on mixed use and residential development (imposed by the Industry and Technology Development Act 1998 and gazettal of the area as a "Technology Park") has resulted in large areas of Tech Park being unoccupied on weekends, evenings and in non-teaching periods. The precinct is well positioned to support a range of land uses and this should be recognised in the LPS.	The desire to activate the area outside of traditional business hours is acknowledged and should be considered during detailed precinct planning.
58	339 230 1	1. The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
59	339 265 7	1. Neighbourhoods and Housing - Options chosen needs to work for community and business. 2. The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property. 3. Open Space and Community Facilities- Needs to genuinely benefit the members of the community in this area.	1. Noted. 2. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses. 3. Noted. This will be a consideration of detailed planning.
60	339 358 8	1. The mixed-use proportion of the plan (the <i>Curtin Bentley Specialised Activity Centre Plan</i> for Technology Park) is highly beneficial to government and Curtin owned property. Technology Park must be opened up from the narrow requirements that have held progress up for a very long time.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
61	339 430 4	1. Tech Park should be Zoned Mixed Use to benefit all landowners. These days tech companies are working from home and do not need these many offices. People like living where they work and bringing other businesses into tech park would greatly benefit the environment here.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
62	339 452 5	1. The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property. This would still retain significant areas for predominantly R&D activities.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the

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			Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
63	339 454 5	<ol style="list-style-type: none"> The whole of Technology Park West should be re-zoned to Mixed Use to allow multi-storey building (for example. 4 levels), allow service companies (but no retail, manufacturing). This should be a "short-term" timeframe. We desperately need more parking space, so parking building should be allowed. 	<ol style="list-style-type: none"> The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses. Also note that Action CB.1 was referred to as a Short-Term action in Chapter 8, Neighbourhood 14 (Bentley-Curtin) of the LPS but as a Medium-Term (3-4 years) in Chapter 3 (Activity Centres). The correct timeframe for this action is Medium-Term and the Town proposes to modify the timeframe in Action CB.1 Detailed planning will examine demand for parking and the balance required to promote more sustainable transport (ie. walking, cycling and public transport use).
64	341 291 2	<ol style="list-style-type: none"> The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property. 	<ol style="list-style-type: none"> The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
65	340 745 6	<ol style="list-style-type: none"> The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property. 	<ol style="list-style-type: none"> The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
66	340 868 0	<ol style="list-style-type: none"> All of Tech Park should be mixed use. 	<ol style="list-style-type: none"> The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
67	340 047 1	<ol style="list-style-type: none"> The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property. 	<ol style="list-style-type: none"> The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
68	340 227 6	<ol style="list-style-type: none"> The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 	<ol style="list-style-type: none"> The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or

#	Id.	Submission Summary	Town Response
		of Strategy). Mixed use will be highly beneficial to government and Curtin owned property.	an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
69	Em ail111	<ol style="list-style-type: none"> 1. Disappointed the LPS did not comment whether the current extent of floorspace quoted in the document is achieving the 20,600 job target in the Bentley Curtin Specialised Activity Centre Structure Plan (WAPC,2018). 2. Disappointed the LPS did not examine whether the objectives and strategic direction of the Structure Plan remain valid and are supported by the Town. The original intent of Tech Park as the State's premier research and development hub is no longer relevant as some research and development activities have moved out of the Park and developed in the CBD/other inner city areas or expanded at Curtin University or other universities. It no longer holds a unique position in the State's research and development function. The LPS should have reviewed whether the Park should remain as a Special Use Area or not. The area should be normalised into the standard planning framework and the range of permitted range of land uses reviewed in the Scheme to provide greater certainty to landowners. 	<ol style="list-style-type: none"> 1. The State government are responsible for monitoring and overseeing implementation of the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018). The Department for Planning, Lands and Heritage collect some job number data and estimate 2,030 jobs in Tech Park, 3,871 in Curtin University and 273 at TAFE (2015-2017 figures). The Town does not have access to job numbers for the whole of the Structure Plan area. 2. The State government are responsible for monitoring and overseeing implementation of the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018), including any review of the plan objectives and strategic direction. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the <i>Curtin Bentley Specialised Activity Centre Plan</i> (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses. Action CB.1 of the LPS supports progressing detailed planning for Tech Park.
70	3409155	<ol style="list-style-type: none"> 1. Needs to be increased density but with increased amenity in terms of better small parks and community play / recreation facilities, more native trees, bigger investments in walking and cycling and green infrastructure to make liveable neighbourhoods. 2. There also needs to be much greater emphasis on sustainable housing eg encouraging and regulating for passive solar design that uses best possibilities for north facing windows and energy and water efficient design for example. Action 5.1 Ecologically Sustainable Development is crucial and should be prioritised sooner than 3-4 year action timeframe, drawing on best practice examples already present in the town. 3. Crucial to support smaller nodes of activity / activity centres. 4. Opportunity to encourage more services / shops / mixed commercial and residential along Oats St from existing shops (corner Harris St) to train station. Crucial to improve the mix of activities, attractive open space and people friendly environment friendly (native plants) adjacent to the station through station and rail upgrades, learn from Lathlain Place upgrade. 5. Parnham Reserve is key open space for Carlisle that needs attention - better multi use and benefit eg for small families with children and for adult sport and the environmental outcomes, better integration of the sump. 	<ol style="list-style-type: none"> 1. Noted. Recent release of the State government's State Planning Policy 7.2 Precinct Design and Precinct Design Guidelines recognises the need to improve the public realm and amenity of areas undergoing redevelopment and intensification. 2. Noted. 3. Noted. 4. Noted. Can be considered though precinct structure planning (Action OS.1). 5. This is outside the scope of the LPS. 6. Noted. The Town's Public Open Space Strategy identify gaps in Public Open Space areas for addressing. 7. Noted. Refer to the Town's draft Transport Strategy which encourages a shift from vehicle use to greater number of trips by sustainable modes (walking, cycling and public transport). 8. Noted. It is the role of the Town's other major informing strategies eg. the suite of environment plans, the draft Transport Strategy, Stormwater Management Plan etc, to identify infrastructure needs and not the role of the LPS per se. It is the role of the Town's Strategic Community Plan, Long-Term Financial Plan, 4 year capital works plan and Corporate Business Plan to coordinate the delivery of infrastructure. The LPS addresses the potential for part-funding infrastructure via the planning framework and need to potentially consider place-specific priorities for delivery. 9. The Sustainable Development Goals are too broad to guide the scope of the LPS.

#	Id.	Submission Summary	Town Response
		<p>6. Strongly agree with emphasis on filling gaps in public open space, reducing water use and increasing habitat.</p> <p>7. Movement – strongly support all actions, crucial non-vehicle transport prioritised and this is directly linked to the value of increased urban density and accompanied with public education on value of walking /cycling to liveability and wellbeing, and support for community/sport groups to upgrade end of trip bike facilities.</p> <p>8. Infrastructure Funding – Is weak and doesn't show how this supports other areas of the plan, for example should consider community battery storage or water sensitive design. Infrastructure focus should be on green investments and how they can help the environment biodiversity liveability transport sense of place etc.</p> <p>9. LPS is missing direct reference to global framework like the Sustainable Development Goals which provides a useful framework to think global and act local and inform the Town's planning.</p>	
71	341 242 5	<p>1. Strongly support the development of an up to date Precinct Plan for Carlisle along Archer St and strongly believe the Local Planning Scheme needs to be amended and updated to rezone land along the commercial strip of Archer Street, Carlisle from Residential to Commercial zoning, specifically 87 Bishopsgate Street and Ultratune (property behind). This should be of high importance and urgency for the Town. Rezoning would:</p> <ul style="list-style-type: none"> • would the reflect current use • allow future redevelopment for commercial or mixed used development that will make a more positive contribution to the town centre and service local community needs vs only permitting redevelopment for residential which does not fit this location • the properties have historically support commercial land use for many years (14 year for my property and longer for the commercial garage) • the properties are located in the middle of the Carlisle town centre and commercial strip, with a bus stop outside, on a major traffic route and close proximity to the Carlisle train station • they properties are surrounded by Mixed Use/Local Town Centre zone. 	<p>1. The zoning of land in the Carlisle Town Centre and Station Neighbourhood will be considered through the preparation of a precinct structure plan as per Action CT.1 which is a Short-Term action (within 1-2 years of final adoption of the LPS).</p>
72	341 242 6	<p>1. Deeply concerned about the negative impact of the METRONET Sky-Rail through Carlisle and East Vic Park. This is a massive, missed opportunity to "cut and cover" the railway line and release the land above for a variety of open space and mixed development uses.</p>	<p>1. This is outside the scope of the LPS. The Council is advocating for good community outcomes in the METRONET projects - refer to https://www.victoriapark.wa.gov.au/Build-and-develop/METRONET-precinct-planning.</p> <p>2. The LPS informs the preparation of a new Local Planning Scheme No.2.</p>

#	Id.	Submission Summary	Town Response
		<ol style="list-style-type: none"> 2. The local planning scheme needs to be overhauled to better reflect and achieve the outcomes of the planning strategy. 3. Request the zoning anomaly along Archer St where several commercial properties are zoned as residential but are currently and have been historically used for commercial land uses. Specifically, 87 Bishopsgate St, Carlisle is zoned R30 (along with the Ultratune Service Station directly behind it) whilst all surrounding properties along Archer St are zoned Local Centre. There is a subdivisible parcel of land at the rear of 87 Bishopsgate St (Facing Archer St) which we are unable to develop to its best potential and residential development would not be the optimal use for this site. These two properties need to be brought into line with the surrounding Local Centre zoning to allow proper development of the land. The proposed precinct structure plan covering this site should be a priority to further inform and push for an updated planning scheme with appropriate re-zoning for this area. 	<ol style="list-style-type: none"> 3. The zoning of land in the Carlisle Town Centre and Station Neighbourhood will be considered through the preparation of a precinct structure plan as per Action CT.1 which is identified as a short to medium term action depending on progress of the METRONET project. Implementation of the LPS actions will be subject to annual business planning and budgeting.
73	Em ail3	<ol style="list-style-type: none"> 1. Oppose any development of the Archer St car park as I live next door. 2. Oppose any redevelopment of Carlisle especially buildings over 2 storeys, especially given vacant commercial buildings closer to the CBD. 	<ol style="list-style-type: none"> 1. The Archer St car park is located in the Archer Street Local Centre and currently zoned Local Centre under Town Planning Scheme No.1 with a residential density code of R30. This allows future development for commercial and/or residential. The current Scheme does not contain any height limits for commercial development in local centres, however there is a 2 storey height limit for residential buildings under the R-Codes. The LPS Action CT.1 proposes preparing a precinct structure plan over this land and the local centre. The purpose of the precinct structure plan is to update the planning provisions for the area, including desired land uses, building height, setbacks etc. The precinct structure plan will consider the potential impacts of development on adjoining residential properties (ie. overlooking, overshadowing, mass and bulk of buildings etc) and will be subject to further detailed engagement with the community. 2. Noted.
74	Em ail6	<ol style="list-style-type: none"> 1. Support the growth of Victoria Park. Carlisle and Lathlain still have space for more development. 2. Suggest a supermarket in Carlisle and Lathlain area to attract residents. 3. Change the Welshpool industrial zone to allow for multi-level residential to achieve the dwelling targets. 	<ol style="list-style-type: none"> 1. Noted. 2. This is outside the scope of the LPS. 3. The Welshpool industrial area forms an important economic and employment hub and the LPS does not propose any changes to the zoning of this area.
75	315 350 4	<ol style="list-style-type: none"> 1. Turn Welshpool from Industrial to a residential community. 	<ol style="list-style-type: none"> 1. The Welshpool industrial area forms an important economic and employment hub and the LPS does not propose any changes to the zoning of this area.
76	316 918 1	<ol style="list-style-type: none"> 1. Will measures for universal access be implemented. They should be considered during the design phase of new development vs retrofitting. 	<ol style="list-style-type: none"> 1. Re Action 2.4 (investigate opportunities for more universally designed and adaptable dwellings through the local planning framework.) – the recently released draft State Planning Policy 7.3 Residential Design Codes –Medium Density introduces multiple provisions that aim to increase the supply of universally designs and/or adaptable homes.

#	Id.	Submission Summary	Town Response
		<ol style="list-style-type: none"> 2. Can the planning system provide greater flexibility to maximise occupation of vacant houses to respond to rise and fall of demand in the rental market. Put it under short-stay accommodation perhaps. 3. The LPS needs to provide more information regarding affordable housing strategies, particularly for low-income households, like the admirable Sao Paulo city master plan percentages for affordable housing into new developments. 4. Don't let the fate of Beaufort Street happen to our strip. Need to register valued social/cultural assets and ensure affordability for businesses and residents. 5. Environment: <ul style="list-style-type: none"> • Need to mandate development includes an amount of restorative / habitat space (and make it educational/ a community engagement point) designed in conjunction with the appropriate NRM(s). • Restrict lawn. • Mandate double glazing and insulation, address thermal bridges (heat loss from buildings). • Stop selling out the environmental and social health and wellbeing to optimize profits for business, local government has the opportunity to address the environment, use Curtin design student innovations to subsidise the cost of good environmental design. 	<ol style="list-style-type: none"> 2. The current planning framework already provides flexibility for short-term accommodation under the direction of Local Planning Policy No. 31 Serviced Apartments and Residential Buildings including Short Term Accommodation (refer to https://www.victoriapark.wa.gov.au/Build-and-develop/Planning/Planning-information-Example-Plans-and-FAQs/Short-Stay-Accommodation-and-Serviced-Apartments). 3. Noted. Affordable housing is a complex area of housing policy and not traditionally the responsibility of local government to address, particularly given the significant financial impost that development of subsidised housing costs. As such, Action 2.3 (investigate affordable housing) recommends investigating demand and potential strategies to address with consideration of the role of local government versus state government. 4. Noted. The character of centres and ways to maintain a diversity of tenancies will be a consideration in the preparation of precinct structure plans. 5. Noted. Improving environmental outcomes of buildings and places is complex given the multiple responsibilities and authority for planning and building policy between Federal (ie. National Construction Code), State government (ie. Residential Design Codes) and local government, as well as the potential for impact on the housing market. Hence, the reason for Action 5.1 which recommends the Town investigate options to understand where improvement might be most effective. The Town has recently participated in discussions with WALGA (West Australian Local Government Association) to collaborate with other local governments on ESD.
77	332 040 5	<ol style="list-style-type: none"> 1. Fletcher Park should be redeveloped / improved as part of the plan with a dog park. 2. Cul de sacs with no vehicular access but pedestrian access should be closed as they support increased criminal activity (less vehicles, less vehicle escape routes when chasing criminals). Eg. the area from Orrong/Wright to Star/Lion St, Carlisle where there are nine choke points / dead ends / dead bends, with the area grossly overrepresented in crime. This can be solved by rezoning the road to parks and building a wall along Orrong Road and redirect pedestrians to roads like Archer St and Mercury St which should be well lit with CCTV . Parks would create community. 3. The Carlisle Town Centre should continue to be a priority. 	<ol style="list-style-type: none"> 1. This is outside the scope of the LPS. 2. Vehicle access must be legally maintained via a road to existing dwellings and cul-de-sacs are not able to be rezoned to Parks. The proposed sinking of Orrong Road by Main Roads will effectively provide a barrier (more effective than a wall) along many parts of the road. 3. Noted.
78	332 123 9	<ol style="list-style-type: none"> 1. Do not support the increase in dwellings as part of the Oats Street Station Neighbourhood given: <ul style="list-style-type: none"> • the proximity to a noxious industry with non-conforming property rights at Holcim, 12 Cohn Street. It is irresponsible to increase dwellings given the health risks, lack of monitoring and 	<ol style="list-style-type: none"> 1. Given the extent of subdivision that has already occurred in the area east of the railway line under the current TPS No.1 R30 density, the focus of the proposed precinct structure plan will be on the land west of the railway line towards Shepperton Road and Albany Highway. The recent approval of an upgrade to the concrete batching plant by the State government, includes requirements for dust and air quality monitoring, a complaint register and a yearly

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		<p>managing emissions from the concrete batching plant, especially given approval for increased operations for further 40 years.</p> <ul style="list-style-type: none"> • do not support residential areas adjacent to industrial areas. • Impacts of development on surface temperatures in Carlisle and heat stress impacts unless adequate planning for urban heat is mitigated through nature-based solutions including adequate deep soil zones to plant trees for shading, adequate green and blue space to reduce hot spots and/or policy to enshrine better building design such as mandating light coloured roofs and double glazing. <p>2. The Oats Street Station Neighbourhood precinct planning area should be extended south to Briggs Street (ie. part of the existing Welshpool industrial area). This section should be transitioned to commercial to make up for the loss of commercial space at the other end of Cohn Street and provide a buffer to shield residents from the impacts of adjacent industrial processes. There should be consideration of vastly different land uses in close proximity to each other. Planning needs to better consider the impact of pollution on residents in the form of noise, dust and air quality.</p> <p>3. The TPS does not represents equitable access to public open space and community services for ALL residents of the Town. I would also like to see the green space being designed as part of the Metronet development to be included.</p> <p>4. The LPS should address shade for pedestrians, should be a stronger consideration in the TPS.</p> <p>5. Re Carlisle Residential Neighbourhood – I support higher densities only if there is adequate green space, community facilities and no impact from noxious industries.</p> <p>6. I disagree with Objective W.2 (Welshpool Neighbourhood) <i>"To protect industrial activity from the encroachment of commercial, residential and other sensitive uses that would adversely affect industrial viability or contribute to erosion of Industrial zone"</i>. Action W.2 should include stakeholder engagement of residents in adjacent Neighbourhood 11 (Oat Street Station). Action W.2 should include long term monitoring of the impacts to residents from noise, dust, light other emissions.</p>	<p>review of the dust and air quality management plan among other things. The Town is attempting to address urban heat impacts through the Town’s urban forest strategy and Action 5.1 (investigate ecologically sustainable development).</p> <p>2. The Welshpool industrial area forms an important economic and employment hub and the LPS does not propose any changes to the zoning of this area, and there is no justification for including it in the Oats Street Station Precinct. Industrial land uses / businesses are required to comply with <i>Environmental Protection Act 1986</i> and related Regulations, and reported nuisances such as dust or noise, are followed up by both local government (environmental health) and the Department of Water and Environment Regulation (DWER).</p> <p>3. The Town’s Public Open Space Strategy (2019) address the shortfall of open space in some areas of the Town. The Town is advocating for community benefits such as green space in the METRONET projects.</p> <p>4. Noted. Greening and shade within public spaces will be addressed in the preparation of precinct structure plans for certain areas of the Town, and the remainder of the Town is subject to the street tree planting program and urban forest strategy which attempts to address shading and urban heat effects.</p> <p>5. Noted.</p> <p>6. The intent of this objective was to protect encroachment from within the existing industry zone. Industrial land uses / businesses are required to comply with <i>Environmental Protection Act 1986</i> and related Regulations, and reported nuisances such as dust or noise, are followed up by both local government (environmental health) and the Department of Water and Environment Regulation (DWER).</p>