



WAPC

Western
Australian
Planning
Commission

LEADING A
CONTEMPORARY
PLANNING SYSTEM

agenda

Western Australian Planning Commission

**Notice is hereby given the next meeting of the
Western Australian Planning Commission
will be:**

Wednesday, 20 May, 2026, 9:00 am

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2.5 Improvement Scheme – Bennett Springs East No.1, City of Swan - Recommendation to Minister (RSL/1019) (Item 4.3)	58 - 62
Written Deputation: Jan Zeck - Resident of West Swan	

- 2.6 Improvement Scheme – Bennett Springs East No.1, City of Swan - Recommendation to Minister (RSL/1019) (Item 4.3)** **63 - 66**

Written Deputation: Nathan Stewart - Lateral Planning

- 2.7 MRS Amendment – Kwinana Rail Loop – Approval to Advertise (RLS/1159) (Item 3.1)** **67 - 70**

Written Deputation: Tristan Fernandes - City of Rockingham

3. Non-confidential items for discussion, decision or noting

- 3.1 MRS Amendment – Kwinana Rail Loop – Approval to Advertise (RLS/1159)** **71 - 115**

Attending Officers: Lisa Powell - A/Executive Director, Infrastructure Policy and Planning; Jason Carr - A/Planning Director, Infrastructure Policy and Planning; and Scott Haine - Principal Policy Planner, Infrastructure Policy and Planning

This proposal seeks to initiate an amendment to the Metropolitan Region Scheme (MRS) in East Rockingham that seeks to achieve the following objectives:

- Protect land for a proposed new freight rail corridor;
- Protect land for three potential future grade-separated intersections which are intended to involve regional and local roads passing over the proposed freight rail corridor;
- Protect a large area of land in the locality for Regional Open Space purposes; and
- Reclassify redundant portions of an existing Railways reservation for other purposes.

4. Confidential items for discussion, decision or noting

- 4.1 (ITEM WITHDRAWN) MRS Amendment 1443 (standard) – ECU Mount Lawley Redevelopment - Recommendation to Minister (RLS/1176)**

- 4.2 MRS Planning Control Area - Lloyd Street (Great Eastern Highway Bypass and Workshops Avenue) - Declaration (RLS/1221)**

- 4.3 Improvement Scheme – Bennett Springs East No.1, City of Swan - Recommendation to Minister (RSL/1019)** **116 - 116**

- 4.4 Operational Policy 1.12 Proposals Adjoining Regional Roads – Final Approval (DP/10/01648)
- 4.5 Residential Design Codes Review Update
- 4.6 National Planning Reform Blueprint – Western Australia Progress Report and Metrics – March 2026 (PLH2024P0066)
- 4.7 WAPC Instruments of Delegation – Department of Housing and Works and Department of Transport and Major Infrastructure - Biannual Report (May 2026) (WAPC/22/0126)
- 4.8 Amendments to Delegation DEL 2024/04 – Powers of Committees (Statutory Planning Committee)
- 4.9 BankWest Curtin Economics Centre report: Every Person Counts Planning for Western Australia’s Future Population (352/01/01/0001P)
- 4.10 WAPC Committee Minutes
- 4.11 Information Report - Western Australian Planning Commission
- 5. Urgent or other business
- 6. Meeting conclusion and closure

Information for WAPC members

Quorum: 5 of 9 members



Ms Emma COLE
WAPC Chairperson



Mr Ray HAEREN
WAPC Deputy Chairperson



Ms Megan ADAIR
WAPC Board Member



Ms Jane BENNETT
WAPC Board Member



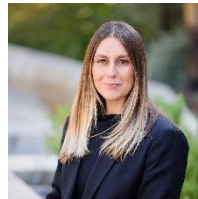
Ms Helen BROOKES
WAPC Board Member



Mr Ryan HALL
WAPC Board Member



Mr Paul LAKEY
WAPC Board Member



Ms Bianca SANDRI
WAPC Board Member



Ms Amanda SHEERS
WAPC Board Member

The Western Australian Planning Commission (WAPC) is established under the *Planning and Development Act 2005* to provide independent advice to the Government on integrated land use planning and development, and to facilitate the preparation, implementation and delivery of state planning policies, strategies and plans through its functions and statutory decisions.

The WAPC's functions are defined under Section 14 of the *Planning and Development Act 2005* and include:

- advising the Minister for Planning on strategic land use planning and development, legislation and planning schemes.
- maintaining the State Planning Strategy to provide a vision for the future development of Western Australia.
- developing integrated land use planning strategies and policies for the coordination of transport, infrastructure and development.
- preparing and reviewing region schemes to cater for anticipated growth.
- researching and developing planning methods and models relating to land use planning, land development and associated matters (including monitoring land and housing supply).
- reserving and acquiring land for public purposes in region planning scheme areas.

- making statutory decisions on a range of planning application types including applications to subdivide land and significant development.

Membership:

The composition of the Board is in accordance with Section 10 of the *Planning and Development Act 2005*:

10. Membership of board

- (1) The board is to consist of 7 to 9 members appointed by the Minister.
- (2) The Minister must appoint 1 of the members to be the chairperson.
- (3) The Minister may appoint 1 or more other members to be deputy chairpersons.
- (4) A member cannot be a public service officer.
- (5) The terms and conditions of a member's appointment are to be determined by the Minister, subject to —
 - (a) any regulations made for the purposes of section 11(1); and
 - (b) section 12.
- (6) The Minister must ensure that, taken together, the members have what the Minister considers to be a suitable level of knowledge, expertise and experience in the following fields —
 - (a) urban and regional planning;
 - (b) subdivision of land;
 - (c) property development;
 - (d) planning and management of infrastructure;
 - (e) economic, social and environmental policy;
 - (f) public sector governance and administration.
- (7) In addition to the requirement of subsection (6), the Minister must ensure the following —
 - a. that the chairperson, and at least 1 other member, each has what the Minister considers to be —
 - i. extensive knowledge, expertise and experience in the field of urban and regional planning; and
 - ii. a suitable professional qualification or accreditation in that field;
 - b. that at least 1 member has what the Minister considers to be extensive experience in local government administration as either or both of the following —
 - (i) a member of the council of a local government;
 - (ii) an employee of a local government;
 - c. that at least 1 member has what the Minister considers to be extensive experience of living and working in regions other than the following —
 - i. the metropolitan region;
 - ii. the region referred to in item 6 of Schedule 4.

Western Australian Planning Commission

Minutes

Wednesday, 22 April 2026

- Members:** Commissioner Cole - Chairperson
Commissioner Haeren - Deputy Chairperson
Commissioner Bennett
Commissioner Brookes
Commissioner Lakey
Commissioner Sandri
- Apologies:** Commissioner Adair
Commissioner Hall
Commissioner Sheers
- Observers:** Don Cummins - Department of Water and Environmental Regulation
- Others present:** Lauren Aitken - Director, Office of the Director General
Marta Alexander - Communications Coordinator, Corporate Communications
Kate Bayley - Project Support Officer, Metro Central
Julian Berzin - A/Planning Manager, Planning Frameworks
Daniel Bromley - Planning Manager, Strategic Planning Initiatives
Victoria Brown - Manager, Planning Policy Framework
Tia Byrd - A/Assistant Director General, Land Use Planning
Paul Cunningham - Principal Planning Officer, Strategic Planning Initiatives
Marion Dandridge - Principal Planning Officer, Planning Frameworks
Michael Daymond - A/Director, Commission Services
Paola Di Perna - Planning Director, State Development Assessment Unit
Tristan Emrich - A/Commission Support Team Leader
Isla Finlay - Principal Planner, Metro Central
Lucy Gunn - Director, Projects and Policy
Lisa Hall - Senior Planning Officer, Commission Services
Stuart Harrison - Principal Associate, Government Architect of Western Australian
Vanessa Jackson - A/Director, Land Use Planning Policy
Nicole Lucas-Smith - Director, Strategic Planning Initiatives
Damien Martin - Executive Director, Infrastructure Policy and Planning
Jonathan Mesnard - A/Manager, Commission Business
Sam Moss - Senior Policy Planner, Projects and Policy

Moe Moe Myint - A/Manager, Planning Analytics
Ben Nayton - A/Director, Executive Management, Strategy and Engagement
Irene Obales - Senior Commission Support Officer
Alyce Parker - A/Planning Manager, Schemes and Strategies
Melinda Payne - Director, Design and Built Environment
Mek Piggot - A/Planning Director, Schemes and Strategies
Thomas Quigley - Commission Support Officer
Tanya Ring - Manager, Design Review
Suzanne Roach - Planning Manager, Strategic Planning Initiatives
Phillida Rodic - A/Chief Planning Advisor, Reform, Design and State Assessment
Dale Sanderson - Planning Director, Metro Central
William Schaefer - Senior Planner, Regional Planning Strategy
Jacquie Stone – Executive Director, Policy
Rachel Swannell - A/Project Manager, Major Projects
Ryan Taylor- A/Planning Director, Planning Frameworks
Oscar Thomson - Senior Planner, Schemes and Strategies

1. Meeting Opening and Commencement

The Chairperson declared the meeting open at 9:05 am.

1.1 Acknowledgement of Country

The Chairperson acknowledged the Whadjuk people of the Noongar Nation as the Traditional Owners and custodians of the land on which the meeting is taking place and welcomed members and attendees.

1.2 Apologies and leave of absence

Commissioner Adair - Apology

Commissioner Hall - Apology

Commissioner Sheers - Apology

1.3 Disclosure of interests

Commissioner Brookes declared a Perceived Impartiality Interest on Item 3.1 - MRS Amendment Request – Lot 70 Wattleup Road, Wattleup – Approval to Advertise. Commissioner Brookes advised that her employer, Urbaqua, has previously provided water management services for the adjacent development area and that all projects were completed in early 2023. Members agreed that Commissioner Brookes is permitted to be present during the discussion and decision-making procedure on the item as it is unlikely to influence Commissioner Brookes' conduct in relation to the matter.

Commissioner Brookes declared a Perceived Impartiality Interest on Item 4.1 - MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister. Commissioner Brookes advised that her employer, Urbaqua, has previously provided water management advice to the City of Gosnells in relation to the adjacent Maddington-Kenwick development area, including peer review of modelling and reporting undertaken for Environmental Protection Authority review purposes. Commissioner Brookes further advised that all projects were completed in 2020 and that Urbaqua has no ongoing involvement. Members agreed that Commissioner Brookes is permitted to be present during the discussion or decision-making procedure on the item as it is unlikely to influence Commissioner Brookes' conduct in relation to the matter.

Commissioner Bennett declared a Direct Pecuniary Interest on Item 4.1 - MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister. Commissioner Bennett advised that her employer, CLE, acts for Hesperia on other projects. Members agreed that Commissioner Bennett should not be present during the discussion or decision-making procedure on the item.

Commissioner Sandri declared a Perceived Impartiality Interest on Item 4.9 - Employment Land Supply Assessment. Commissioner Sandri advised that her employer owns multiple properties within identified industrial areas identified within the Employment Land Supply Assessment. Commissioner Sandri further noted that this item is general in nature and not seeking a decision on specific sites or proposals. Members agreed that Commissioner Sandri is permitted to be present during the discussion and decision-making procedure on the item as it is unlikely to influence Commissioner Sandri's conduct in relation to the matter.

Commissioner Bennett declared a Perceived Impartiality Interest on Item 4.9 - Employment Land Supply Assessment. Commissioner Bennett advised that her employer, CLE, acts for proponents within industrial or future industrial land and noted that this item is general in nature and not seeking a decision on specific sites or proposals. Members agreed that Commissioner Bennett is permitted to be present during the discussion and decision-making procedure on the item as it is unlikely to influence Commissioner Bennett's conduct in relation to the matter.

Commissioner Sandri declared a Perceived Impartiality Interest on Item 4.10 - UWA QEII Planning Committee – Amendment to Membership. Commissioner Sandri advised that she was a former Commissioner and Deputy Chair at the City of Nedlands, and this role concluded in March 2026 and the QEII Precinct falls within the municipality boundary. Commissioner Sandri stated that she did not participate in decision making on this matter. Members agreed that Commissioner Sandri is

permitted to be present during the discussion and decision-making procedure on the item as it is unlikely to influence Commissioner Sandri's conduct in relation to the matter.

Commissioner Bennett declared a Proximity Interest on Item 4.10 - UWA QEII Planning Committee – Amendment to Membership. Commissioner Bennett advised that she owns a property within the Improvement Plan area. Members agreed that Commissioner Bennett should not be present during the discussion or decision-making procedure on the item.

Commissioner Brookes declared an Indirect Pecuniary Interest on Item 4.11 - State Design Review Panel – Pool Appointments 2026-2030. Commissioner Brookes advised that Urbaqua co-director Shelley Shepherd is a proposed appointee to the panel. Members agreed that Commissioner Brookes should not be present during the discussion or decision-making procedure on the item.

The Chairperson declared that in relation to Item 4.11 - State Design Review Panel Pool Appointments, the Western Australian Planning Commission have professional familiarity, through the planning industry, with some of the appointees to the State Design Review Panel. This is an interest in common shared by members and is not considered to prejudice their ability to impartially determine the matter within the planning framework.

1.4 Disclosures of representation

Commissioner Cole declared a Disclosure of Representation on Item 3.1 - MRS Amendment Request – Lot 70 Wattleup Road, Wattleup – Approval to Advertise. Commissioner Cole advised that she met with the applicant in relation to this item in the normal course of her duties as Chairperson of the WAPC and has not been provided with any additional information that is not available to other members of the Commission.

Commissioner Cole declared a Disclosure of Representation on Item 4.1 - MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister. Commissioner Cole advised that in early 2025, she met with the applicant to discuss a range of Hesperia's projects across Industrial, Residential and Healthcare industries in the normal course of her duties as Chairperson of the WAPC, and this item was referenced in the meeting. Commissioner Cole has not been provided with any additional information that is not available to other members of the Commission.

1.5 Declaration of due consideration

All members indicated that they had received and considered the agenda items prior to the Western Australian Planning Commission meeting.

1.5.1 Additional Information for Members

Members noted receipt of additional information provided following publication of the agenda.

1.6 Confirmation of Previous minutes - Wednesday, 25 March 2026

Moved by Commissioner Sandri

Seconded by Commissioner Haeren

That the minutes of the Western Australian Planning Commission meeting held on Wednesday, 25 March 2026, be confirmed as a true and correct record of the proceedings.

The motion was put and carried

1.7 Ratification of Out of Session Item

1.7.1 Review of WAPC Secretary Arrangements

THIS ITEM IS CONFIDENTIAL

2. Deputations and presentations

2.1 MRS Amendment Request – Lot 70 Wattleup Road, Wattleup – Approval to Advertise (RLS/1148) (Item 3.1)

Presenters: Hatch/Garbin Family - Deon White and Matthew Garbin

Deon White and Matthew Garbin made a deputation to the Western Australian Planning Commission regarding Item 3.1 - MRS Amendment Request – Lot 70 Wattleup Road, Wattleup – Approval to Advertise.

2.2 MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister (RLS/0977) (Item 4.1)

Commissioner Bennett declared a Direct Pecuniary Interest on Item 4.1 and left the meeting at 9.21 am.

Presenters: Resident - Jim Reid

Jim Reid made a deputation to the Western Australian Planning Commission regarding Item 4.1 - MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister.

2.3 MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister (RLS/0977) (Item 4.1)

Presenters: Resident - Shelly Clarke

Shelly Clarke made a deputation to the Western Australian Planning Commission regarding Item 4.1 - MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister.

2.4 MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister (RLS/0977) (Item 4.1)

Presenters: EcoVision - Beverley Dornan

Beverley Dornan made a deputation to the Western Australian Planning Commission regarding Item 4.1 - MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister.

2.5 MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister (RLS/0977) (Item 4.1)

Presenters: City of Kalamunda - Regan Travers; Nathan Ritchie

Regan Travers and Nathan Ritchie made a deputation to the Western Australian Planning Commission regarding Item 4.1 - MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister.

2.6 MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister (RLS/0977) (Item 4.1)

Presenters: Element Advisory, Part of SLR - Matt Raymond, Kathy Tew; Hesperia - Grant Shepard, Leon Cardaci; and Hyd2o - Sasha Martens

Matt Raymond, Kathy Tew, Grant Shepherd, Leon Cardaci and Sasha Martens made a deputation to the Western Australian Planning Commission regarding Item 4.1 - MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister.

2.7 – 2.19 MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister (RLS/0977) (Item 4.1)

Written Deputations:

**Elizabeth and Malcolm Grow - Resident
Robert Vletter - Resident
Andrea Balfe - Resident
Adrian Scharenguivel - Resident
Peter and Reta White - Resident**

Greg Leach - Resident
Marie Ryan - EcoVision
Graham Ryan - EcoVision
Michael Light - Resident
Chrstine Richardson - Urban Bushland Council WA Inc.
Brett Loney - Wildflower Society of Western Australia
Jacqui Jeavons - Resident
Jon Burgess - Burgess Design Group

Members noted the written submissions on Item 4.1 - MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister.

Commissioner Bennett returned to the meeting at 10:22 am.

3. Non-confidential items for discussion, decision or noting

3.1 MRS Amendment Request – Lot 70 Wattleup Road, Wattleup – Approval to Advertise (RLS/1148)

REASONS FOR DECISION

Members discussed their reasons for supporting the proposal and outlined the following:

- the merit of considering the site for urban development due to its unique circumstances and its differentiation from the broader Industrial Investigation Area. It was noted this would not set a precedent as it is the only Rural zoned lot north of Wattleup Road that would enable a minor residential extension and is predominantly outside of the buffer zone.
- detailed structure planning for the site will allow for the interface between Lot 70 and the likely light industrial transition area of the Hope Valley Wattleup redevelopment area to be addressed.
- the proximity of the Hope Valley redevelopment area to the west of Lot 70 was noted, with any further industrial development likely to be limited to light industry due to wetland and vegetation constraints.
- the proposal is anticipated to integrate to the east of the site, enabling coordinated outcomes such as cost-sharing and design considerations.

Members endorsed the recommendation of the Department of Planning, Lands and Heritage for the reasons discussed and outlined in the Department's report.

Moved by Commissioner Bennett
Seconded by Commissioner Haeren

That the Western Australian Planning Commission, under section 35 of the Planning and Development 2005 and Regulation 5 of the Planning and Development (Region Planning Schemes) Regulations 2023, resolves to:

1. *Initiate an amendment to the Metropolitan Region Scheme by transferring the subject land from the Rural zone to the Urban zone as detailed in Attachment 7 – MRS Amendment 14xx (Standard) – Lot 70 Wattleup Road, Wattleup; and*
2. *Form the opinion that the amendment constitutes a standard amendment to the MRS as it is generally consistent with the State and Strategic Planning Framework but may have some impact or community interest.*

The motion was put and carried

4. Confidential items for discussion, decision or noting

Moved by Commissioner Brookes
Seconded by Commissioner Bennett

That the Western Australian Planning Commission move to the consideration of confidential items for discussion, decision or noting and resolve, pursuant to Regulation 27 of the Planning and Development (Western Australian Planning Commission) Regulations 2024, that the meeting be closed to members of the public as the remaining agenda items raise matters outlined in regulation 4(2) and require confidentiality due to the recommendations submitted to the Minister; legally and commercially sensitive material; and enable free and unfettered debate on strategic, policy and governance directions pending their confirmation and formal release.

The motion was put and carried

4.4 Resolution to Prepare an Amendment to the Greater Bunbury Region Scheme (PLH20210051)

THIS ITEM IS CONFIDENTIAL

4.5 Resolution to Prepare an Amendment to the Peel Region Scheme (PLH20210051)

THIS ITEM IS CONFIDENTIAL

- 4.6 WA Planning Manual – Draft Local Development Plan Chapter – Approval to Advertise (PLH2022P0157)**

THIS ITEM IS CONFIDENTIAL

- 4.7 2026 Policy Priority Audit and Work Plan (PLH2025P1139)**

THIS ITEM IS CONFIDENTIAL

- 4.8 WAPC Policy Framework Review Update April 2026 (PLH 2018PO269)**

THIS ITEM IS CONFIDENTIAL

- 4.12 WAPC Model Development Conditions Schedule Project (PLH2025P0595)**

THIS ITEM IS CONFIDENTIAL

- 4.13 Instrument of Delegation - DEL 2024/03 – Biannual Report (WAPC/22/0126)**

THIS ITEM IS CONFIDENTIAL

- 4.15 WAPC Committee Minutes**

THIS ITEM IS CONFIDENTIAL

- 4.1 MRS Amendment 1388/57 – Wattle Grove (South) Precinct – Recommendation to Minister (RLS/0977)**

Commissioner Bennett declared a Direct Pecuniary Interest on Item 4.1 and left the meeting at 10:32 am.

THIS ITEM IS CONFIDENTIAL

The Chairperson declared a break at 10:53 am.

Commissioner Bennett returned to the meeting at 10:58 am.

The Chairperson declared a members only in-camera session at 10:58 am.

IN CAMERA SESSION

The meeting resumed at 11:23 am with all members present.

- 4.2 Perth and Peel @3.5million Health Check – Draft Action Plan and Workshop Outcomes (DP/15/00332/1)**

THIS ITEM IS CONFIDENTIAL

- 4.3 Operational Policy 1.13 – Significant Development Pathway – Public Interest Considerations – Final Adoption (PLH2021P0012)**

THIS ITEM IS CONFIDENTIAL

- 4.9 Employment Land Supply Assessment (PLH2024PO296)**

THIS ITEM IS CONFIDENTIAL

- 4.10 UWA QEII Planning Committee - Amendment to Membership (PLH2022P1423)**

Commissioner Bennett declared a Proximity Interest on Item 4.10 and left the meeting at 12:44 pm.

THIS ITEM IS CONFIDENTIAL

Commissioner Bennett returned to the meeting at 12:50 pm.

- 4.11 State Design Review Panel – Pool Appointments 2026–2030**

Commissioner Brookes declared an Indirect Pecuniary Interest on Item 4.11 and left the meeting at 12:50 am.

THIS ITEM IS CONFIDENTIAL

Commissioner Brookes returned to the meeting at 12:55 pm.

- 4.14 WAPC Delegation Review Project – Officer and Local Government Delegation Amendments (WAPC/23/0007)**

THIS ITEM IS CONFIDENTIAL

5. Urgent or other business

Nil.

6. Meeting conclusion and closure

The next ordinary meeting is scheduled for 9:00 am on Wednesday, 20 May 2026.

There being no further business before the Board, the Chairperson thanked members for their attendance and declared the meeting closed at 1:31 pm.

CHAIRPERSON

DATE

UNCONFIRMED

Committee:

Western Australian Planning Commission

Meeting Date:

Wednesday, May 20, 2026

Deputation Information**Type of Deputation:**

Verbal Deputation

Agenda Item:

4.3

Agenda Title:

Improvement Scheme – Bennett Springs East No.1, City of Swan - Recommendation to Minister (RSL/1019)

Is the presentation in support or against the report recommendation? (contained within the agenda)

Against

Presenter Information**Name of Presenter**

Carla Shearman

Organisation:

The PR Collaborative

Email Address:**Mobile Number:****Additional Attendees**

Barry Cocking of CF Farms Pty Ltd being the owner of Lot 505. Available to answer questions.
Amanda Butterworth of Allering and Associates. Available to answer questions.
All will attend in person at 140 William Street, Perth

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements:

No

Presentation Information**Brief Outline of Deputation:**

The presentation is on behalf of CF Farms Pty Ltd, the owner of [REDACTED], Bennett Springs. The property lawfully operates as a poultry farm and egg processing.

Clause 22 of the Bennett Springs East Improvement Scheme extinguishes the land use right for the poultry farm operations immediately upon gazettal and clause 19 requires the cessation of the egg processing within 5 years of gazettal.
For biosecurity reasons the extinguishment of the poultry farm operations will result in the killing of thousands of chickens. This is not acceptable.
The landowner has sought to have meaningful discussions with DPLH but that has not occurred.
Our request is that the Scheme be modified to allow the poultry farm use and egg processing to continue as non-confirming use rights after gazettal, noting that the landowner is willing to enter into meaningful discussions for compensation, taking into account the unique nature of this business.

Will there be a PowerPoint Presentation?

Yes

Please attach any documents here

 CF Farms WAPC Deputation Bennett S....pdf

Acknowledgements

In submitting this request, you acknowledge that your request form and presentation content will be published to the Planning Online website as part of the agenda.

Yes

I acknowledge that if my request or accompanying documents are not submitted within the required timeframe, they will not be accepted.

Yes

Please attach all accompanying documents to this request. Late submissions will not be accepted.
Handouts or PowerPoints will not be accepted on the day of the meeting.



CF FARMS

Deputation to the

WESTERN AUSTRALIAN PLANNING COMMISSION

LOT 505 (60) CHELTENHAM STREET

Bennett Springs, Western Australia

ABOUT THE BUSINESS

CF Farms Pty Ltd

One of Western Australia's largest family-owned egg producers.



252M

EGGS ANNUALLY



250

EMPLOYEES & CONTRACTORS

Farming, processing, distribution, retail



\$180M

CAPITAL INVESTMENT

Facilities, infrastructure, operations



1977

ESTABLISHED

Nearly five decades under City of Swan approvals



MAJOR CUSTOMERS

Coles and Woolworths

A long-standing lawful agricultural business seeking consistent treatment under Western Australian planning principles.

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Departure from Standard Planning Practice

CF Farms is concerned that the draft Scheme departs from ordinary Western Australian planning treatment of lawful non-conforming uses.



CLAUSE 22(4)

Poultry Farm

Existing lawful use extinguished immediately upon gazettal

- No transition period
- No discretion
- No negotiated pathway
- No compensation framework



CLAUSE 19 / TABLE 4

Egg Processing

Existing lawful use extinguished within five years

- Fixed cessation date
- No discretion
- No compensation framework

KEY CONCERN

Under standard planning practice in Western Australia, lawful non-conforming use rights are ordinarily preserved. The Scheme establishes a precedent whereby lawful long-standing uses may be extinguished outside ordinary non-conforming use protections.

The Consequences are Immediate and Irreversible



OPERATIONAL REALITY

If Clause 22(4) proceeds as drafted:

- 01** Poultry operations cease immediately upon gazettal
- 02** WA biosecurity protocols do not permit relocation of an established laying flock
- 03** Significant operational and financial losses are triggered immediately



IMPORTANT CONTEXT

CF Farms is not opposing the long-term vision for Bennett Springs East. The concern is that the Scheme removes lawful operating rights without a transition framework consistent with standard planning practice.

THE REQUEST

Two Targeted Amendments

The Commission is respectfully requested to recommend:

01

DELETE THE CONDITION IN TABLE 4

*Clause 19(1)(b), as it relates to Lot 505
Cheltenham Street*

02

DELETE CLAUSE 22(4)

and associated Table 5

OUTCOME



Non-conforming use rights
maintained



Consistency with ordinary WA
planning principles



No impact on the broader strategic
vision for Bennett Springs East



Opportunity for future negotiated
transition discussions



CF Farms remains willing to engage constructively with the State Government regarding the long-term future of the site, including appropriate transition and compensation discussions consistent with the unique nature of the business.

Committee:

Western Australian Planning Commission

Meeting Date:

Wednesday, May 20, 2026

Deputation Information

Type of Deputation:

Verbal Deputation

Agenda Item:

4.3

Agenda Title:

- Improvement Scheme – Bennett Springs East No.1

Is the presentation in support or against the report recommendation? (contained within the agenda)

Support

Presenter Information

Name of Presenter

Rachel Chapman

Organisation:

TBB Planning

Email Address:**Mobile Number:****Additional Attendees**

Lachlan Gerrard (GM Property - landowner)

David Sauzier (landowner)

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements:

No

Presentation Information

Brief Outline of Deputation:

The item is confidential so we don't have an understanding of how our submission has been addressed and a clear understanding of the pathway from here for residential subdivision and housing development. We would like an opportunity to highlight the key points from our submission as it relates to Lots 615, 618, 200 & 500 Dulwich Street Bennett Springs on behalf of the landowners including the excessive amount of POS, buffers and other constraints limiting development potential, advocate for the timely finalisation of

the Improvement Scheme and the Precinct Structure Plan, seek an understanding of future DCP requirements and outline the benefits of a commitment to the delivery of the Bennett Springs Station.

Will there be a PowerPoint Presentation?

Yes

Please attach any documents here

 22~088 Ltr Sub BS Impr Scheme & Re... .pdf

Acknowledgements

In submitting this request, you acknowledge that your request form and presentation content will be published to the Planning Online website as part of the agenda.

Yes

I acknowledge that if my request or accompanying documents are not submitted within the required timeframe, they will not be accepted.

Yes

Please attach all accompanying documents to this request. Late submissions will not be accepted. Handouts or PowerPoints will not be accepted on the day of the meeting.

Our Ref: 22/088

31 October 2025

Attention: Adrian Cagnana

Western Australian Planning Commission

Gordon Stephenson House
140 William Street
Perth WA 6000

Dear Adrian,

Draft Bennett Springs East Improvement Scheme No. 1 & Scheme Report: Submission

We refer to the advertising of the Draft Bennett Springs East Improvement Scheme No. 1 (Improvement Scheme), Improvement Scheme Map and Improvement Scheme Report. Firstly, it is incredibly pleasing to finally see planning progress within the Bennett Springs East Precinct. On behalf of our Clients - GM Property Group (GMPG) and David Sauzier, landowners within the Improvement Scheme Area as detailed in **Table 1** below, we provide the following submission. Please note, the focus of this submission is on the Improvement Scheme Report which provides the explanatory text in relation to the Improvement Scheme.

Background

Our Clients, through their respective entities and family, own the properties listed in **Table 1**. These landholdings are identified on **Figure 1** overleaf.

Table 1: Clients' Landholdings in Improvement Scheme Area

Address	Area	Owner
Lot 618 (HN 91) Dulwich Street, Bennett Springs	2.639ha	GM Lachjack Pty Ltd
Lot 615 (HN 72) Dulwich Street, Bennett Springs	2.175ha	Gms Dulwich Pty Ltd
Lot 200 (HN 125) Dulwich Street, Bennett Springs	5.110ha	Louis Sauzier Barbara Sauzier
Lot 500 (HN 67) Dulwich Street, Bennett Springs	2.751ha	Louis Sauzier

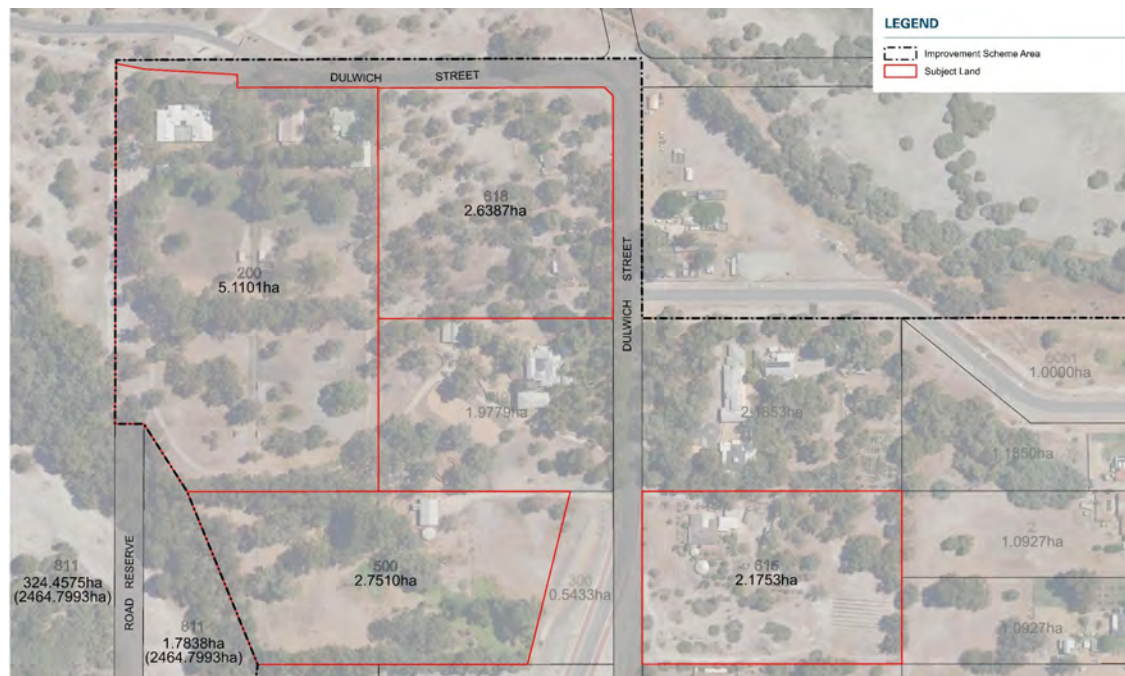


Figure 1 – Clients' Landholdings

Draft Bennett Springs Improvement Scheme Report

Intent

The Draft Improvement Scheme Report provides the explanatory text in relation to the Improvement Scheme. The Report states that it serves the function of a local planning strategy (LPS). However, the Commission's Local Planning Strategy Guidelines (March 2023) state that a LPS is to set out the long-term planning directions for the local government through the identification of planning issues and rationale for appropriate planning directions. The Concept Plan accompanying the Improvement Scheme Report is incredibly detailed, with R-Codings applied to street blocks, and is stated as being based on precinct planning. This is considered inconsistent with the intent of a strategy document. Of further concern, this detailed plan has been made publicly available and is stated as forming the basis for the next layer of planning, being the Precinct Structure Plan (PSP). Whilst we understand the Concept Plan does not carry any statutory weight, it does show the intended direction of the PSP and therefore, we feel compelled to comment. Our concern is the PSP will essentially just reflect the Concept Plan unless detailed feedback is provided at this stage of the planning process.

Furthermore, whilst some context analysis has been undertaken, there seems to be an absence of analysis in relation to planning issues and opportunities to inform such a detailed Concept Plan. The 'Have Your Say' consultation page and 'Frequently Asked Questions' on the DPLH website for the Scheme and Report state that the plan in the Scheme Report has been informed by technical studies. It is disappointing that these technical studies have not been made available as part of the consultation process despite requests being made. This is particularly disappointing given how detailed the Concept Plan is and that the Concept Plan will now inform the preparation of the PSP.

Request to WAPC No. 1

The Concept Plan should be simplified to reflect its purpose as a strategy document and provide greater flexibility in relation to the PSP by removing coded street blocks (the application of density is discussed further in this submission).

Consultation

The DPLH 'Have Your Say' consultation page for the Scheme and Report acknowledge that the Scheme Report has been informed by early consultation through a landowner survey and Landowner Reference Group. As noted in the Scheme Report, the majority of land within the Scheme area is privately owned, and the Concept Plan represents an important first step in more detailed planning for the area which, in turn, has significant implications for landowners. Our Clients own a combined land area of 12.675ha, however, only limited consultation has occurred in relation to the Concept Plan in 2020 and neither were aware that a Landowner Reference Group had been established. It is critical to the success of the Precinct that landowners are meaningfully consulted and this consultation needs to occur prior to the release of the PSP for public advertising.

Request to WAPC No. 2

It is requested that all landowners are given the opportunity to be meaningfully consulted in relation to the preparation of the PSP, prior to the PSP being released for public comment.

Density

The focus of the Concept Plan is the future train station at Bennett Springs East which will enable the establishment of a transit orientated development (TOD) to support rail patronage. The Concept Plan identifies a neighbourhood centre surrounding the future Bennett Springs East Station. The Report notes that the delivery of the Station is subject to an investment decision by the Government and, as such, the neighbourhood centre is anticipated to develop over the medium to longer term. The concern is that by not providing any certainty regarding the delivery of the Station, this makes it incredibly difficult to deliver density or commercial opportunities identified surrounding the Station. Currently, the Concept Plan does not provide any flexibility for development to occur given the unknown timing of the Station. This was a stated action in the *Metronet Station Precincts Gateway* document in relation to Bennett Springs, that staged development be provided which recognises and responds to the delivery of the Station later in the Precinct's development.

The *Metronet Station Precincts Gateway* document designated the Precinct a Neighbourhood Centre and identified medium intensity development in close proximity to the future station and low intensity residential development in the outer precinct. Whilst the Concept Plan report references medium and low density residential zoning across the majority of the Scheme Area (refer section 2.2), a base coding of R40 has been applied with R60 and R80 in proximity to the Station. A base code of R40 is considered unrealistic for the Precinct, as acknowledged in the *Gateway* document, particularly given there is no certainty in relation to the timing of the Station. It is proposed that a density range with indicative densities, as outlined in **Table 2**, is more appropriate given the context of the Precinct. Medium density is considered an appropriate base target for a TOD, with Medium – High density identified in the centre of the catchment. The densities proposed in **Table 2** are consistent with the densities delivered at the Bennett Quarter development, which immediately abuts the south west boundary of the Precinct.

Table 2: Proposed Changes to R-Coding References

Draft Bennett Springs East Precinct Concept Plan	Proposed Changes to R-Coding References
Residential R40	Medium Density; Indicative Density Range R30-R40
Residential R60	Medium Density; Indicative Density Range R40-R60
Mixed Use	Medium – High Density Mixed Use; Indicative Density Range R60-R80

Request to WAPC No. 3

*It is requested that the density references in the Scheme Report are revised in accordance with **Table 2** given the Precinct has a neighbourhood centre designation and no commitment has been made in relation to the delivery of the Station.*

Bennett Springs East Station

The Report states that delivery of the Station is subject to an investment decision by Government. The Station is the only station on the Morley – Ellenbrook Line which has not been developed as part of Stage 1. The gazettal of the Improvement Scheme will ultimately enable the poultry farm to be prohibited from continuing and planning and development in the Precinct to progress. Development of the Station in the short term is considered critical to the success of the Precinct for the reasons outlined below.

Capitalisation on Government Investment – the Station will enable the Government to capitalise on its investment in the Metronet Morley – Ellenbrook Line, its land acquisitions and planning of the Precinct and its implementation.

Provides Certainty for Delivery of Density - the delivery of the Station ahead of patronage driven demand will ensure medium - high densities, diverse and compact urban form is achieved at the onset of development. Early delivery will transform the traditional low density suburban pattern to a compact, connected and efficient urban form which delivers higher dwelling yields, greater diversity of affordable housing, and a mixture of land use which supports vibrancy and employment. These elements contribute to a critical mass of activity needed to deliver high ridership numbers to the transport network. Providing no commitment in relation to the timing of the Station will be a lost opportunity to deliver compact urban form and will effectively sterilise the landholdings identified for R60-R80 development.

Lost Opportunity for Transit Oriented Development - the Case of Lakelands Station – this is an unfortunate example of a station on the Perth – Mandurah Line being delivered too late, with medium - high residential densities originally designated around the Station never realised, nor the commercial opportunities due to the lack of certainty and funding commitment to delivering the station at Lakelands until recently and after lower density residential had already been delivered.

The interface and relationship between surrounding development and the Station, is far from ideal, with limited medium density residential development and no retail or mixed use achieved. A neighbourhood centre was previously proposed adjacent to the planned station and car park to take advantage of the activity generated by the Station, but commercial uses gravitated to the Lakelands Town Centre instead due to a lack of certainty regarding the delivery of the Station for some 20 years, with the neighbourhood centre never eventuating as a result.

Residential development also largely turns its back on the Station, which was a departure from the vision embedded in the original Structure Plan, but has eventuated due to the inability to continue to sterilise land from development until there is a commitment to deliver the Station. While the Government does own land around the Bennett Springs East Station which will assist in delivering some medium density development, it is not the only landowner. We therefore wish to ensure the Bennett Springs Station precinct does not suffer the same fate.

Early Establishment of Travel Behaviour - establishing travel behaviour which is reliant on the railway line from the beginning is essential to promoting ridership and encouraging sustainable travel choices. Trying to encourage ridership when a community has established its travel behaviour is much more difficult. Therefore, to promote the highest usage of the railway line and encourage sustainable travel choices from the outset it is crucial that the Station is delivered early.

It is understood the adjoining stations at Malaga and Whiteman Park are offered as alternatives for the Bennett Springs residents. However, for residents wishing to travel to the City, the Malaga Station is approximately 3.8km away from the proposed Station. This is a significant distance to travel to then change transport mode and acts as a disincentive to travel by rail. For residents travelling to Ellenbrook, while the Whiteman Park Station is closer, Ellenbrook is the next stop therefore people travelling by car would continue to do so rather than parking at Whiteman Park Station and catching the train. To drive modal shift from car to rail it is crucial the Station is delivered early and sustainable travel choices are established from the outset.

Benefit of Additional Investment - only a compact station design and bus interchange is required for the Station, supplemented with a small parking area. Construction of the Station now will require less investment and will minimise the impact of construction on the surrounding residential development and broader rail network in the form of closures.

Request to WAPC No. 4

It is requested that a commitment be given to the timing for delivery of the Bennett Springs East Station with early delivery in mind to ensure the full development potential of the Precinct is realised, consistent with the intent of the Improvement Scheme.

Public Open Space

A high level public open space (POS) calculation has been undertaken in relation to the Concept Plan. Taking into consideration typical drainage assumptions (approx. 2% of the Net Subdivisible Area), it is estimated that approximately 18% of the Net Subdivisible Area in the Precinct has been designated as POS. This equates to approximately 5 to 6ha of surplus POS. Such an overprovision of POS is considered entirely at odds with maximising the opportunity of developing a contemporary TOD. This is one of the stated aims of the Improvement Scheme. Residential development potential, instead of POS overprovision, should be maximised within the walkable catchment of a rail station to promote patronage. This is particularly important given the designation of the Precinct as a Neighbourhood Centre which is intended to accommodate predominately medium density development.

Such a significant overprovision of POS is also considered at odds with the surrounding context of the Precinct. The Precinct is bordered by Whiteman Park (regional open space) and Bennett Brook, and a regional sporting activity site is identified under the North East Sub-Regional Framework to the west of the Scheme area. Accordingly, it is considered that there is an opportunity to reduce the POS requirement in the Precinct and maximise the opportunity for the provision of housing within close proximity to the Station. The provision of POS within the Precinct is also extremely fragmented, minimising its usability and making maintenance incredibly challenging.

The substantial overprovision of POS also has significant implications for private landowners. In this regard, we have investigated the amount of POS designated in the Concept Plan on Lot 200 Dulwich Street, which is in the north west corner of the Precinct. Approximately 17.5% of Lot 200 is designated for POS, which is significant, and adversely impacts development potential of the lot. The Concept Plan report notes there are a number of landholdings within the Precinct which are owned by Government. Consideration should therefore be given to these Government landholdings accommodating more of the POS obligations for the Precinct to minimise the burden on private landowners and to encourage development within the Precinct.

For example, Lots 621 and 622 are Government owned and, whilst they already accommodate some POS, this could be enlarged to accommodate a more consolidated area of POS in this location. As demonstrated in **Figure 2**, the POS currently identified on Lot 200 could be accommodated on Lot 621 and comprise a much more consolidated and usable area of POS on Government owned land. The relocation of the POS would act as an incentive for the development of Lot 200 to occur.

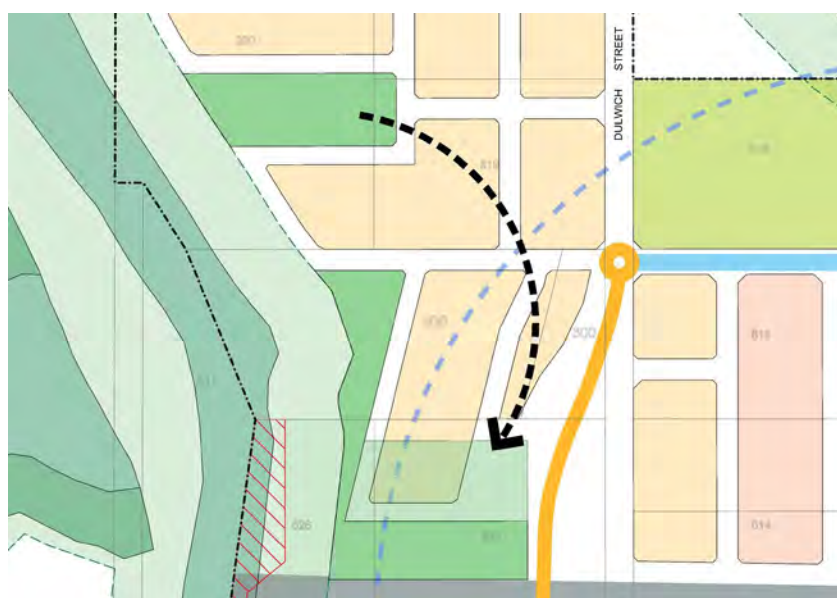


Figure 2 – Proposed Modification to Concept Plan

An additional factor is the significant landholdings accommodating Private Clubs, Institutions and Places of Worship. The combined land area of these sites is approximately 7ha and either the whole site, or a portion of, are located within 400m of the future Station. These existing land uses inhibit development potential and reinforce the need to reduce the POS provision within the Precinct. Regard should also be given to the highest and best use of these sites, particularly Lot 613 which is located in close proximity to the Station. It is unrealistic that future development will not occur on these sites; provision should therefore be made for a future, higher and better use in the Concept Plan. The retention of these land uses and ‘ring fencing’ of the Private Clubs, Institutions and Places of Workshop lots in the Concept Plan has the effect of forcing the delivery of density and POS onto a smaller number of lots and landowners. It also results in a smaller number of lots and landowners contributing to the funding of necessary infrastructure to support urban development in the Precinct via a Development Contribution Plan or other shared cost arrangement.

Request to WAPC No. 5

In the interest of maximising the development potential of the Station catchment, it is requested that the provision of public open space is reviewed and significantly reduced and consolidated. As part of this review, consideration

should be given to potentially less than 10% public open space being provided (given the surrounding context), Government landholdings be prioritised for POS provision and future development potential be identified over some or all of the Private Clubs, Institutions and Places of Worship sites to support delivery of the vision for the Improvement Scheme and Station Precinct.

Bennett Brook

The Concept Plan identifies the Bennett Brook wetland and an associated 50m buffer along the western boundary of the Precinct. Given no technical reporting has been made available, the landowners have commissioned their own consultant to provide expert environmental advice, which includes a high-level assessment of the foreshore and wetland values of Bennett Brook in relation to Lots 200 and 500. The advice is included in **Attachment A**.

The advice identifies the following key observations from the desktop review and site inspection which can be used to inform the wetland boundary and buffer assessment.

- *Extensive clearing has been undertaken at the site as part of the historical land uses*
- *The values of limited areas of remaining native vegetation at the site are degraded, with little to no understorey being present, and weeds being dominant amongst the scattered native vegetation*
- *Native vegetation in proximity to Bennett Brook is mainly comprised of three tree species – Flooded Gum, Swamp Paperbark and Marri*
- *The current CCW boundary is not reflective of the native vegetation extent, with cleared and non-native vegetation within the current mapped boundary extent*
- *In numerous locations, tree canopy along the western site boundary visible from aerial photography relates to vegetation growing in the WAPC site*
- *The CCW boundary on the site contains areas that have been cleared, with only scattered native trees remaining along part of WAPC site interface*
- *Topographic elevation changes between the Bennett Brook watercourse and adjacent palusplain are between 1 to 2 m*
- *Floodplain mapping identifies a reduced extent of the Bennet Brook hydrographical location, which is reflective of topography*
- *Aboriginal cultural heritage Site 3692 which is associated with Bennett Brook is identified to extend 30 m from the banks of the waterway.*

The advice concludes that the current Conservation Category Wetland (CCW) boundary does not accurately represent an area supporting a high level of attributes and functions and may not represent CCW values given the presence of weeds and disturbance. Accordingly, a preliminary boundary of the CCW core, which does capture the ecological and hydrological values of the wetland, has been identified. This boundary is narrower than the current mapped boundary and therefore has a significant impact on increasing the development potential of Lots 200 and 500, refer **Attachment A**.

The advice also suggests a 30m buffer may be appropriate to be provided to the preliminary ecological and hydrological values given the degraded nature of the site and to achieve consistency with nearby development outcomes. This is consistent with the 30m CCW buffer which has been applied to the portion of Bennett Brook that abuts the Bennett Quarter development, immediately south of the Precinct. A reduction in the buffer would also allow for drainage to be accommodated alongside the buffer area and contribute to reducing the overall POS provision in the Precinct. This approach to drainage was also adopted at Bennett Quarter.

It is of value to note, that it is our understanding from discussions with the landowner, that Lot 200 was subject to a land swap arrangement with the WAPC. Girton Street was closed and a portion was exchanged with our Client for another portion of land which now comprises Lot 811 Drumpellier Drive, Whiteman. The resulting boundaries of Lot 200 can be clearly seen in **Figure 1** of this submission. It is our understanding that the WAPC undertook the exchange to ensure the conservation of the Bennett Brook wetland core and the land exchange followed the Parks

and Recreation reservation under the Metropolitan Region Scheme (MRS). However, the Concept Plan now identifies a portion of Lot 200 as CCW and an associated 50m buffer. The current designations on the Concept Plan in relation to Lot 200 are entirely inconsistent with this land swap arrangement and the reservations under the MRS.

The environmental advice clearly demonstrates that the boundary of the Bennett Brook wetland and buffer should not be assumed to be defined as currently mapped on the Concept Plan and these boundaries should not just be accepted on the PSP.

Request to WAPC No. 6

It is requested that a notation be included in the Improvement Scheme Report to provide for further assessment and on-site investigations to be undertaken in relation to the Bennett Brook wetland and associated buffer to ensure the mapping accurately reflects the features and values of the wetland, prior to advertising of the PSP, which is anticipated to result in the CCW boundary and/or buffer being reduced. Importantly, the boundary of the Bennett Brook wetland and buffer should not be assumed to be defined as currently mapped on the Concept Plan.

Draft Bennett Springs Improvement Scheme

Landowner Compensation

It is understood that the intention is to introduce development contribution provisions into the Improvement Scheme as a future amendment, concurrent with the PSP being advertised for comment. Given the number of private landowners within the Precinct and the extent of infrastructure upgrades required, the introduction of development contribution provisions is a critical component of the Improvement Scheme. Furthermore, we consider it imperative that the Improvement Scheme outline how the Development Contribution Plan will be administered, noting the WAPC is responsible for the enforcement and implementation of the Scheme and development contribution plans are typically administered by local government.

Request to WAPC No. 7

It is requested that further information be provided in the Improvement Scheme on the intended development contribution arrangements, administration and compensation, particularly for landowners impacted by POS or other shared infrastructure.

Conclusion

Based on the comments above, we seek modifications and clarifications on the Bennett Springs East Improvement Scheme Report and Scheme, as summarised below.

1. The Concept Plan should be simplified to reflect its purpose as a strategy document and provide greater flexibility in relation to the PSP by removing coded street blocks.
2. It is requested that all landowners are given the opportunity to be meaningfully consulted in relation to the preparation of the PSP, prior to the PSP being released for public comment.
3. It is requested that the density references in the Scheme Report are revised in accordance with **Table 2** given the Precinct has a neighbourhood centre designation and no commitment has been made in relation to the delivery of the Station.
4. It is requested that a commitment be given to the timing for delivery of the Bennett Springs East Station with early delivery in mind to ensure the full development potential of the Precinct is realised, consistent with the intent of the Improvement Scheme.

5. In the interest of maximising the development potential of the Station catchment, it is requested that the provision of public open space is reviewed and significantly reduced and consolidated. As part of this review, consideration should be given to potentially less than 10% public open space being provided (given the surrounding context), Government landholdings be prioritised for POS provision and future development potential be identified over some or all of the Private Clubs, Institutions and Places of Worship sites to support delivery of the vision for the Improvement Scheme and Station Precinct.
6. It is requested that a notation be included in the Improvement Scheme Report to provide for further assessment and on-site investigations to be undertaken in relation to the Bennett Brook wetland and associated buffer to ensure the mapping accurately reflects the features and values of the wetland, prior to advertising of the PSP, which is anticipated to result in the CCW boundary and/or buffer being reduced. Importantly, the boundary of the Bennett Brook wetland and buffer should not be assumed to be defined as currently mapped on the Concept Plan.
7. It is requested that further information be provided in the Improvement Scheme on the intended development contribution arrangements, administration and compensation, particularly for landowners impacted by POS or other shared infrastructure.

Should you have any queries or wish to discuss this submission, please do not hesitate to contact the undersigned or Julie-Anne Fitzgerald.

Yours faithfully



RACHEL CHAPMAN
DIRECTOR

CC: Lachlan Gerrard – GM Property Group
David Sauzier

Attachment A

Preliminary Assessment of
Environmental and Wetland
Characteristics





Our Ref: GMGBEN01
Date: 31 October 2025

Attention: Rachel Chapman

TBB Planning
L7/160 St Georges Terrace, Perth 6000
Via email: rachel@tbbplanning.com.au

Dear Rachel

**125 (Lot 200) and 67 (Lot 500) Dulwich Street, Bennett Springs – Preliminary
Assessment of Environmental and Wetland Characteristics**

We understand that the landowners are intending the future development of 125 (Lot 200) and 67 (Lot 500) Dulwich Street, Bennett Springs (the site; Table 1). The recently released Draft Bennett Springs Improvement Scheme, which is open for public comment until 2 November 2025, extends over these landholdings.

Table 1: Lot details

Lot	Address	Certificate of Title	Ownership	Area (ha)
200 on Diagram 087661	125 Dulwich Street, Bennett Springs	2019/897	LR and BD Sauzier	5.1101
500 on Plan 416037	67 Dulwich Street, Bennett Springs	4013/48	LR Sauzier	2.7510

The site is currently zoned ‘Urban Deferred’ and ‘Regional Open Space’ under the Metropolitan Region Scheme (MRS) and ‘General Rural’ under the City of Swan Local Planning Scheme No. 17 (LPS 17) (City of Swan, 2025). The Bennett Springs East precinct has been identified for future urban development since the early 1990s but has remained zoned ‘Urban Deferred’ under the MRS due to existing agricultural land uses (poultry farms) and associated odour buffers (DPLH, 2024).

The improvement Scheme which will guide updates to the current zoning identifies land within the site as Residential R40 Development, Parks and Recreation including drainage and Conservation Category Wetland buffer (DPLH, 2024; Attachment 1). A landscaped buffer is identified around Bennett Brook, with the buffer intersecting the site (Attachment 2). The buffer is intended to be included in an area of Public Open Space (POS), with the aim of this zone being *“to value and protect environmental assets (including Bennett Brook, Horse Swamp and the Cheltenham Street Wetland), retain significant trees, revegetate wetland buffers and appropriately landscape areas of POS used for drainage”* (DPLH, 2024).

This advice has been prepared to provide a high level assessment of the foreshore and wetland values of the site and how they relate to future development setback considerations relevant to these landholdings.

Environmental Context

The site is located between Dulwich Street and the eastern boundary of Whiteman Park (Bush Forever Site 304 – Whiteman Park, Whiteman/West Swan), with Whiteman Park also extending north of Lot 200 (Landgate, 2025a; Plate 1). Bennett Brook, which typically flows between early August and early November

(Whiteman Park, 2025), is located to the immediate west of the lots within land owned by the Western Australian Planning Commission (WAPC).

A summary of the key environmental values related to the western margin of the site in proximity to Bennett Brook are provided below.



Plate 1: Site Location

Wetlands

Bennett Brook and surrounds are mapped by the Department of Biodiversity, Conservation and Attractions (DBCA) as a Conservation Category Wetland (CCW) (Landgate, 2025a; Figure 1; Table 2). An area mapped as a Multiple Use Wetland (MUW) is also present within the site (Figure 1; Table 2).

Table 2: Wetland Details

Characteristics	Bennett Brook and Surrounds	Unnamed MUW
Wetland Unique Feature Identifier (UFI)	UFI 15,259	UFI 15,511
Landform	Flat	Flat
Wetland Type	Floodplain	Palusplain
Management Category	Conservation	Multiple Use
Overall Area	88.85 ha	728.09 ha

CCW's are described as the highest priority wetlands, that support a high level of attributes and functions (EPA, 2008; Table 3). MUW's are wetlands with few remaining important attributes and functions (EPA; 2008; Table 3).

Table 3: Wetland management objectives

Management Category	General Description	Management Objective
Conservation	Wetlands which support a high level of attributes and functions	Highest priority wetlands. Objective of CCWs is to preserve and protect the existing conservation values of the wetlands through various mechanisms including: • Reservation in national parks, crown reserves and State-owned land • Protection under Environmental Protection Policies • Wetland covenanting by landowners. No development or clearing is considered appropriate. These are the most valuable wetlands and any activity that may lead to further loss or degradation is inappropriate.
Multiple Use	Wetlands with few remaining important attributes and functions	Use, development and management should be considered in the context of ecologically sustainable development and best management practice catchment planning through landcare

Source: EPA (2008)

Photographs of Bennett Brook to the immediate west of the site are provided in Plate 2 and Plate 3. As can be seen from these images, the topography slopes towards the brook with elevation changes of up to 2 m between the surrounding palusplain and the watercourse channel (Figure 1). Weeds also dominate the understory within the mapped wetland extent.



Plate 2: Bennett Brook (west of the site boundary)



Plate 3: Bennett Brook (west of the site boundary)

Source: Coterra Environment (22 October 2025)

A mapped regional ecological linkage in association with Bennett Brook is identified west of the site. This linkage runs in an approximate north-south orientation.

Floodplain

The Bennett Brook floodplain extends onto the site (Figure 2). The mapped floodplain extent is not as wide as the mapped CCW boundary (Figure 2).

Groundwater

Regional scale mapping suggests that maximum groundwater levels beneath the site occur at an elevation between 17 to 19 mAHD, with groundwater flowing in a south-westerly / southerly direction influenced by the presence of Bennett Brook (DWER, 2025).

Vegetation and Flora

Remnant vegetation at the site is representation of the Southern River Complex which is described as an 'Open-woodland of marri, jarrah, banksia on the elevated areas and a fringing woodland of *Eucalyptus rudis* (Flooded Gum), *Melaleuca raphiophylla* (Swamp paperbark) along the streams (Webb et al., 2016; Landgate, 2025a).

Based on observations during the site inspection undertaken on 22 October 2025, vegetation within the site shows significant signs of degradation, with high weed dominance along the western boundary of Lot 500, including fig, Arum Lily, lupin, and a variety of grass weeds (Plate 4 and Plate 5).



Plate 4: Arum Lily



Plate 5: Lupin and grasses

Source: Coterra Environment (22 October 2025)

Mature *Eucalyptus rudis* (Flooded Gum) trees were present, along the margins of Bennett Brook and within the site. *Melaleuca raphiophylla* (Swamp Paperbark) and *Corymbia calophylla* (Marri) were also present within the adjacent WAPC landholdings. Example photographs of the vegetation associated with the watercourse is provided in Plate 6 and Plate 7.

The extent of remnant vegetation does not align with the mapped CCW boundary. Remnant vegetation associated with the watercourse did not extend into most of Lot 200, with tree trunks located within the adjacent WAPC landholding and tree canopies and limbs extending over the site (Plate 7). Remnant vegetation associated with the watercourse did extend into Lot 500 but not to the mapped CCW extent. The approximate alignment of the remnant vegetation associated with the watercourse is shown on Figure 2.



Plate 6: Example of remnant vegetation within Lot 500 which extends into the lot



Plate 7: Example of remnant vegetation along the Lot 200 site boundary

Source: Coterra Environment (22 October 2025)

A large portion of the mapped CCW extent within Lot 200 comprised cleared land which has been historically used for horse agistment and training.

Remnant vegetation associated with the watercourse and/or wetland characteristics were not observed in the southwestern corner of Lot 200, where this area has been cleared and used as a horse-training track (Plate 8).



Plate 8: Example of cleared land within the mapped CCW boundary in Lot 200

Source: Coterra Environment (22 October 2025)

Within Lot 500, areas set back from the watercourse were historically cleared in association with rural and agricultural land uses (Attachment 3). Existing vegetation has been planted with predominately non-endemic species.

Much of the original vegetation with Lot 200 has also been historically cleared, although some mature native trees have been retained (Attachment 3). This lot has also been planted with non-endemic species, resulting in a mixture of native and non-endemic trees now present.

Soils and Terrain

Topography ranges from 16 mAHD to 24 mAHD across the site with the lowest elevations adjacent to Bennett Brook (Landgate, 2025a; Figure 1).

Regional scale geological mapping identifies the site as containing the following geological units (Gozzard, 1986; Plate 9):

- Bassendean Sands (Unit S8) – sands that are very light grey at surface, yellow at depth, fine to medium-grained, sub-rounded quartz, moderately well sorted of eolian origin.
- Thin Bassendean Sands (as above) overlying Guildford formation (Unit S10)
- Clayey Silt (Unit Mc1) – yellow brown to strong brown, blocky, mottled, soft, with variable clay content, dispersive in part of alluvial origin.

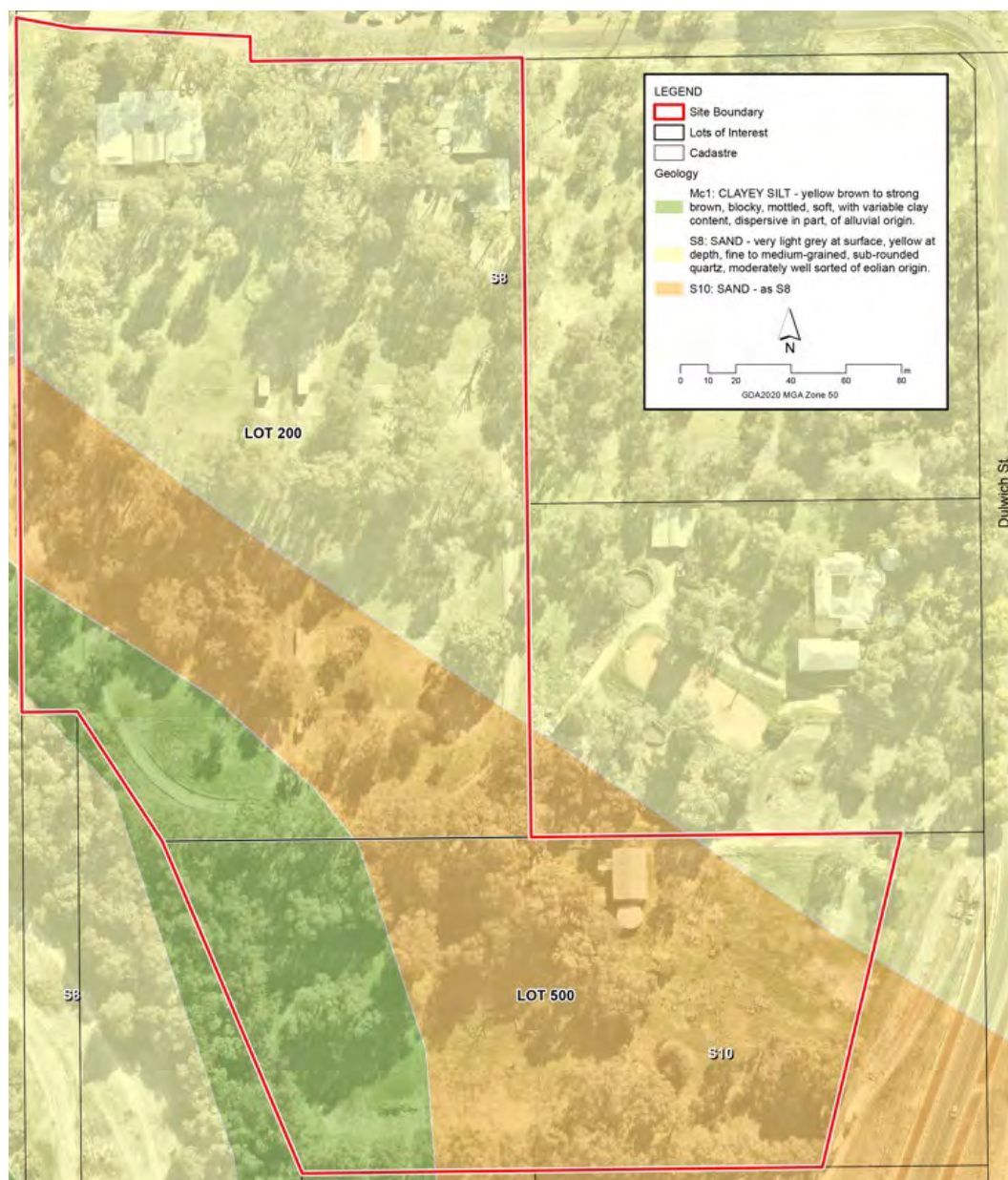


Plate 9: Geological Units

Source: Gozzard (1986)

The Mc1 unit is identified as having a moderate to high risk of Acid Sulfate Soils (ASS), with the remainder of the site identified as a low to moderate ASS risk (Landgate, 2025a).

Aboriginal Cultural Heritage

The Bennett Brook watercourse has Aboriginal cultural heritage significance. Two heritage sites intersect the landholdings (Table 4). Both sites have broad scope mapping available through the DPLH with Site 3692 including both lots. The broad mapping for Site 3840 only extends along the southern boundary of Lot 200.

Table 4: Aboriginal heritage sites

Site ID	Site name	Place Type	Cultural Sensitivity (Nature)	Restricted Place
3692	Bennett Brook: in toto	Creation/Dreaming Narrative	Yes (no gender/initiation restrictions)	Yes
3840	Bennett Brook: Camp Area	Burial; Artefacts/Scatter; Camp; Ritual/Ceremonial; Creation/Dreaming Narrative; Fish Trap; Historical; Hunting Place; Traditional Structure; Plant Resource; Water Source Region	Yes (no gender/initiation restrictions)	Yes

Source: DPLH (2025)

The Draft Improvement Scheme report (DPLH, 2024) notes that “DPLH Site 3692 Bennett Brook: in toto: Bennett Brook (DPLH 3692) is a registered Aboriginal site and is protected under the Aboriginal Heritage Act 1972. Bennett Brook is in the west of the Precinct and affects the waterway (including the area 30 m from the banks of the waterway). Due to the significance of the site only basic site information is available.”

Preliminary Wetland and Buffer Review

Wetland attributes, functions and values help determine a wetlands importance. These attributes, functions and values take into consideration both the biological/physical and cultural/social characteristics of the wetland and surrounding landscape (DBCA, 2017). The wetlands within the site have been altered significantly altered based on historical land uses.

Key observations from the desktop review and site inspection which can be used to inform wetland boundary and buffer assessment include:

- Extensive clearing has been undertaken at the site as part of the historical land uses
- The values of limited areas of remaining native vegetation at the site are degraded, with little to no understorey being present, and weeds being dominant amongst the scattered native vegetation
- Native vegetation in proximity to Bennett Brook is mainly comprised of three tree species – Flooded Gum, Swamp Paperbark and Marri
- The current CCW boundary is not reflective of the native vegetation extent, with cleared and non-native vegetation within the current mapped boundary extent
- In numerous locations, tree canopy along the western site boundary visible from aerial photography relates to vegetation growing in the WAPC site
- The CCW boundary on the site contains areas that have been cleared, with only scattered native trees remaining along part of WAPC site interface
- Topographic elevation changes between the Bennett Brook watercourse and adjacent palusplain are between 1 to 2 m
- Floodplain mapping identifies a reduced extent of the Bennet Brook hydrographical location, which is reflective of topography
- Aboriginal cultural heritage Site 3692 which is associated with Bennett Brook is identified to extend 30 m from the banks of the waterway.

Based on the above, it is concluded that the current CCW boundary does not accurately represent an area supporting a high level of attributes and functions, and may not represent CCW values given the presence of weeds and disturbance. The wetland boundary which reflects the extent of native vegetation associated with the Bennett Brook watercourse onsite (i.e. higher quality areas compared to surrounding cleared/non-native vegetation) is shown as the ‘Extent of Native Vegetation’ linework on Figure 2.

In relation to identifying an appropriate setback to Bennett Brook, the following should be considered:

- Retention of the native vegetation associated with the Bennett Brook
- Avoidance of development within the floodplain as a precaution, noting that floodway (no development supported) and flood fringe (development can be supported with minimum habitable floor levels achieved) has not be separately modelled for this area
- Provision of a minimum 30 m setback to the Bennett Brook watercourse, which is a distance that has been historically used to define watercourse setback requirements and also reflect the extent of Aboriginal heritage site 3692.

The above are overlaid on Figure 2. A preliminary boundary line which would capture the ecological and hydrological values is indicatively shown on Plate 10.



Plate 10: Indicative ecological and hydrological zone boundary (preliminary only)

It may be appropriate to provide for a buffer to the preliminary ecological and hydrological values extent. It is suggested a 30m buffer may be appropriate given the degraded nature of the site and to achieve consistency with nearby development outcomes.

Conclusion

On the basis of the above, it is concluded that further refinement of the Bennett Brook wetland and associated development setback is warranted. This will be informed by a flora and vegetation survey of the site, geology and/or geotechnical assessment as well as future hydrological investigation which would be undertaken to support development assessment and approval processes.

As such, it is recommended that the POS including the CCW buffer POS shown in the Draft Improvement Scheme Plan (Attachments 1 and 2) be modified to reflect the on-ground values.

Yours sincerely



Kristen Watts
Director

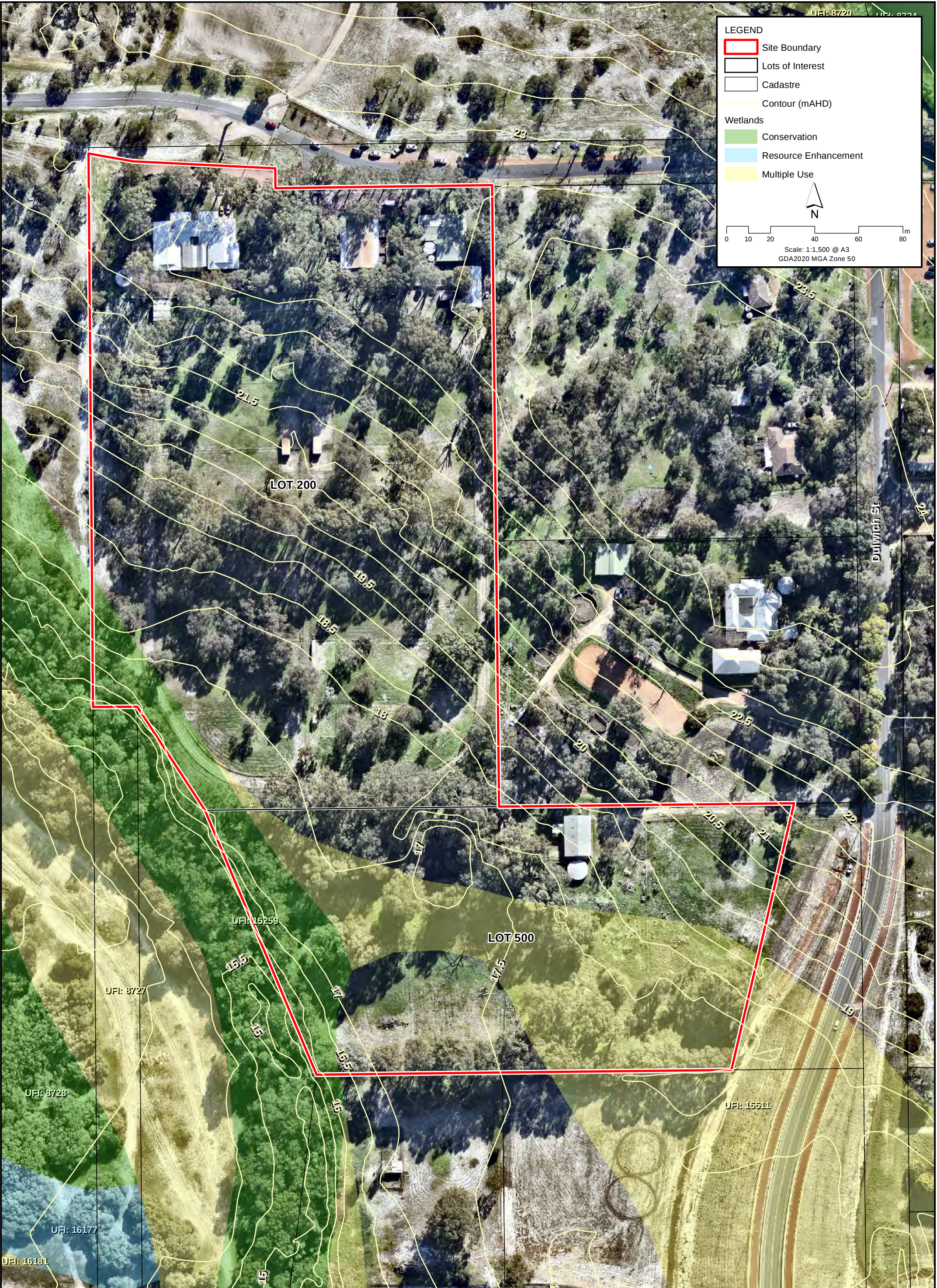
Attachments and Figures

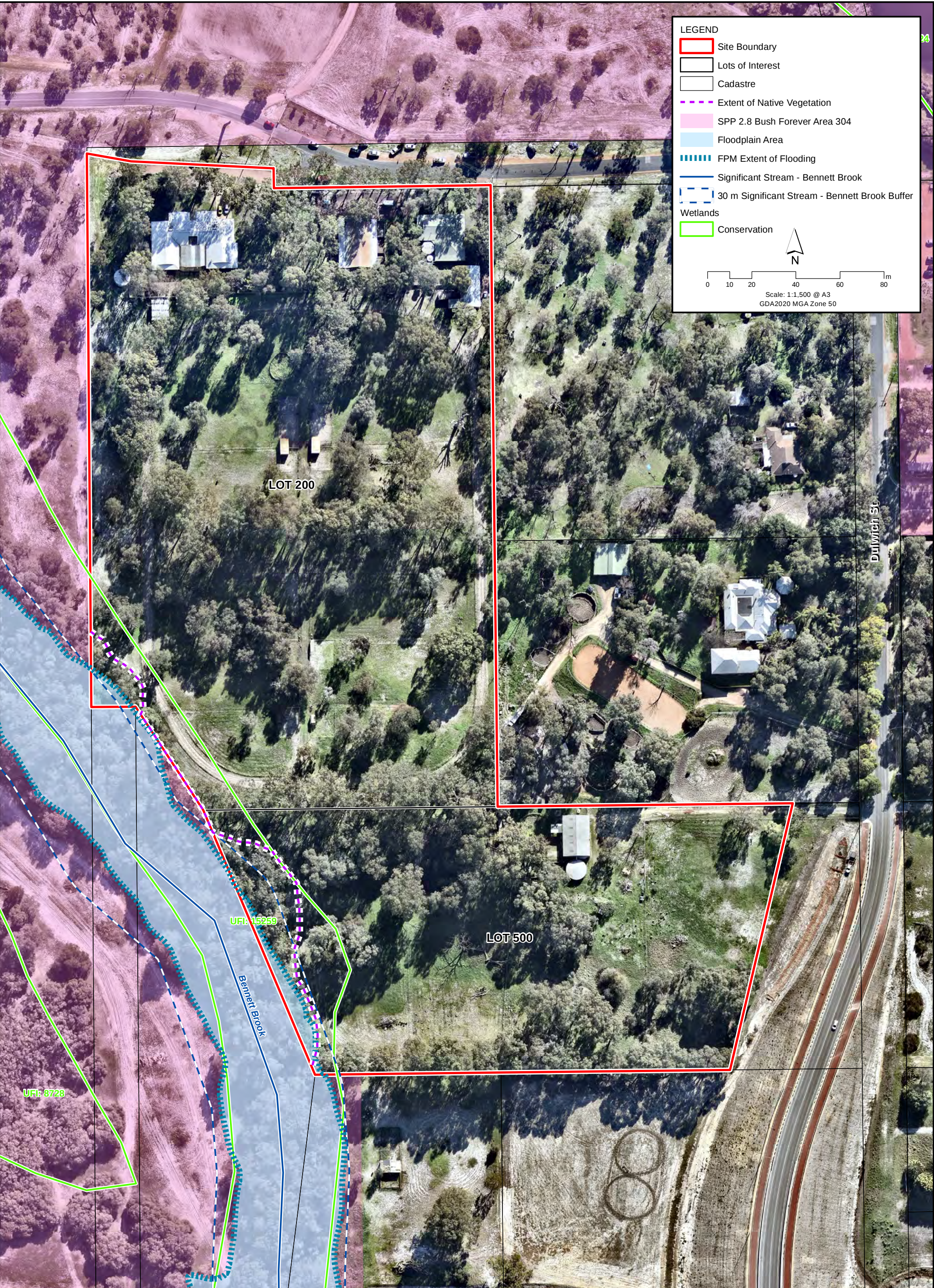
- Figure 1: Wetlands and Topography
- Figure 2: Hydrological and Ecological Features
- Attachment 1: Draft Bennett Spring East Improvement Scheme Plan (DPLH, 2024)
- Attachment 2: Draft Urban Ecology Plan (DPLH, 2024)
- Attachment 3: Historical Aerial Photographs (Landgate, 2025b)

References

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- Department of Biodiversity, Conservation and Attractions (DBCA) (2017). *A Methodology for the Evaluation of Wetlands on the Swan Coastal Plain, Western Australia*. Draft prepared by the Wetlands Section of the Department of Biodiversity, Conservation and Attractions and the Urban Water Branch of the Department of Water and Environmental Regulation. Government of Western Australia, Perth, Western Australia. [Online]. Available at: [draft swan coastal plain evaluation methodology.pdf](#).
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Figures and Attachments





LEGEND

Site Boundary

Lots of Interest

Wetlands

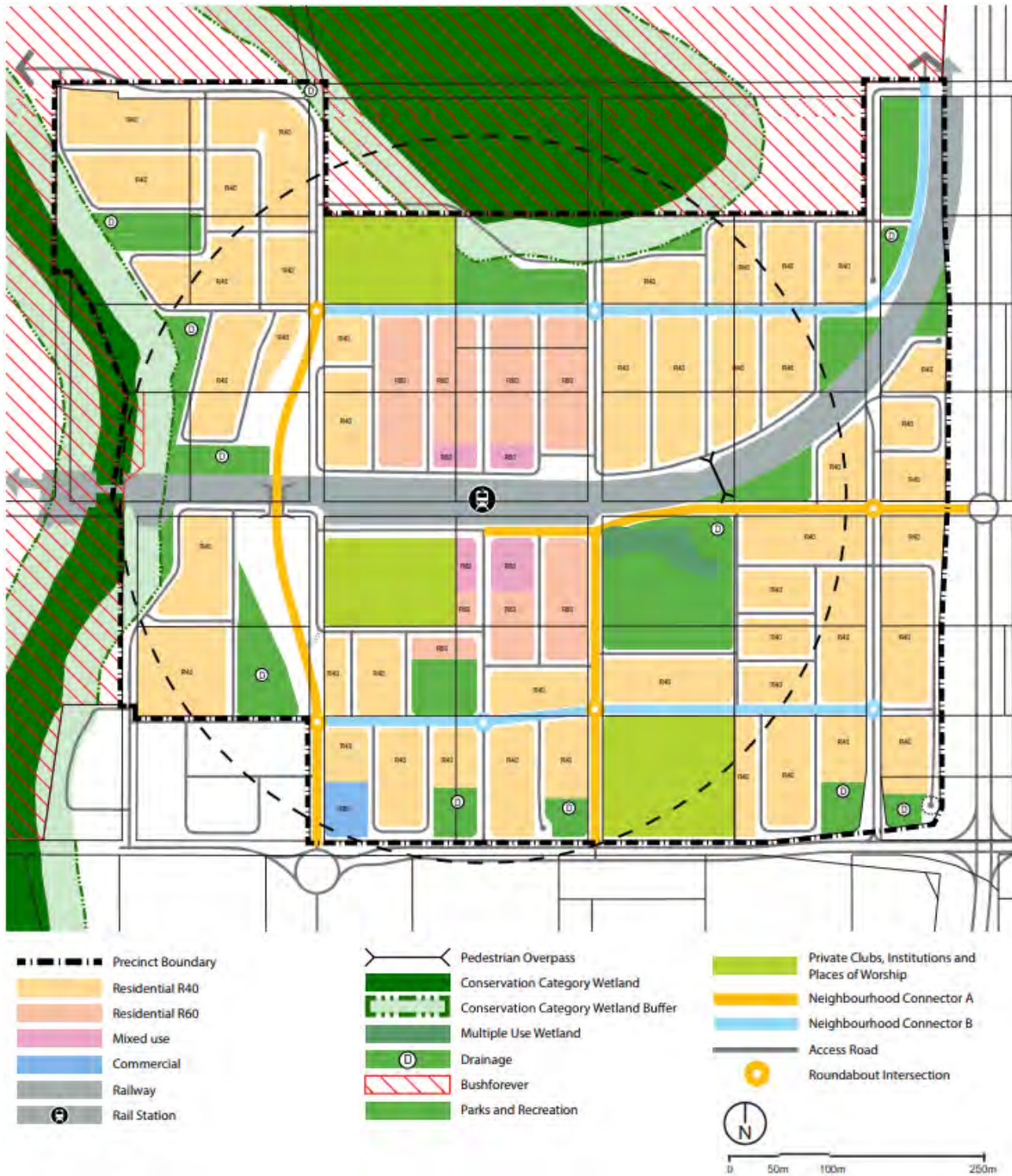
N

01020406080m

Scale: 1:1,500 @ A3

GDA2020 MGA Zone 50

Attachment 1 Draft Bennett Spring East Improvement Scheme Plan (DPLH, 2024)



Attachment 2 Draft Urban Ecology Plan (DPLH, 2024)



Attachment 3 Historical Aerial Photographs (Landgate, 2025b)



Plate A: 1953



Plate B: 1965



Plate C: 1970



Plate D: 1981



Plate E: 1989



Plate F: 2000



Plate G: 2010



Plate H: 2020



Plate I: 2025

Committee:

Western Australian Planning Commission

Meeting Date:

Wednesday, May 20, 2026

Deputation Information

Type of Deputation:

Written Deputation

Agenda Item:

4.3

Agenda Title:

Western Australian Planning Commission consideration of Improvement Scheme – Bennett Springs East No.1, City of Swan - Recommendation to Minister

Is the presentation in support or against the report recommendation? (contained within the agenda)

Against

Presenter Information

Name of Presenter

Jan Zeck

Preferred pronouns/title

Ms

Organisation:

resident West Swan

Email Address:**Mobile Number:****Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements:**

No

Presentation Information

Brief Outline of Deputation:

Detrimental damage to environment

Will there be a PowerPoint Presentation?

Yes

Please attach any documents here

 WAPC Deputation-JZ Deputation.docx

Acknowledgements

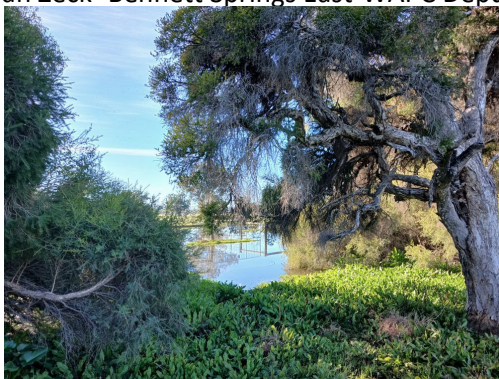
In submitting this request, you acknowledge that your request form and presentation content will be published to the Planning Online website as part of the agenda.

Yes

I acknowledge that if my request or accompanying documents are not submitted within the required timeframe, they will not be accepted.

Yes

Please attach all accompanying documents to this request. Late submissions will not be accepted. Handouts or PowerPoints will not be accepted on the day of the meeting.



This area is an integral part of the palusplain of the Swan River and Bennett Brook with similar hydrogeology to the suburbs of Dayton, Brabham and Henley Brook. **It is an area of high groundwater.**

The development area abuts Whiteman Park and Bennett Brook and extends right to the edge of Horse Swamp, a CCW in the Park. The wetland is on the northern boundary of the planned development area with a section of the buffer located within it. Needless to say, it is intended that the buffer becomes POS which means it is highly likely to be used for drainage infrastructure associated with development.

Horse Swamp is an ephemeral wetland; an important breeding ground for birds, including swans, crustaceans and a small fish species that migrates from Bennett Brook to the wetland specifically to breed there over the wet season.

A large portion of Brabham drainage is already directed into Horse Swamp. Two thirds of Brabham Stage 3 will also have drainage directed into this wetland.

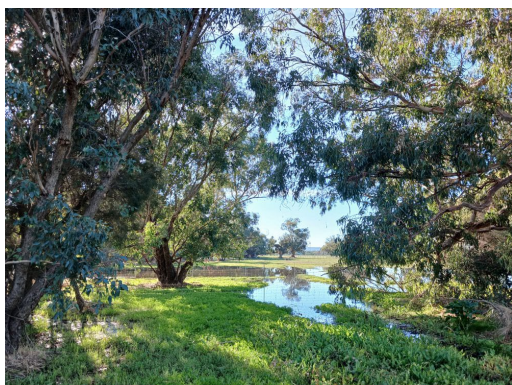
When I walked around Horse Swamp last week there was a significant volumes of water in and around the wetland and drainage discharge was evident entering from the urban drainage system. Up to the visit I had recorded 96.4mm of rain this year, not a lot and most had fallen in March with the remainder over the last two weeks of April. This discharge is not stormwater from rainfall, it is from rising groundwater.

This wetland historically dries up over summer and doesn't fill until midwinter after substantial rain has fallen. While we have experienced a drying climate in recent years, Horse Swamp has suffered with much lower water levels impacting its ecological function. Now with a greater water supply there have been benefits and it has returned to a successful breeding ground.

The concern we have is that, as groundwater levels rise within the urban area and with Brabham Stage 3 coming on line, significantly higher quantities of drainage will be discharged into Horse Swamp and it will become permanently inundated. This will in turn impact vegetation particularly mature trees some of which, as indicated by their size, must be well over a century old. Bennett Springs East will require substantial sand fill, highly likely to be in the order of 1.2 to 2m or more, over the site to achieve sufficient separation from maximum groundwater levels.

Where this situation has occurred in other local areas, groundwater has been expressed at the edge of the development area. In this case, it will drain straight into the wetland. The cumulative outcome of all these issues will, we fear, be devastating for the wetland and the flora and fauna it supports.

Retained vegetation, Resource Enhancement and Conservation Category Wetlands and creek systems that are being utilised as part of the drainage train in already constructed urban areas are showing severe degradation due to impacts such as dewatering, extended periods of inundation and flooding.



View from Horse Swamp looking back towards Brabham Stage 3 area where significant unseasonal inundation is occurring.



Horse Swamp looking towards Dayton.



Swamp.

Discharge from urban area entering Horse



Horse Swamp already with substantial volumes of water before the winter rains in early May. This wetland would normally be dry at this time of the year.



Watervalley Boulevard Wetland, Brabham, a REW that was supposed to be rehabilitated. After 15 years of inundation it is slowly collapsing. Trees are dying, algal blooms becoming more prolific, odour levels rising and mosquitoes breeding.

Is this the future we want for Horse Swamp?

It is frightening to think that this is the ultimate outcome for nearly all environmentally sensitive features and valuable ecosystems that are only just surviving in the North-East Corridor.

The government, through multiple planning instruments prepared and administered by its agencies, have a contract with the people of this state to look after the environment. This contract is not being fulfilled. Legislation and instruments that would protect and improve precious environments are routinely being ignored at every level. Decision-makers are failing in their duty of care to the community and the environment.

Committee:

Western Australian Planning Commission

Meeting Date:

Wednesday, May 20, 2026

Deputation Information

Type of Deputation:

Written Deputation

Agenda Item:

4.3

Agenda Title:

Improvement Scheme – Bennett Springs East No.1, City of Swan Recommendation to Minister (RSL/1019)

Is the presentation in support or against the report recommendation? (contained within the agenda)

Support

Presenter Information

Name of Presenter

Nathan Stewart

Organisation:

Lateral Planning

Email Address:

Mobile Number:

Additional Attendees

N/A

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements:

No

Presentation Information

Brief Outline of Deputation:

Refer enclosed written submission

Will there be a PowerPoint Presentation?

No

Please attach any documents here

 P509 20260517 Submission_ns.pdf

Acknowledgements

In submitting this request, you acknowledge that your request form and presentation content will be published to the Planning Online website as part of the agenda.

Yes

I acknowledge that if my request or accompanying documents are not submitted within the required timeframe, they will not be accepted.

Yes

Please attach all accompanying documents to this request. Late submissions will not be accepted. Handouts or PowerPoints will not be accepted on the day of the meeting.

17 May 2026

Western Australian Planning Commission
140 William Street
PERTH WA 6000

Dear Sir / Madam,

Improvement Scheme – Bennett Springs East No. 1, Recommendation to Minister

We represent the landowner of Lot 594 (No. 35) Rugby Street, Bennett Springs (**the site**). The site is located within the proposed Bennett Springs East Improvement Scheme No. 1 (**Draft Improvement Scheme**) area and is currently zoned 'Urban Deferred' under the Metropolitan Region Scheme (**MRS**). We understand that the 'Urban Deferred' zoning will remain in place until the existing poultry farm operations at Lot 505 (No. 60) Cheltenham Street (**Lot 505**) cease.

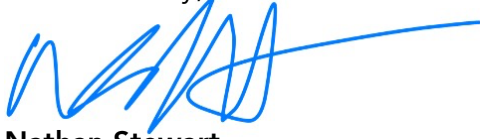
We welcome the opportunity to provide a submission on the Draft Improvement Scheme and the associated Draft Improvement Scheme No. 1 Report. The landowner is generally supportive of the proposed planning framework and the strategic direction it establishes for the Bennett Springs East Station Precinct, including the preliminary identification of the site for 'Residential R40' development.

The Draft Improvement Scheme includes provisions that grant additional use and non-conforming use rights to the poultry farm at Lot 505 for a period of five years from the commencement date of the Improvement Scheme. We understand the intent of these provisions is to facilitate precinct planning while allowing time for the relocation of the poultry farm operations from the area. The landowner of the site supports the inclusion of these provisions, and requests that the Western Australian Planning Commission (**WAPC**) recommend that the Minister for Planning approve the Draft Improvement Scheme with these provisions retained.

Notwithstanding this support, we also request that the WAPC consider the broader implications of the ongoing housing supply and affordability challenges currently affecting Western Australia. The future development of land within the Draft Improvement Scheme area has the potential to make a meaningful contribution toward increasing housing supply in proximity to existing major public transport infrastructure and alleviating these pressures. In this context, we consider it appropriate for the WAPC to also examine whether a reduction in the timeframe for the additional use and non-conforming use rights applying to the poultry farm could be justified.

Should you require any further information or clarification in relation to this matter, please contact the undersigned on 0450 777 847.

Yours faithfully,



Nathan Stewart

Lateral Planning

Request for Deputation / Presentation

Committee:

Western Australian Planning Commission

Meeting Date:

Wednesday, May 20, 2026

Deputation Information

Type of Deputation:

Written Deputation

Agenda Item:

3.1

Agenda Title:

MRS Amendment – Kwinana Rail Loop – Approval to Advertise (RLS/1159)

Is the presentation in support or against the report recommendation? (contained within the agenda)

Support

Presenter Information

Name of Presenter

Tristan Fernandes

Preferred pronouns/title

Mr

Organisation:

City of Rockingham

Email Address:

Mobile Number:

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements:

No

Presentation Information

Brief Outline of Deputation:

The City supports the premise of the Amendment but requests a change of road reserve designation proposed for Mandurah Road and Day Road, considering the intent and function of the SDA implemented for the Western Trade Coast.

Will there be a PowerPoint Presentation?

No

Please attach any documents here

City of Rockingham Written Deputatio... .pdf

Acknowledgements

In submitting this request, you acknowledge that your request form and presentation content will be published to the Planning Online website as part of the agenda.

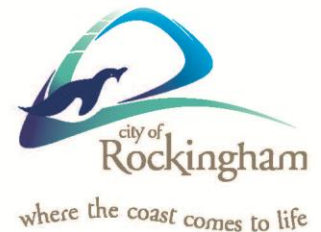
Yes

I acknowledge that if my request or accompanying documents are not submitted within the required timeframe, they will not be accepted.

Yes

Please attach all accompanying documents to this request. Late submissions will not be accepted. Handouts or PowerPoints will not be accepted on the day of the meeting.

Our Ref: LUP/2227
Your Ref: RLS/1159
Enquiries to: Mr Tristan Fernandes



19 May 2026

Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

ATT: Mr Scott Haine and Ms Lisa Powell

Dear Sir/Madam

Re: Written Deputation – Proposed Metropolitan Region Scheme Amendment – Kwinana Rail Loop

The City of Rockingham (**City**) supports the strategic intent of the Amendment to reserve an alignment for the Kwinana Rail Loop (**KRL**) and remove the redundant 'Railways Reservation' west of Ennis Avenue. The Amendment reflects the 'central v3 alignment' as the preferred corridor following detailed multi-criteria assessment and consistent with the spirit of the long-standing negotiations between the State and the City since 2016.

In review of the Officer Report being presented, the City notes an additional matter of note that is currently not addressed and warrants consideration by the Western Australian Planning Commission (**WAPC**).

The Officer Report does not reference that the Western Trade Coast (**WTC**) (and subject land) has been declared within the first State Development Area (**SDA**). The purpose of the SDA, amongst a range of matters, is to "*provide coordinated planning and delivery of shared, common-use infrastructure*".

While the City acknowledges the advice provided by DPLH Officers that management of infrastructure can be performed through shared arrangements, the purpose of the SDA for the WTC is to provide a coordinated and State-led approach to the delivery and management of strategic road and rail infrastructure in this region, which is not standard practice.

With respect to Mandurah Road, implementing the City's recommendation would represent an extension to Main Roads WA's existing management over a portion of this road, accommodating the planned grade separation over the KLR.

The City advises that it has made representation to the Main Roads WA and the Minister for Transport to change the classification of the full extent of Mandurah Road (beyond the scope of this Amendment), as it is operating beyond its function as a local road. The private sector is also seeking a Restricted Access Vehicle (**RAV**) reclassification to support RAV7 vehicle movements along Mandurah Road and it is understood this request has had preliminary consideration by DevelopmentWA. Accommodating a Primary Regional Road Reservation would complement long term strategic road planning consideration for Mandurah Road.

For Day Road, the City is recommending a clearer designation that would more clearly articulate the management of the affected portion of Day Road, which will serve a regional function.



As such, the City requests the WAPC consider the classification of Mandurah and Day Roads subject to this amendment from an 'Other Regional Road' designation to a 'Primary Regional Road' designation.

Should you have any enquiries with respect to this advice, please contact Mr Tristan Fernandes, Manager Major Planning Projects at tristan.fernandes@rockingham.wa.gov.au.

Yours faithfully



TRISTAN FERNANDES
MANAGER, MAJOR PLANNING PROJECTS

REPORT TO	Western Australian Planning Commission		
Meeting date	20 May 2026	File number	RLS/1159
Title	MRS Amendment – Kwinana Rail Loop – Approval to Advertise		
Purpose	For decision		
Head of power	Section 35 of the <i>Planning and Development Act 2005</i> and Regulation 5 of the Planning and Development (Region Planning Schemes) Regulations 2023		
Confidentiality	Non-confidential		
Responsible officer	Lisa Powell – A/Executive Director, Infrastructure Planning and Policy, Strategy and Engagement	Responsible Officer Conflict of Interest:	Nil
Processing days	255 days		
SITE DETAILS			
Region	Metropolitan (South)		
Local government	City of Rockingham		
Region Scheme / Zoning	Metropolitan (MRS) Urban, Industrial zones Railways, Other Regional Roads reservations		
Landowners	Western Australian Land Authority, State of Western Australia, Public Transport Authority of Western Australia, Western Australian Planning Commission, Electricity Networks Corporation, Water Corporation, Various Private Landowners (see A7)		
Applicant	Department of Transport and Major Infrastructure (DTMI), assisted by AECOM and Taylor Burrell Barnett (TBB)		
ATTACHMENTS			
A1 – Location Map A2 – Existing and Proposed MRS Plans A3 – Summary of Prereferral Comments A4 – City’s Requested Modifications (Map) A5 – South Metropolitan Peel Sub-regional Planning Framework A6 – SEA Map A7 – Financial Implications (Confidential) A8 – Draft MRS Amendment 14xx (Standard) – Kwinana Rail Loop			

EXECUTIVE SUMMARY

This proposal seeks to initiate an amendment to the Metropolitan Region Scheme (MRS) in East Rockingham that seeks to achieve the following objectives:

- Protect land for a proposed new freight rail corridor;
- Protect land for three potential future grade-separated intersections which are intended to involve regional and local roads passing over the proposed freight rail corridor;
- Protect a large area of land in the locality for Regional Open Space purposes; and
- Reclassify redundant portions of an existing Railways reservation for other purposes.

The amendment request has come from DTMI, who have led cross-agency technical investigations. It is important to note that this amendment is a land protection exercise only and there are no current commitments to construct the freight rail, which is considered likely to be a longer-term prospect.

The amendment is generally consistent with the *South Metropolitan Peel Sub-regional Planning Framework*, noting that the Framework acknowledges that an assessment of options is underway to identify additional freight rail infrastructure in the area.

Matters raised by agencies during pre-referral in relation to the proposed MRS amendment include:

- The City of Rockingham requests some of the land identified for future grade-separated regional and local roads be reclassified as higher-order regional roads.
- The Department of Fire and Emergency Services (DFES) considers additional work should be undertaken in relation to bushfire planning considerations, particularly in relation to vehicular access and land management arrangements.
- The Department of Biodiversity Conservation and Attractions (DBCA) recommends that a survey of some vegetated areas that could not be accessed during the Flora and Fauna surveys be undertaken to confirm the extent of Threatened Ecological Community occurrences. DBCA also emphasises the need to retain Black Cockatoo habitat where possible.
- The DWER advised that some contamination investigation, management and possible remediation to mitigate contamination exposure or mitigation of risks may be required.
- A nearby State-registered Heritage Place (Day Cottage) may be impacted by freight rail vibration levels, visual impacts of the proposed nearby grade-separated section of Day Road. In addition, this property may experience reduced access to Day Road.
- Western Power and the Water Corporation expressed some concerns regarding potential impacts to existing and planned servicing infrastructure.

It is recommended that the WAPC initiate a standard MRS amendment as it is generally consistent with the South Metropolitan Peel Sub-regional Planning Framework and that it be referred to the Environmental Protection Authority (EPA) for consideration.

RECOMMENDATION

That the Western Australian Planning Commission resolves, under section 35 of the Planning and Development Act 2005 and Regulation 5 of the Planning and Development (Region Planning Schemes) Regulations 2023, to:

- 1. Initiate an amendment to the Metropolitan Region Scheme as detailed in Attachment 8 – MRS Amendment 14xx (Standard) – Kwinana Rail Loop, Rockingham.***
- 2. Form the opinion that the amendment constitutes a standard amendment to the MRS as it is generally consistent with the sub-regional planning framework but may have some impact or community interest.***

PROPOSAL DETAILS

The amendment seeks to reclassify/zone approximately 126ha comprised of the following modifications:

From	To	Area (Hectares)
Urban	Other Regional Roads	0.476
Urban	Primary Regional Roads	0.345
Urban	Railways	1.398
Industrial	Other Regional Roads	4.617
Industrial	Primary Regional Roads	1.557
Industrial	Public Purposes - SU	2.917
Industrial	Railways	19.100
Industrial	Regional Open Space (and Bush Forever)	89.434
Other Regional Roads	Primary Regional Roads	1.731
Railways	Industrial	4.003
Railways	Other Regional Roads	0.349
Railways	Primary Regional Roads	0.296
	Total	126.223

The proposed freight rail corridor is intended to provide a connection between the Kwinana-Mundijong freight railway and the Cooperative Bulk Handling balloon loop, to alleviate existing and potential future rail freight capacity issues with a network bottleneck that occurs at a nearby railway junction known as the 'Kwinana Triangle' (**A1** and **A2**).

In order to ensure that regional and local traffic in the area is not interrupted by the new freight rail corridor, grade-separated interchanges are planned for Patterson Road, Mandurah Road and Day Road, in road-over-rail configurations. In the case of Day Road, a Public Purposes reservation is proposed to protect the future grade-separation rather than a regional road reservation, as Day Road has not been identified as having regional road status in the sub-regional planning framework. The proposed Regional Open Space (ROS) reservation aims to fulfill a conservation requirement outlined in a statement issued by the Minister for the Environment relating to the Rockingham Industrial Zone Strategic Environment Assessment (SEA).

BACKGROUND

The former Department of Transport, (now DTMI), has taken a lead role in leading a cross-agency working group and engaged a consultancy to prepare supporting technical documentation for the identification of a proposed new freight rail corridor. This documentation includes:

- Kwinana Rail Loop Alignment Definition Study – 5% Engineering Design Report (AECOM), dated 13 June 2024.
- Kwinana Rail Loop Alignment Definition Study – Supplementary Report for Day Road Ultimate Grade Separation and Upgrade (AECOM), dated 10 February 2025.
- MRS Amendment Request report, prepared for AECOM by Taylor Burrell Barnett (TBB), dated May 2024.

The Alignment Definition Study prepared in 2024 sought to identify the preferred alignment for a future rail corridor and the future grade-separations required to facilitate the rail corridor. At the time, two design scenarios were considered for Day Road:

- Grade separation, which would retain its through functionality but potentially impact access to several industrial properties.
- Closure of the road at the railway line (i.e. creating a dead-end access-only street on each side) which would preserve property access and functional land uses but divert all through traffic to the Mandurah Road / Dixon Road intersection.

The preliminary KRL assessment process determined that the Day Road grade separation option would be adopted for the five percent design exercise. One of the reasons for this is that grade separation will require a larger land area than alternative solutions, thereby protecting optionality for this to occur in the future, should it be identified as being needed.

A review of the Alignment Definition Study by DPLH led to a supplementary report being prepared to reduce the road reservation width of Day Road to minimise impacts on private properties and, therefore, reduce land take. The supplementary report also tied the grade separation into a completed upgrade of Day Road between Mandurah Road and Lodge Drive.

In September 2025, DPLH received a request to amend the MRS from DTMI to reserve land for the Kwinana Rail Loop (KRL) in the City of Rockingham. DPLH has undertaken a preliminary review of the information submitted and prepared a draft MRS amendment plan that included some additions and modifications to the proposal outlined in the DTMI submission. These changes comprise:

- Inclusion of an ~89ha area of land proposed to be reserved as Regional Open Space and designated Bush Forever, in line with existing environmental approvals covering the Rockingham Industrial Zone.
- Inclusion of a Public Purposes (Special Uses) reservation to protect land for a potential future grade separation of Day Road over the proposed railway corridor.
- Various other minor modifications.

In December 2025, preliminary comments were sought from the City of Rockingham, State government agencies and service providers. In response to preliminary comments received, some further refinements to the proposed MRS amendment map have been made, as explained later in this report.

Framework and Policy Assessment Overview

Legislation, Policies and Framework	Consistency
<i>Perth and Peel@3.5 Million / South Metropolitan Peel Sub-regional Planning Framework</i>	Broadly consistent, some discretion required
<i>SPP 2.0 – State Planning Policy 2.0 - Environment and Natural Resources Policy</i>	Fully consistent
<i>SPP 2.8 – Bushland Policy for the Perth Metropolitan Region</i>	Fully consistent
<i>SPP 3.5 – Historic Heritage</i>	Fully consistent
<i>SPP 3.7 – Bushfire</i>	Broadly consistent, some discretion required
<i>SPP 4.1 – Industrial Interface</i>	Fully consistent
<i>SPP 5.4 – Road and Rail Noise</i>	Fully consistent

DISCUSSION

Pre-referral Consultation

The amendment was referred to various government departments and servicing agencies for comment. Key issues raised in the submissions are summarised and discussed below. More detailed comments are provided in the attached Summary of Prereferral Comments (**A3**).

City of Rockingham

The City requests the following modifications to the amendment as depicted on **A4**:

- Reclassify Mandurah Road from ORR reservation to PRR reservation.
- Reclassify northern portion of Day Road from Public Purposes reservation to PRR reservation.
- Reclassify southern portion of Day Road from Public Purposes reservation to ORR.
- Reclassify the western-most portion of the surplus Railways Reservation west of Ennis Avenue (about 3,300m²) from Central City Area zone to the Industrial zone.

The City's request for higher-order regional road reservations for Mandurah Road and Day Road relates to a concern that these roads will involve significant bridges and heavy vehicular traffic. The City considers that these roads, which serve regional traffic, should be under the care and control of Main Roads WA rather than the City. The City acknowledges that their request is not consistent with the sub-regional planning framework and comments that the regional road planning framework has changed since its adoption (e.g. reconsideration of the Fremantle Rockingham Controlled Access Highway in light of deliverability challenges).

The City's request to modify the western portion of the surplus Railways reservation from Central City Area zone to Industrial is due to the subject area being located outside the Rockingham Strategic Centre Precinct Structure Plan area that was approved by the WAPC in January 2026.

Additional comments from the City relate to potential noise impacts arising from the proposed grade separated roads and vibration impacts. The City recommends additional information be prepared to provide acoustic modelling, a vibration assessment and confirmation that any mitigation measures can be accommodated with the proposed reserve.

DPLH Comment: The City's requested modifications relating to the proposed MRS reservations for Mandurah Road and Day Road are not consistent with the sub-regional planning framework.

Main Roads WA advised that the matters raised by the City are operational in nature. They advised that there are numerous existing examples of bridges and structures that support heavy vehicle movements which are not included within PRR reservations and maintenance arrangements can be managed separately where required. Similarly, parts of the RAV network operate under the care and control of local governments and do not necessarily require inclusion within a PRR reservation.

It is recommended that no modifications be made to the proposed MRS reservations for Mandurah Road and Day Road.

The City's requested modification to the western-most portion of surplus Railways reservation is a relatively minor change and is supported. A modification to this effect has already been incorporated into the proposed MRS amendment map. It is noted that further refinements of zonings in this area will likely be required in the future, as part of a separate omnibus process.

Detailed comments are provided in the Summary of Prereferral Comments regarding predicted road and rail noise impacts. It is intended that these matters will be subject to further detailed assessment during the future design and infrastructure delivery stages.

Department of Fire and Emergency Services (DFES)

DFES advised that it is unclear from the information provided if any area of vegetation or areas adjoining existing properties that currently have vehicular access will lose that access, or if there will be other impacts to operational response caused by the proposed changes to the MRS (e.g. where changes in levels will impact existing vehicular access).

DFES also raised some concerns about access considerations, including the provision and design of Fire Service Access Routes (FSARs) and advised that further detail is required including details of how these would connect to public roads and the number and location of gates.

DFES recommends that the decision maker require updated documentation information to be provided in relation to access routes/links to public roads to ensure water supplies can be readily accessed in the event of a bushfire.

DPLH Comment: The installation of railway tracks and the construction of elevated roads over the railway lines will, to some degree, constrain vehicular access for some properties. Impacts of this nature are manageable and capable of being addressed at a later stage when road and rail designs are further advanced.

It is considered that there would not be value in requiring the provision any further updates of bushfire documentation until such time as road and rail designs have evolved beyond the 5% concept design.

Main Roads WA (MRWA)

MRWA advised that it is undertaking a planning review of Patterson Road, due for completion by June 2027. This review may later extend south along Ennis Avenue. The MRWA design concept may include a 6-lane dual carriageway north of the road over rail bridge whereas the KRL design concept assumes a 4-lane dual-carriageway.

MRWA has agreed with DevelopmentWA to introduce a new western connection from Patterson Road at the Alumina Road intersection. The KRL design proposes a drainage basin at this location which will need to be relocated.

DPLH Comment: As MRWA's design for Patterson Road is still preliminary, it is not yet known if some widening of the PRR reservation for Patterson Road will be necessary. The overall width of the existing PRR reservation is 60 metres and this includes a median (approximately 17 metres wide) and road verges on each side (approximately 10 metres wide). Should it become necessary to widen the PRR reservation for Patterson Road, this can be considered in due course. No modification is recommended at this stage.

A proposed drainage basin on the western side of Patterson Road is shown as a PRR reservation on the MRS amendment map. An adjustment to the location of this drainage can potentially be considered post-advertising should the WAPC resolve to initiate the amendment and if further information from MRWA regarding its requirements is available. No modification is recommended at this stage.

Department of Biodiversity, Conservation and Attractions (DBCA)

DBCA supports the proposed Regional Open Space reservation, which was required to be protected as a condition of the Rockingham Industry Zone Strategic Environmental Assessment (SEA) to protect occurrences of a critically endangered Threatened Ecological Community (TEC), Conservation Category Wetlands (CCW) and a Commonwealth listed TEC.

DBCA recommends that a survey of vegetated areas that could not be accessed during the flora and fauna surveys be undertaken to confirm the extent of the TEC occurrences.

DBCA highlights possible referral requirements under the *Environmental Protection and Biodiversity Conservation Act (EPBC Act)* and encourages DPLH to contact the Commonwealth Department of Climate Change, Energy, the Environment and Water for further information on these responsibilities. DBCA also encourages DPLH to consult with the Department of Water and Environmental Regulation (DWER) to confirm the environmental impacts with the SEA comply with the existing environmental approvals and ministerial conditions and to confirm requirements for referral of environmental impacts to areas outside the SEA.

DPLH Comment: Access within the active Cooperative Bulk Handling freight rail loop at the western end of the environmental survey area was managed having regard for Arc's extensive safety protocols. Access was restricted to qualified trained professionals which in this case was a nominated Health and Safety Officer. Interpretation of results relied on photo points taken by a Safety Officer. The Flora and Fauna Assessment report recommends that no additional survey work be undertaken.

Potential referral requirements under Commonwealth legislation are acknowledged. The Flora and Fauna Assessment indicates that a detailed Environmental Impact Assessment (EIA) will be prepared to accompany the detailed design phase and that an EPBC Act referral will be prepared for areas outside of the SEA if the EIA determines a potential significant impact.

DPLH has liaised with DWER regarding the proposed MRS amendment and this engagement is ongoing. Further engagement will progress with EPA Services should the WAPC resolve to initiate the amendment.

Department of Water and Environmental Regulation (DWER)

In principle, the Department does not object to the proposal. However key issues, recommendations and advice are outlined below.

Contaminated Sites

Based on the available information, the subject site and proposed MRS amendment intersects lots with various classifications identified under the *Contaminated Sites Act 2003* (CS Act) including 'not contaminated – unrestricted use', 'possibly contaminated– investigation required' and 'report not substantiated'.

As a preliminary indication, the use of land for the end uses including rail line and road infrastructure, industrial, and Regional Open Space (Bush Forever) would not be incompatible. However, some contamination investigation, management and possible remediation to mitigate contamination exposure or mitigation risks may be required.

Environmental Values

The proposed amendment area contains areas of potentially significant environmental values including threatened ecological communities and fauna habitat outside of areas proposed for Parks

and Recreation. It is recommended the DPLH liaise with DWER's EPA Services on the proposed amendment.

DPLH Comment: The Alignment Definition Study involved a desktop study of the contaminated properties and recommends the following actions during the development of and during the next design phase:

- *A targeted investigation along the preferred alignment to confirm ground conditions (depth of landfill, contamination status etc.).*
- *A targeted investigation(s) at potential areas for the relocation of waste materials to confirm suitability and assess baseline conditions.*
- *Definition of key stakeholders.*
- *Liaison with regulators, City of Rockingham and landfill operators.*

In relation to potentially significant environmental values, DPLH has liaised with DWER on the proposed amendment and this engagement is ongoing. If the MRS amendment is initiated, the amendment will be formally referred to the EPA.

Water Corporation

There are several planned wastewater pressure mains that are planned to go through the proposed railway area parallel to Patterson Rd. Provision should be made to ensure that these future pipes can be constructed with minimal disruption. Please note that the locations of the pipes are indicative and are subject to change, it is strongly suggested that DPLH consult with the Water Corporation to confirm the location and the size of the future pressure mains.

DPLH Comment: The Alignment Definition Study recommends that a detailed site survey, underground utilities survey be undertaken at the next stage to initiate discussion with utilities organisations to develop a relocation/protection strategy for existing buried utilities that cross the proposed rail corridor.

Western Power

Western Power cannot currently support the MRS Amendment without further studies, developers' agreement and costing as well as identifying the impact during the construction period.

Further direct consultation with Western Power on these matters is required to progress this application.

Western Power confirmed that one property impacted by the originally proposed Railways and Public Purposes reservations (Lot 4006 Crompton Road), is designated for Western Power's future East Rockingham zone substation.

DPLH Comment: The Alignment Definition Study recommends that a detailed site survey, underground utilities survey be undertaken at the next stage to initiate discussion with utilities organisations to develop a relocation/protection strategy for existing buried utilities that cross the proposed rail corridor.

Lot 4006 Crompton Road is a State-owned property managed by Western Power. This property was shown in the pre-referral documentation as being partly impacted by a proposed Railways reservation and a proposed Public Purpose reservation due to drainage requirements. Due to the need for a substation, the MRS amendment plan has since been updated to delete a proposed Railways reservation over this lot.

Key Legislation, Framework and Policies

Perth and Peel @ 3.5 Million / South Metropolitan Peel Sub-regional Planning Framework

The *South Metropolitan Peel Sub-regional Planning Framework* forms part of the *Perth and Peel @ 3.5 Million* strategic suite of planning documents. The document includes guidance on land use and regional road planning.

The *South Metropolitan Peel Sub-regional Planning Framework (March 2018)* states that an assessment of options is underway to identify additional freight rail infrastructure connecting to the Kwinana Industrial Area to deal with capacity limitations at the Kwinana Triangle.

The Framework identifies an area north of the existing Railways reservation, east of Ennis Avenue, as Proposed Nature/Passive Recreation. Much of this area is proposed to be transferred to the Regional Open Space reservation and a portion is proposed to be transferred to the Railways reservation.

Mandurah Road is identified in the Framework as a proposed Integrator Arterial road north of Dixon Road.

DPLH Comment: Although the proposed rail corridor is not shown spatially on the Framework map, it is noted in the Framework text that an assessment of options is underway to identify additional freight rail infrastructure connecting to the Kwinana Industrial Area to deal with capacity limitations at the Kwinana Triangle. The amendment seeks to give effect to a railway corridor that has been the subject of a detailed alignment definition study. Accordingly, the amendment is considered to reflect the intent of the Framework regarding freight rail considerations.

The Framework identifies an area north of the existing railway reservation, east of Ennis Avenue, as a Proposed Nature/Passive Recreation area (A5). A large portion of this area is proposed to be transferred to the Regional Open Space (ROS) reservation. The proposed ROS reservation excludes the south-west portion of the Passive Nature/Recreation area (which is a former landfill site) as this area is intended to remain zoned Industrial.

The proposed Public Purposes – Special Uses reservation along a portion of Day Road is not shown spatially on the Framework Map. This reservation seeks to protect land for grade-separated works involving Day Road passing over the railway corridor.

Mandurah Road north of Dixon is proposed to be classified as an Other Regional Roads reservation. This is consistent with the Framework.

State Planning Policy 2.0 - Environment and Natural Resources Policy (SPP 2.0)

SPP 2.0 provides guidance on the integration of environmental values into the land use planning system. It states that planning schemes and decision-making should support the conservation and protection of remnant vegetation where possible and avoid development that may result in unacceptable environmental damage.

DPLH Comment: The amendment seeks to protect an area of about 89.4 hectares as Regional Open Space (ROS) with a Bush Forever designation.

The presence of the former City of Rockingham landfill site at part of Lot 1521 and Lot 2146 Ennis Avenue has been a key factor in the process to select an appropriate rail corridor alignment.

The proposed KRL alignment is expected to require medium to long-term State and Commonwealth

Government environmental approvals timeframes due to several key factors:

- *Wetland Impact: The alignment buffer intersects with 0.72 hectares of Conservation Category Wetlands, necessitating Conservation Category Wetland (CCW) management.*
- *Impact on Black Cockatoo Habitat: There will be impacts to high quality foraging and suitable habitat trees along the alignment. These impacts will require assessment and approval under Federal and State legislation, where the alignment lies outside of the SEA which will contribute to the overall timeframe.*
- *Impacts on Threatened Ecological Communities (TEC): The alignment intersects with the buffer of significant ecological communities, including area potentially containing Holocene Dune TEC (205 hectares) and Tuart TEC (34 hectares).*

In order to effectively address the environmental concerns and regulatory issues described above, the following documents will likely be required during the development of and during the detailed design phase:

- *Preparation of a detailed Environmental Impact Assessment to accompany the detailed design phase:*
 - *Confirming the full and detailed extent of impacts outside of the SEA area.*
 - *Confirming the impacts within the SEA area align with the limitations of that existing approval.*
 - *Identifying opportunities to further reduce direct impacts to significant environmental matters, specifically Black Cockatoo Habitat and TEC.*
- *On completion of detailed design/prior to commencement of construction, noting that these processes will likely take up to 12-24 month minimum timeframe:*
 - *Prepare EPBC Act referral for areas outside of the SEA if Environmental Impact Assessment determines a potential significant impact. Prepare appropriate State approval submission.*

State Planning Policy 2.8 - Bushland Policy for the Perth Metropolitan Region (SPP 2.8)

SPP 2.8 aims to provide a policy and implementation framework that will ensure bushland protection and management issues are addressed and integrated with broader land use planning and decision making. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations.

DPLH Comment: *The proposed ROS reservation with a Bush Forever designation reflects the high conservation value of the site. The bushland meets the criteria for regional significance. The land is intended to be managed by the Department of Biodiversity, Conservation and Attractions (DBCA) and DBCA supports the land being included in Bush Forever.*

State Planning Policy 3.5 – Historic Heritage Conservation (SPP 3.5)

SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. This policy applies principally to historic cultural heritage including heritage areas, buildings and structures,

DPLH Comment: *Day Cottage, located at Lot 27 (No.9) Exchange Place is recognised as an Historic Heritage Place on the State Register. The subject lot has frontage to Day Road and is located near the planned grade-separated portion of Day Road where it is intended to pass over the railway corridor.*

It is possible that the Day Road Bridge may be seen to dominate the visual setting of Day Cottage and the bridge may also limit access to the property from Day Road. DPLH would look to engage with the Heritage Council during the consultation period to discuss the implications of this project upon this heritage place.

State Planning Policy 3.7 – Bushfire (SPP 3.7)

SPP 3.7 forms the foundation for land-use planning to address bushfire risk management in Western Australia. It is used to inform and guide decision-makers, referral authorities and proponents to achieve acceptable fire protection outcomes on planning proposals in bushfire-prone areas.

DPLH Comment: *The portion of the amendment area located west of Ennis Avenue is classified as Bushfire Prone Area 1, whereas the amendment area located east of Ennis Avenue is mostly classified as Bushfire Prone Area 2. SPP 3.7 applies to strategic planning proposals in Bushfire Prone Area 2.*

Consultation with DFES in 2023 led to the preparation of a partial assessment against SPP 3.7 for the proposed railways reservation in the form of a Bushfire Advice Brief (BAB) prepared by a bushfire planning consultant. The BAB relates specifically to the proposed rail corridor and does not analyse other components of the amendment such as the proposed ROS reservation or the proposed grade-separated roads.

The provisions of SPP 3.7 are not easily applied to infrastructure proposals such as this one. As stated in SPP 3.7, the policy should be applied where the proposal is in a bushfire prone area and:

- Results in the intensification of development or land use; or*
- Results in an increase of visitors, residents or employees; or*
- Adversely impacts or increases the bushfire risk to the subject or surrounding sites.*

The proposed MRS amendment is not intended to introduce land uses that would be considered vulnerable to bushfire. In relation to the third dot point above, the installation of a rail corridor and grade-separated roads will, to some degree, constrain vehicular access to certain properties compared to the current situation. However, it is considered that impacts of this nature are manageable and capable of being addressed at a later stage when road and rail designs are further advanced.

State Planning Policy 4.1 – Industrial Interface (SPP 4.1)

SPP 4.1 provides guidance for considering proposals to rezone land for sensitive uses in the vicinity of, various industry types. The objectives of SPP 4.1 are to protect existing and proposed industry, and infrastructure facilities from encroachment by incompatible land use that would adversely affect efficient operations, avoid land use conflict between existing and proposed industry/infrastructure facilities and sensitive land uses.

DPLH Comment: *The proposed Industrial areas are contiguous with existing Industrial zoned land and, as such, no compatibility issues arise from the MRS amendment.*

State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)

State Planning Policy 5.4 - Road and Rail Noise (SPP 5.4) seeks to minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes.

DPLH Comment: A high-level desktop estimate of potential road and rail noise and vibration impacts was undertaken as part of the Kwinana Rail Loop Alignment Definition Study. Some of the conclusions of that study include:

- *Road noise from the Patterson Road bridge is likely to comply with the SPP 5.4 noise criteria. Road noise from the Day Road Bridge and Mandurah Road appears to be marginally below the SPP 5.4 criteria. Mitigation, if required, would take the form of raised parapet barriers on the edges of the bridge.*
- *In relation to Freight rail noise, the desktop assessment concludes that mitigation in the form of 4-metre high noise barrier in the vicinity of the Rockingham Holiday Village is required. Predicted compliance at 9 Exchange Place (Day Cottage) is marginal. Future noise modelling in later project stages will need to consider this.*

Strategic Alignment and Implications

Ministerial Statement 863, published on 26 May 2011 and subsequently amended, gives environmental approval to the Rockingham Industrial Zone Strategic Environmental Assessment (SEA). The Statement authorises a strategic industrial development footprint at East Rockingham while securing long-term environmental conservation outcomes.

The SEA map associated with Ministerial Statement 863 is provided as **A6**. This map spatially defined a development footprint for future industrial development and a Conservation Area that must be retained and managed for environmental protection.

The proposed ROS reservation aligns with the SEA Conservation Area.

Western Trade Coast State Development Area

In April 2026, the State Government announced that the Western Trade Coast (WTC) is being declared Western Australia's first State Development Area (SDA) under the *State Development Act 2025*.

SDAs are intended to support WA's strategic economic development. They are established to coordinate planning, infrastructure delivery, and streamlined approvals for major projects.

Following declaration, the Office of the Coordinator General will lead preparation of an SDA Plan over the Western Trade Coast to guide future development and decisions made in relation to the SDA.

The MRS amendment falls within the southern portion of the indicative SDA boundary for the WTC. The Office of the Coordinator General was consulted and is supportive of the proposed amendment.

Substantiality

The *Planning and Development (Region Planning Schemes) Regulations 2023* allows for amendments to the MRS to be processed as either complex, standard or basic depending on the alteration to the MRS. This amendment is recommended to be processed as a standard (Regulation No. 5) for the following reasons:

- The proposal generally aligns with the *Perth and Peel@3.5 Million / South Metropolitan Peel Sub-regional Planning Framework* which states that an assessment of options is underway to identify additional freight rail infrastructure connecting to the Kwinana Industrial Area to deal with capacity limitations at the Kwinana Triangle.

- The proposed Regional Open Space reservation generally aligns with a Conservation Area depicted in Ministerial Statement 863 (as amended) as explained earlier.

Financial Implications

The majority of land impacted by the proposed amendment is public land, in various forms of tenure. Most of the private land impacted by the amendment is located along Day Road, including some land that contains existing development. The estimated financial implications for the WAPC in relation to the acquisition of private land impacted by the MRS amendment are presented as **A7**.

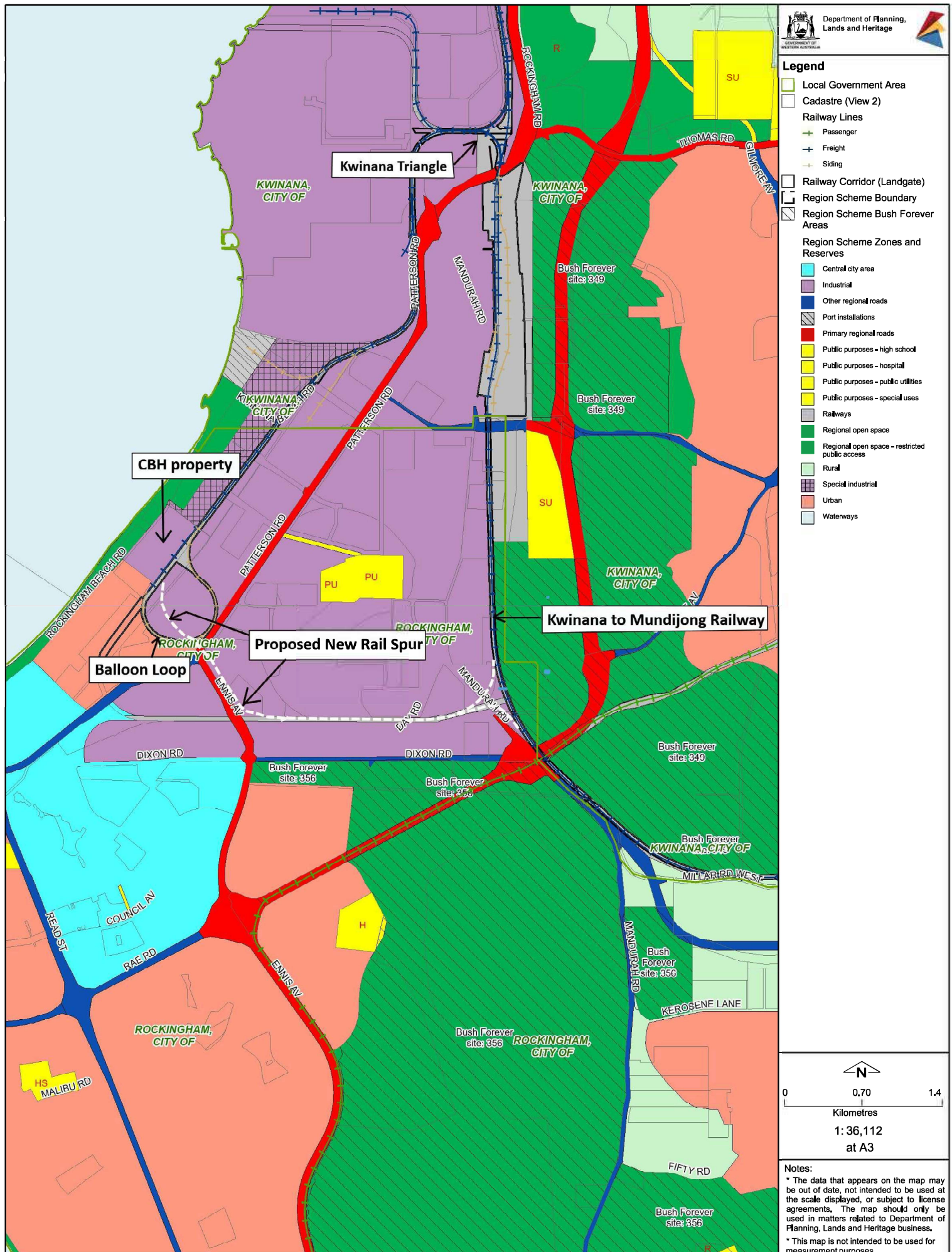
CONCLUSION

The amendment primarily seeks to facilitate improvements to the freight rail network in a key strategic industrial area of the State. Improved freight rail movement is consistent with sub-regional planning framework and supports future economic activity and growth of the Western Trade Coast.

The proposed freight rail corridor is the result of a detailed railway alignment definition study and the design includes grade separated solutions for Patterson Road, Mandurah Road and Day Road to pass over the railway corridor, thereby facilitating regional traffic movement.

This is a long-term land protection exercise that could be refined over time as the project moves through more detailed design phases.

It is recommended that an MRS amendment for the Kwinana Rail Loop project be initiated. A draft version of the MRS Amendment report is provided as **A8**.

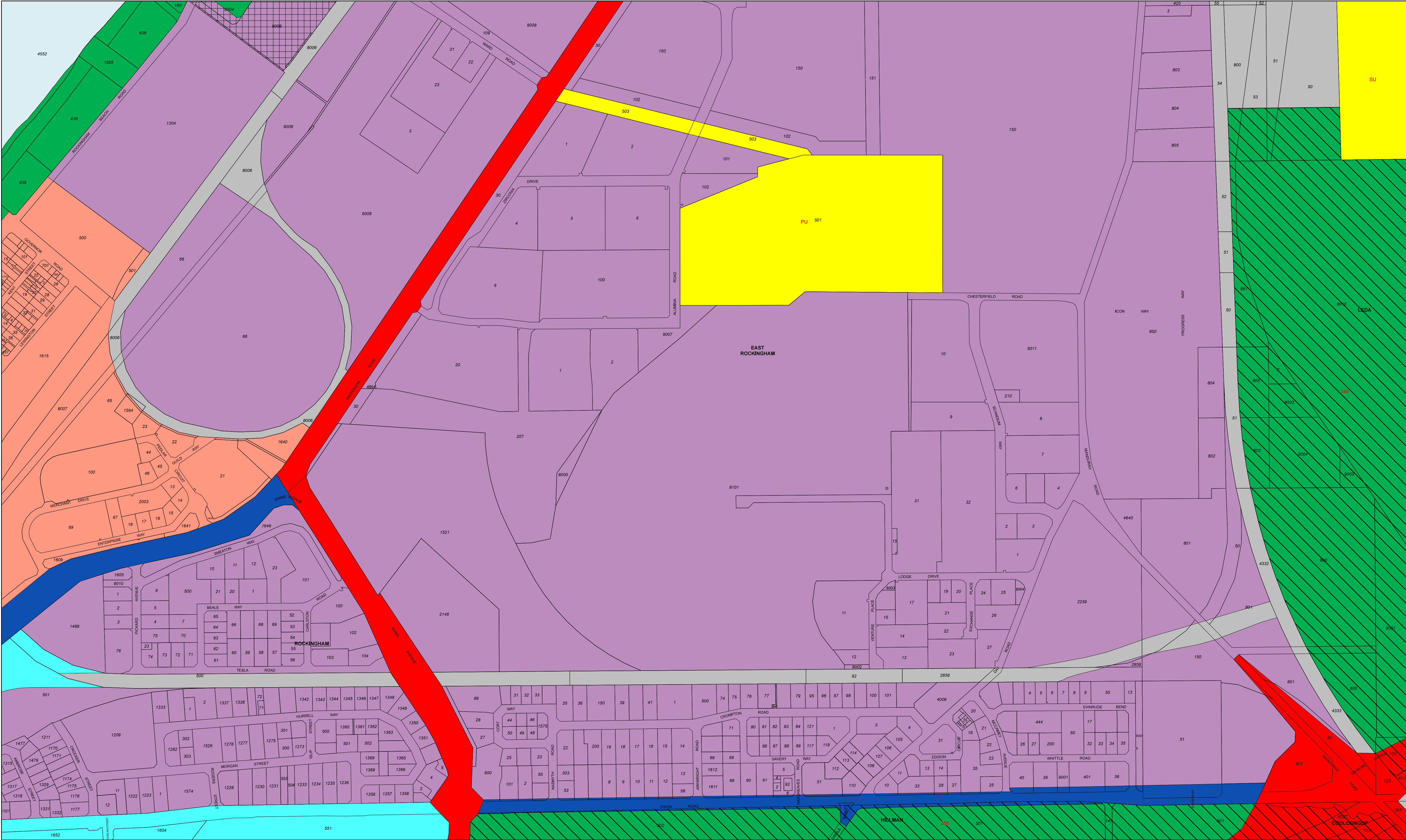


InQuery Map

DPLH BUSINESS USE ONLY

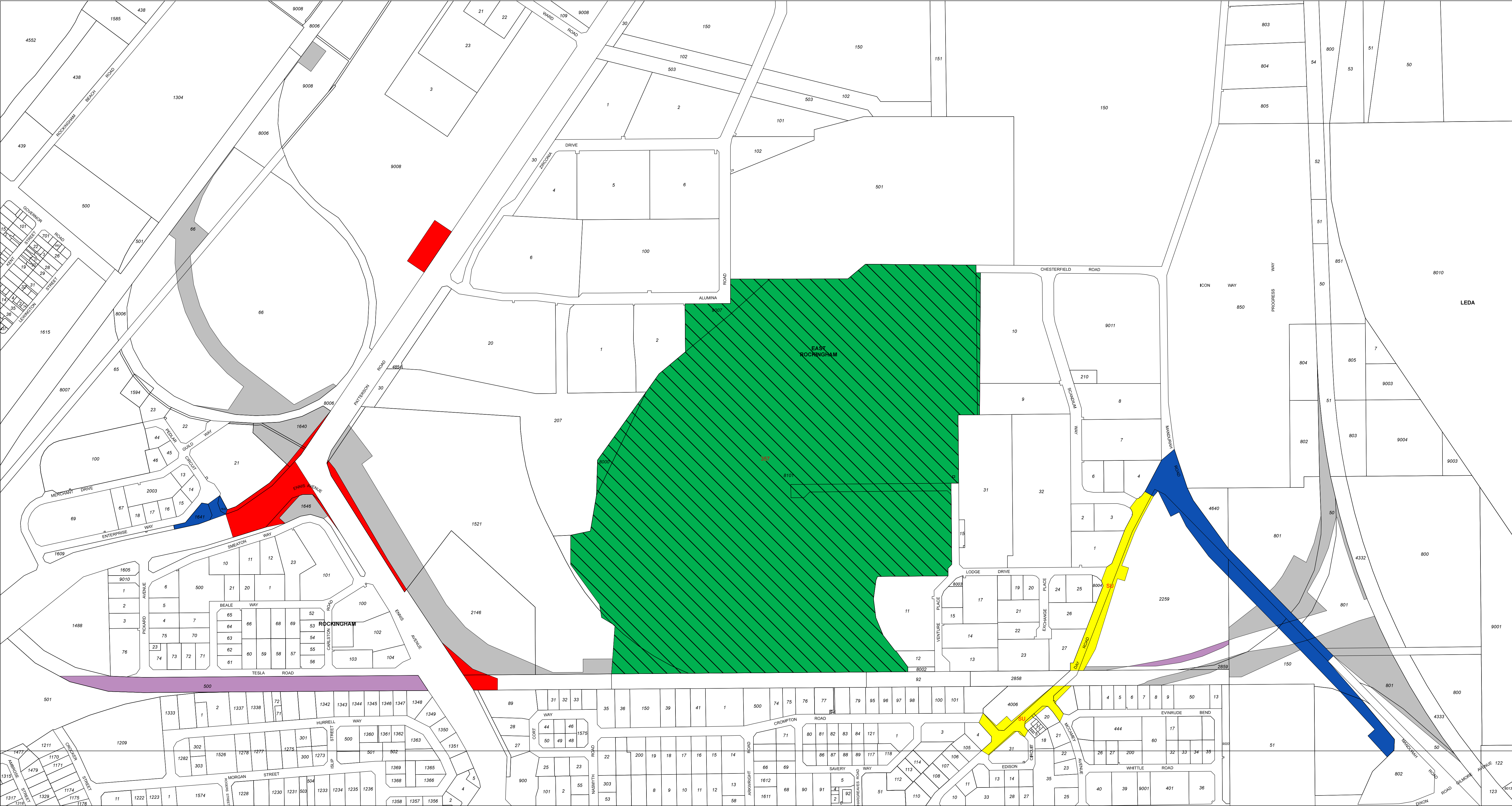
Internal Spatial Viewer
 Projection: WGS 1984 Web Mercator Auxiliary Sphere
 Graticules (if visible): GDA 1994 Latitude/Longitude

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Kwinana Rail Loop – Metropolitan Region Scheme – Current

Draft for WAPC consideration – May 2026 Created on date: Wednesday, 22 April 2026 Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA Base information supplied by Western Australian Land Information Authority SLIP 1447-2023-1	Legend Existing Region Scheme Reserves - Central city area zone - Industrial zone - Other regional roads reservation - Primary regional roads reservation Region Schemes - Special Areas - Public purposes reservation - public utilities - Public purposes reservation - special uses - Railways reservation - Regional open space reservation - Special industrial zone Urban zone - Urban zone - Waterways reservation - Bush forever area	Program Manager: S. Haines Geospatial Officer: K. Rampellini Examined: Revised: Version No: Date:	File number: RLS1159 Ref: 5094
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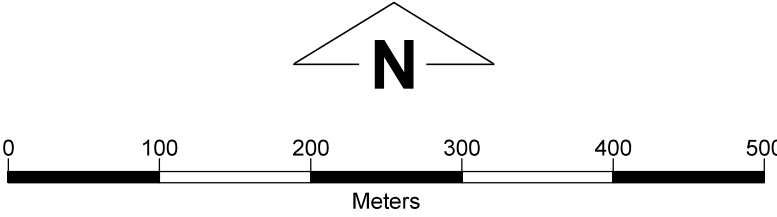


20 May 2026

- Legend**
- Region Scheme - Proposed Zones and Reserves**
- Railways reservation to Industrial zone
 - Industrial and Urban zones and Railways reservation to Other regional roads reservation
 - Industrial and Urban zones and Other regional road and Railways reservations to Primary regional roads reservation

- Industrial zone to Public purposes reservation - special uses
- Industrial and Urban zones to Railways reservation
- Industrial zone to Regional open space reservation

- Region Scheme - Proposed Special Areas**
- Bush Forever area addition (357)



Kwinana Loop Rail Amendment Plan
Proposed Standard MRS amendment
as advertised
Amendment No. XXXX

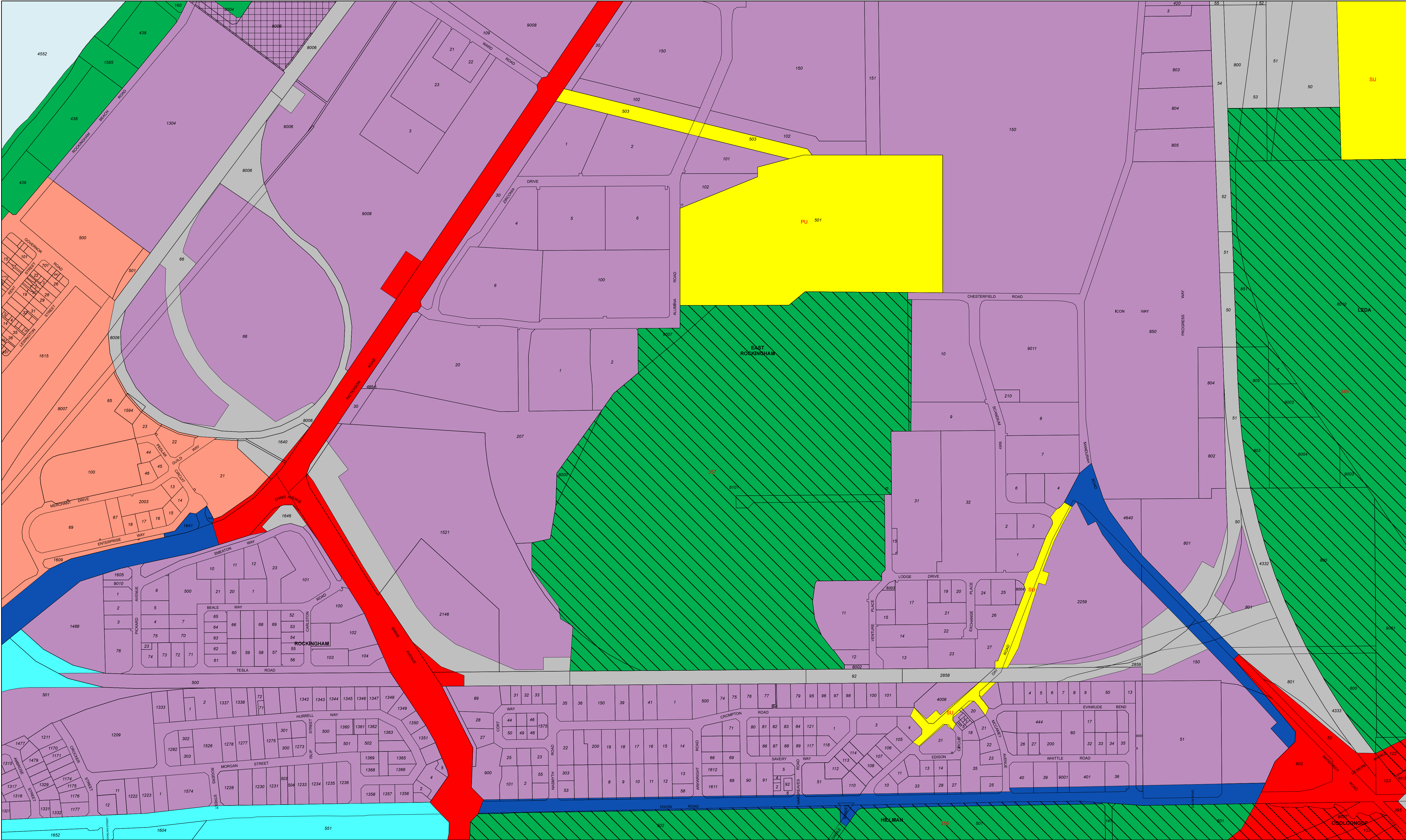
Program Manager: S. Haines
Geospatial Officer: K. Rampellini
Examined: T. Servaas
Revised:
Version No: 4
Date:

Plan Number
File number: RLS/1159
Plan reference:
Metropolitan Region Scheme
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Sheet 1 of 1
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Created on date: Wednesday, 22 April 2026
Document Name: MRS_5094_v4_proposal1
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority SLIP 1447/2023-1



Kwinana Rail Loop – Metropolitan Region Scheme – Current MRS incorporating Proposed Changes

Draft for WAPC consideration – May 2026

Created on date: Wednesday, 22 April 2026
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority SLIP 1447-2023-1

Legend

Region Schemes - Zones and Reserves

- Central city area zone
- Industrial zone
- Other regional roads reservation
- Primary regional roads reservation

Region Schemes - Special Areas

- Bush forever area

Public purposes reservation - public utilities **PU**

Public purposes reservation - special uses **SU**

Railways reservation

Regional open space reservation

Special industrial zone

Urban zone

Waterways reservation

Program Manager: S. Haines

Geospatial Officer: K. Rampellini

Examined:

Revised:

Version No: 4

Date:

0 100 200 300 metres

File number: RLS1159

Ref: 5094

Agency	Preliminary Agency Comments – Proposed Kwinana Rail Loop MRS Amendment	DPLH Response
City of Rockingham	The City of Rockingham (City) supports the strategic intent of the Amendment to reserve an alignment for the KRL and remove the redundant 'Railways Reservation' west of Ennis Avenue. The Amendment reflects the 'central v3 alignment' as the preferred corridor following detailed multi-criteria assessment and consistent with the spirit of the long-standing negotiations between the State and the City since 2016. Following a review of the amendment documentation prepared by ARUP and TBB Planning, the City has identified a range of matters that it recommends be addressed prior to formal consideration of the Amendment. These matters include: • Refinements to zones and reserves proposed within the MRS Amendment; • Management responsibility for grade-separated bridges; • Road reserve adequacy for heavy vehicle (RAV) access; and • Additional technical considerations in subsequent stages of the planning process. Zone and Reservation Refinements The City recommends the following changes to the proposed zones and reserves as part of the MRS Amendment. 1. All road reserves containing grade separated interchanges be transferred in a 'Primary Regional Road' reserve. The proposed Day Road and Mandurah Road bridges are proposed to be contained within a 'Other Regional Road' reserve and 'Public Purpose' (Special Uses) reserve, which will fall under the City's management. While the City supports the grade separation of all the intersections within the Amendment area, the proposed bridges support critical infrastructure associated with RAV heavy vehicle traffic and should be under the ongoing care and control of Main Roads WA (MRWA) within a Primary Regional Road Reserve. The bridge structures serve State freight infrastructure and will experience significant heavy vehicle loading. As such, ongoing maintenance liability should reflect this function. It is also noted that Mandurah Road meets the MRWA criteria to be considered as a Primary Regional Road given its function and vehicle use. The importance of Mandurah Road as a key point of access to the Western Trade Coast is also emphasised by the State Government's decision not to pursue the Fremantle to Rockingham Controlled Access Highway (FRCAH). If upgraded as a result of the KRL project, the City expects this section of Mandurah Road would be of a standard suitable for ongoing management by MRWA. The City also recommends the southern portion of Day Road that is not subject to the provision of a grade separated road be transferred into the 'Other Regional Road' reserve category. Day Road serves a part of the RAV network, providing an important transport function as a component of the Rockingham Industrial Zone. While not recognised by the <i>South Metropolitan Peel Sub-Regional Planning Framework</i> (Framework) for this purpose, the City notes that the regional road planning paradigm has changed since its adoption (such as the decision to not implement the FRCAH). The designation should be considered on this basis, in lieu of the 'Public Purpose' reservation proposed. 2. Amend 'Centre' zone to 'Industrial' zone The proposed 'Centre' zone is located outside the Rockingham Strategic Centre Precinct Structure Plan area that was approved by the WAPC in January 2026. As such, it is recommended the 'Centre' zone be modified to reflect the 'Industry' zone in the MRS.	Noted. The City's comments are discussed below and shown in A4. 1. Changing the grade-separated interchanges to PRR reserve and changing the southern portion of Day Road to the ORR reservation is not supported. Such modifications would be inconsistent with the planned regional road network in the <i>South Metropolitan Prel Sub-regional Planning Framework</i>. There are numerous examples of bridges and structures that support heavy vehicle movements which are not included within PRR reservations noting that maintenance arrangements can be managed separately where required. Similarly, parts of the RAV network operate under the care and control of local governments and do not necessarily require inclusion within a PRR reservation. Accordingly, it is recommended that the proposed reservations remain as exhibited (Other Regional Roads or Public Purpose), and not be modified. 2. This requested modification relates to the western-most portion of the redundant Railways reservation. It was originally proposed that this land be transferred to the Central City Area zone in the preliminary consultation map. This modification is supported and has been incorporated into the proposed MRS amendment map. In the immediate locality, slightly beyond the MRS amendment boundary, there appears to be some surplus land zoned for Central City Purposes. This matter can be examined in a more detail and tidied up if necessary as part of a subsequent MRS amendment.

	The City recommends DPLH amend the 'Centre' zone in the MRS to reflect the boundary contained within the approved Precinct Structure Plan through a separate omnibus amendment process. 3. Clarify Management of proposed Regional Open Space reservation to be the responsibility of the Department of Biodiversity, Conservation and Attractions (DBCA) The City supports the inclusion of the 'Regional Open Space' reserve within the amendment scope. The broader area was subject to a Strategic Environmental Assessment (SEA) under s39B of the <i>Environmental Protection Act 1986</i> (EP Act) (Environmental Protection Authority Report 1390; Ministerial Statement 863 - Rockingham Industrial Zone Strategic Proposal). As part of this proposal, the City observes that portions of the proposed rail corridor were not assessed under the SEA; The City notes that the MRS documentation acknowledges potential referral under s38 of the EP Act and impacts on matters of national environmental significance (Tuart woodlands and Black Cockatoos) may require <i>Environment Protection and Biodiversity Conservation Act 1999</i> referral as a component of this process. Additionally, the City notes that the Regional Open Space offset area will be formally transferred to the Conservation Commission and managed by DBCA in accordance with the original Ministerial conditions as this is not referenced within the Amendment documentation. Technical Considerations The City has completed technical assessment of the Amendment package, and this will be provided for the project team's consideration to be provided separately to assist subsequent stages of planning consideration. The City notes the following key matters that should be considered through the Amendment process: 1. Noise The requirements of SPP5.4 - <i>Road and Rail Noise</i> apply to the proposal. Under SPP 5.4, MRS Amendments must be supported by sufficient technical evidence to demonstrate that: - Noise-sensitive land uses will not be exposed to unacceptable noise levels; or - Practical and effective mitigation measures can be delivered within the reserved land. The City notes the outcomes set out in the 5% Design Report that: - Mandurah Road and Patterson Road grade separations will generate noise exceeding SPP 5.4 limits; and - Noise mitigation is required but has not yet been designed. The City recommends additional information be prepared to provide: - Acoustic modelling (including a cumulative assessment); - A vibration assessment; and - Confirmation that any mitigation measures can be accommodated within the proposed reserve. It is also recommended that an extension of acoustic and vibration assessment be completed to understand the impact to Hillman residential areas (approx. 600m from the KRL corridor).	3. The Regional Open Space is intended to be managed by the DBCA who have advised DPLH to this effect. Noted. The City is correct in its observation that portions of the proposal rail corridor are beyond the area assessed in the SEA. This is a matter for the EPA to consider when it examines the proposed MRS amendment. If the MRS amendment is initiated, it will be referred to the EPA as required by Section 38 of the <i>Planning and Development Act 2005</i>. The EPA may decide not to assess the amendment (possibly on the basis that environmental matters can be deferred to later project stages) or the EPA may decide that the amendment does require assessment. It is possible for a scheme amendment to trigger an EPBC referral and this will be undertaken if so required. It is correct that DBCA is intended to have management responsibility for the Regional Open Space reservation. 1. The Alignment Definition Study involved a high-level desktop assessment of noise and vibration impacts based on the 5% design concept. Key findings from this assessment include: - Road noise from the Patterson Road bridge is likely to comply with the SPP 5.4 noise criteria. Road noise from the Day Road Bridge and Mandurah Road appears to be marginally below the SPP 5.4 criteria. Mitigation, if required, would take the form of raised parapet barriers on the edges of the bridge. - In relation to freight rail noise, the 5% design assessment concludes that mitigation in the form of 4-metre high noise barrier in the vicinity of the Rockingham Holiday Village is required and predicted compliance at 9 Exchange Place is marginal. Future noise modelling in later project stages will carefully consider this. - Freight rail vibration is anticipated to exceed reasonable levels at commercial and industrial receivers between Ennis Avenue and Day Road, and at residential properties at 9 Exchange Place and within the Rockingham Holiday Village and north of Dixon Road. Any required mitigation measures will be examined at the next phase of assessment. Project-specific vibration targets are intended to be developed during the next design stage. 2. Two properties along Ennis Avenue are classified as 'Possibly contaminated – investigation required'. The land was formerly used as a
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	2. PFAS (perfluoroalkyl and polyfluoroalkyl substances) The Amendment documentation notes previous advice from the City regarding the transport of PFAS Material to the City's Millar Road landfill. Following further consideration of this matter, given the licensing restriction associated with the Millar Road landfill, it is recommended that contaminated fill be transported to Red Hill as a more appropriate waste facility. Conclusion It is requested the zones and reservations proposed as part of the Amendment be amended in light of the City's feedback. The City would be pleased to meet and assist the process and Department's consideration of the Amendment proposal before it is formally considered for initiation.	landfill site and has been found to contain hazardous materials. The presence of the landfill site has been a main driver in the selection of the preferred KRL alignment. The preferred alignment has been designed to be as far away as geometrically possible from the centre of the landfill where the thickness of landfill material is likely to be greatest. The Alignment Definition Study recommends that a detailed options appraisal is developed to assist in the selection of an effective management strategy that is practical, achieves desired outcomes and is socially and environmentally responsible and acceptable. Although a specific solution to managing the landfill constraints has not yet been determined, it is unlikely that the preferred alignment of the rail corridor will change from what is currently proposed. One of the City's requested modifications is supported and already reflected in the proposed MRS scheme amendment map.
DFES	This advice relates to the <i>State Planning Policy 3.7 Bushfire</i> (SPP 3.7) and supporting <i>Planning for Bushfire Guidelines</i> (Guidelines), as well as DFES' role and responsibilities as Hazard Management Agency (HMA) for Fire in Western Australia. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, environmental health or any other approvals required by a relevant authority under written laws. Assessment - It is noted that the MRS Amendment is not formally submitted and the request is for preliminary comments. The Western Australian Planning Commission (WAPC) should ensure that the MRS Amendment area is assessed against SPP 3.7 and the Guidelines where applicable. - The MRS Amendment seeks to change the zoning under the MRS to facilitate a future rail, which has the potential to impact vehicular access and land management within the surrounding area. Therefore, the MRS Amendment provides an opportune mechanism for the consideration of bushfire risk to ensure that it does not result in a worse outcome. - SPP 3.7 seeks to avoid the bushfire risk in the first instance, but where unavoidable, manage and/or mitigate the risk to people, property and infrastructure to an acceptable level. This includes the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process. - A Bushfire Management Plan (BMP) has not been submitted as part of the referral, with a Bushfire Advice Brief (BAB) provided to inform the design. The below comments relate to the BAB. - DFES previously provided advice to the applicant in December 2023 in relation to the matters that should be considered as part of the proposal. These matters relate to vehicular access (both proposed and existing access that will be altered). - It is unclear from the information submitted if any areas of vegetation, or areas adjoining existing properties that currently have vehicular access will lose that access, or if there will be other impacts to operational response cause by the proposed changes to the MRS (e.g. where changes in levels will impact existing vehicular access).	Noted. Noted Noted. Noted. Noted It is correct that the MRS amendment is supported by a BAB rather than a BMP. The minutes from the December 2003 meeting with DFES state that a partial assessment against SPP 3.7 is considered appropriate, in particular highlighting any potential detrimental impacts caused by the proposed rail corridor. This led to the preparation of a BAB by a bushfire planning consultant. The installation of railway tracks and the construction of elevated roads over the railway lines will, to some degree, constrain vehicular access to certain properties compared to the current situation. However, it is considered that impacts of this nature are manageable and capable of being addressed at a later stage when road and rail designs are more advanced.

	- Comments in the BAB relating to future vegetation management/exclusion should be validated, noting that suggestions to manage vegetation within the rail reserve will not add value if they cannot be enforced. If there is no evidence provided to support potential future management, these assumptions should be removed, and any assessment should be updated to reflect the existing vegetation. - DFES has not reviewed the vegetation assessment/BAL contours, as the document itself confirms that this will not technically impact compliance. In the absence of new habitable buildings (or evidence to demonstrate that new plantings will occur), there should be no increase to BAL ratings for habitable buildings caused by the proposal. Any revegetation (if proposed) should consider potential impacts on existing buildings, and if a new hazard will be created. - Vehicular access is discussed in the BAB, with Fire Service Access Routes (FSARs) proposed (noting that these are not present in the 5% design), however there is no commentary regarding the need for regular connections through to the public road network or turning areas (as required by the Guidelines). Further evidence is required to demonstrate how safe access will be provided by future FSARs (e.g. number and location of gates, links through to public roads etc.). - Further detail is required in relation to separation distances between tracks/FSARs, how rail usage would be impacted by a bushfire event whilst ensuring the safe, efficient and effective access is provided for firefighting, and where the tracks lead to at their ends (noting that they appear to stop with no turning area or through-connection). Overall greater consideration of access should be provided with the formal MRS amendment. - DFES is supportive of the use of bridges rather than level crossings. The BAB does not appear to consider the potential closure of roads (that are not provided with bridges). - It is unclear at this stage if additional water hydrants are required. DFES requests that further detail in relation to access routes/links to public roads are provided to ensure that water supplies can be readily accessed in the event of a bushfire. Recommendation – advice only Given the proposed MRS Amendment has the potential to increase the threat of bushfire to people, property and infrastructure, the decision maker should ensure the bushfire risk is understood before making a determination. Consequently, the decision maker should require that updated documentation is prepared to address the requirements of SPP3.7 and the Guidelines to inform decision making.	Amending the BAB is not considered to be a necessary action. There will be an opportunity for bushfire management considerations to be reviewed and updated at a later stage, when road and rail designs are more advanced. Noted. It is considered that this level of detail is beyond the scope of the 5% road and rail designs prepared to date. These matters can be addressed at a future more detailed design stage. As above, this level of detail can be addressed at a later stage when road and rail designs have progressed beyond d the 5% stage. The BAB was a partial assessment against SPP 3.7 focussed on the proposed rail corridor. The BAB did not examine potential modifications for local roads impacted by future bridges. As above, this level of detail can be addressed at a later stage when road and rail designs have progressed beyond d the 5% design concept stage. Noted. It is considered that there would not be value in requiring the provision of updated bushfire documentation prior to more detailed road and rail designs being prepared. Accordingly, this recommendation is not supported.
Main Roads WA	<u>Patterson Road and Ennis Avenue (aka Melville Mandurah Highway) Road Planning Review</u> - Main Roads is undertaking a planning review of Patterson Road (aka Melville Mandurah Highway) between Richardson Street and Ennis Avenue, aiming to finish this work by June 2027. The review may later extend south along Ennis Avenue to Safety Bay Road, though no timeframe has been set. The review process assumes the potential removal of the Fremantle Rockingham Controlled Access Highway (FRCAH) from the planned regional road network. - Main Roads updated concept will include a 6-lane dual carriageway to the north of the proposed road over rail bridge whereas KRL assumes a 4-lane dual carriageway and early planning reviews indicates that additional land for drainage will be needed along the Primary Regional Road reserve to support the road upgrade. Main Roads initial concept design can be shared with the DPLH to accommodate in the KRL concept. <u>Alumina Road Intersection Upgrade and Drainage Basin Relocation</u>	Noted. The updated road design is not yet far enough advanced to confirm whether any additional land should be included in the Patterson Road Primary Regional Roads (PRR) reservation. When MRWA's road design for Patterson Road is more advanced, any required widening of the PRR reservation can be addressed. It is considered that the proposed addition to the Primary Regional Roads reservation at this location should be retained on the proposed MRS

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	- Main Roads has agreed with the DevelopmentWA to introduce a new western connection from Patterson Road at the Alumina Road intersection, converting the existing T-junction into a four-way intersection to provide access to the western side of Patterson Road. The KRL design proposes a drainage basin at this location, which will need to be relocated and identified in the proposed MRS amendment. Discussions with DevelopmentWA acknowledge that additional land will need to be reserved to support the revised intersection layout. It is recommended to identify alternate drainage basin in consultation with relevant agencies. <u>Constructability and Impacts to Utility Infrastructures</u> - Main Roads seeks clarification on whether a constructability review has been undertaken for the KRL proposal. There are significant implications for critical infrastructure, including the Water Corporation Sepia Depression Ocean Outlet Landline (SDOOL main) and Western Power assets, noting that both agencies have additional planned asset requirements in the area. It is unclear whether sufficient land has been allocated to accommodate these constraints. It is recommended to engage with Western Power, Water Corporation, and other service authorities (including ATCO Gas) regarding potential impacts to existing and future infrastructure.	amendment map for the time being. When the drainage design has been updated, a new location for a drainage basin can be protected under the MRS. The KRL alignment definition study contains limited commentary on how construction of the road and rail infrastructure would be staged. This will need to be considered further at the next phase of design. Service relocations will need to be addressed prior to road construction staging. Noted. The agencies have been consulted on the MRS amendment.
DBCA	DBCA understands that much of the proposed MRS amendment area for the proposed Kwinana Loop Rail alignment is within the existing Rockingham Industry Area Strategic Environmental Assessment area (SEA) and that development would be permitted provided the conditions of the SEA are met. DBCA supports the proposed regional open space reservation of the Rockingham Industry Zone Conservation area, which was required to be protected as a condition of the SEA to protect occurrences of the Critically Endangered Threatened Ecological Community (TEC) 19 Woodlands over sedgeland in Holocene dune swales of the southern coastal plain (Holocene TEC), Conservation category wetlands and the Commonwealth listed TEC Tuart woodlands and Forests TEC. It is noted that the Kwinana Rail Loop Alignment Definition Study (June 2024) section 8.2 page 67 outlines that the flora survey identified one conservation significant priority 3 species <i>Pimelea calcicole</i>, the alignment buffer intersects 0.72 ha of Conservation category wetlands, impacts potential Black Cockatoo nesting trees and high quality areas of foraging habitat, 0.85 ha of the Holocene TEC is in the survey area with a small strip is along the edge of the alignment, that the alignment is predominately in the SEA approval area, and that the areas located outside of the SEA will need assessment for Federal and State environmental approvals. The Definition Study (page 68) outlines that the following documents will be required to address environmental concerns and regulatory issues, - preparation of a detailed Environmental Impact Assessment to accompany the detailed design phase, - confirming that the impacts within the SEA area align with the limitations of the existing approval, - identify opportunities to further reduce impacts to significant environmental matters especially Black cockatoo habitat and TEC, - confirming the full and detailed extent of impacts outside the SEA area, - that an EPBC Act referral and appropriate State approval referrals will be undertaken for areas outside the SEA. The majority of the survey was undertaken on 18 and 19 October 2023, which is a suitable period for flora surveys. A part of the survey area encompassed within the existing Arc freight rail loop was unable to be accessed by the survey ecologists. DBCA's current Threatened and Priority Ecological Community spatial dataset includes an area mapped as the Floristic Community Type (FCT) 19 Woodlands over Sedgeland in Holocene Dune Swales TEC (Holocene TEC) within the area that could not be accessed by the survey ecologists, and it has not been identified in the Flora and Fauna survey report or the Kwinana Rail Loop Alignment study report. The proposed rail alignment intersects the southern portion of the mapped TEC.	Noted. Noted. Noted. If the MRS amendment is initiated, it will be referred to the EPA in accordance with section 38 of the <i>Planning and Development Act (2005)</i>. If the EPA requires additional supporting environmental information, or requires a referral to the Commonwealth government, then DPLH will seek to fulfill those requirements. Given that it could be several years before construction of this project is funded, it would be preferable to hold off on expending funds on further environmental work until such time as the project is undergoing a later stage of engineering design. Otherwise, there is a risk that the environmental reports will be deemed to be out-of-date, which can happen where reports are more than 5 years old. Noted. Noted.

	Some of the DBCA dataset mapping is based on partial survey information. It is recommended that a survey of the vegetated areas that could not be accessed during the Flora and Fauna surveys be undertaken to confirm the extent of the TEC occurrences. The recommended procedure for determining the FCTs present at a survey site on the southern Swan Coastal Plain is to repeat methods as described in Gibson, N., Keighery, B.J., Keighery, G.J., Burbidge, A.H. and Lyons, M.N. (1994) A Floristic Survey of the Southern Swan Coastal Plain. (Unpublished Report for the Australian Heritage Commission prepared by Department of Conservation and Land Management.) The vegetation survey methods and analysis required to determine floristic community types on the southern Swan Coastal Plain is also described in the document “Methods for survey and identification of Western Australian threatened ecological communities (DBCA, 2023)”. Threatened Black Cockatoo habitat The Kwinana Rail Loop Flora and Fauna Assessment recorded a total of 251 potential nesting trees with a suitable DBH (>500 mm), and 8 trees had a hollow with a potentially suitable entrance size for Black Cockatoos. The survey also identified high-quality foraging habitat’ for Carnaby’s Cockatoo (<i>Zanda latirostris</i>) and Forest Red-tailed Black Cockatoo (<i>Calyptorhynchus banksii naso</i>). DBCA recommends that the future planning for the site makes every effort to retain black cockatoo habitat. The cumulative impacts associated with the loss of black cockatoo habitat is reducing the amount of habitat and reducing the number of birds that can be supported in the region. In the respective black cockatoo recovery plans, they note that reversal of threats (including loss of habitat) is required before significant increases in the cockatoo populations can occur. The Recovery Plan’s identify the need to protect and manage as much habitat as possible to minimise the impacts of habitat loss. Therefore, all remaining resources are significantly important to black cockatoos. If trees with suitable hollows are identified and are proposed to be cleared within the breeding period, they must first be inspected by a suitably experienced fauna specialist to ensure that nesting is not occurring. If the inspection identifies nesting birds, a section 40 authorisation under the WA Biodiversity Conservation Act (BC Act) will be required. Where nesting is occurring, trees are to be demarcated and avoided, until after the cockatoos have naturally completed nesting (i.e. chick has fledged and dispersed from the hollow). Commonwealth listed Tuart (<i>Eucalyptus gomphocephala</i>) Woodlands and Forests of the Swan Coastal Plain The Flora and Fauna Assessment mapped 11.26 ha of the Commonwealth listed Tuart (<i>Eucalyptus gomphocephala</i>) Woodlands and Forests of the Swan Coastal Plain which is also a State Priority Ecological Community. The Biodiversity Conservation Act (BC Act) 2016 and Biodiversity Conservation Regulations 2018 The BC Act and Regulations have been introduced since the SEA and additional legislative requirements may now apply. Under the BC Act, Ministerial authorisation is required for the take of threatened flora or fauna and for the modification of a TEC. If a threatened species will be taken or a community will be modified as part of the approval process an authorisation to modify will be required, noting that authorisations may be subject to conditions. See Protections and approvals Department of Biodiversity, Conservation and Attractions (dbca.wa.gov.au) for speciesandcommunities@dbca.wa.gov.au more information or contact Staff from DWER’s Environmental Protection Authority Services are encouraged to liaise with DBCA’s Species and Communities Section to ensure that the outcomes of the environmental impact assessment process align with DBCA’s legislative requirements, current conservation objectives and strategic species and community level planning and guidance. Matters of National Environmental Significance Please be aware that proponent(s) may have notification responsibilities under the Environmental Protection and Biodiversity Conservation Act (EPBC Act) in relation to potential impacts on habitat for threatened black cockatoo species, Woodlands over Sedgeland in Holocene Dune Swales TEC (Holocene TEC), and the Tuart Woodlands and Forests of the Swan Coastal Plain TEC (Tuart TEC) and should contact the Commonwealth Department of Climate Change, Energy, the Environment and Water for further information on these responsibilities.	Access within the active CBH Arc freight rail loop at the western end of the environmental survey area was managed by Arc’s extensive safety protocols. Access was restricted to qualified trained professionals which in this case was a nominated Health and Safety Officer. Interpretation of results relied on photo points taken by a Safety Officer. The Flora and Fauna Assessment report recommends that no additional survey work be undertaken. It is considered appropriate to await the outcome of the MRS amendment being referred to the EPA prior to deciding whether to commission any further environment survey work. Noted. Noted. The conservation of black cockatoo habitat is supported. It is acknowledged that a section 40 authorisation may be required under the BC Act in due course. Noted. The Flora and Fauna Assessment indicates that a detailed Environmental Impact Assessment (EIA) will be prepared to accompany the detailed design phase and that an EPBC Act referral will be prepared for areas outside of the SEA if the EIA determines a potential significant impact. Noted. DPLH’s engagement with DWER is ongoing. The MRS amendment proposes a Regional Open Space reservation that is consistent with the conservation area depicted in the SEA.
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DWER	The Department has identified that the proposed MRS amendment has the potential for impact on environment and water resource values and/or management. In principle the Department does not object to the proposal however key issues, recommendations and advice are provided below and these matters should be addressed. Contaminated Sites Advice Based on the available information, the subject site and proposed MRS amendment intersects lots with various classifications identified under the <i>Contaminated Sites Act 2003</i> (CS Act) including 'not contaminated – unrestricted use', 'possibly contaminated – investigation required' and 'report not substantiated'. As a preliminary indication, the use of land for the end uses including rail line and road infrastructure, industrial, and Regional Open Space (Bush Forever) would not be incompatible. However, some contamination investigation, management and possible remediation to mitigate contamination exposure or mitigation risks may be required. Relevant planning authorities will be required to seek the Department's advice on the suitability of the land under section 58(6) of the CS Act for future subdivision and development planning stages. Environmental Values Advice Should the proposed scheme amendment be initiated by the WAPC, the amendment will be referred to the EPA for consideration on whether the amendment should be assessed, or not, under Part IV of the <i>Environmental Protection Act 1986</i>. The proposed amendment area contains areas of potentially significant environmental values including threatened ecological communities and fauna habitat outside of areas proposed for Parks and Recreation. The EPA's 2021 <i>Guidance for planning and development: Protection of naturally vegetated areas in urban and peri-urban areas</i> provides information on planning design for retention of environmental values (values, size and shape, linkage etc). It is recommended the DPLH liaise with DWER's EPA Services on the proposed amendment. In addition, any amendments to the MRS are to be consistent with Ministerial Statement 863 and amended Ministerial Statements 973, 995 and 1043. Where the Department has a statutory role, planning applications should be considered prior to the Department issuing any relevant permits, licences, and/or approvals. In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.	Noted. The Alignment Definition Study involved a desktop study of the contaminated properties and recommends the following actions during the development of and during the next design phase: • A targeted investigation along the preferred alignment to confirm ground conditions (depth of landfill, contamination status etc.). • A targeted investigation(s) at potential areas for the relocation of waste materials to confirm suitability and assess baseline conditions. • Definition of key stakeholders. • Liaison with regulators, City of Rockingham and landfill operators. DPLH has liaising with DWER about the MRS amendment and this engagement is ongoing. If the MRS amendment is initiated, the amendment will be formally referred to the EPA. The amendment appears consistent with the Ministerial statements that are referenced. A small increase in the size of the conservation area (Regional Open Space reservation) is proposed by the MRS amendment in the north-west corner of the site. Noted. Noted.
PTA	Thank you for your email dated 18 December 2025, the Public Transport Authority (PTA) representatives on the Westport Project have previously provided feedback on the proposed realignment of the Kwinana Loop, this feedback remains current and relevant to the MRS Amendment.	Noted.
DPME	The Department of Mines, Petroleum and Exploration (DMPE) has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.	Noted.
WESTPORT	From an internal review with Westport's Rail team, Westport has no objection to the Proposed Metropolitan Region Scheme Amendment for the Kwinana Rail Loop (RLS/1159).	Noted.
Water Corporation	Wastewater There are several planned wastewater pressure mains that are planned to go through the proposed railway area parallel to Patterson Rd. Provisions should be made to ensure that these future pipes can be constructed with minimal disruption. Please note that the locations of the pipes are indicative and are subject to change, it is strongly suggested that DPLH consult with the Water Corporation to confirm the location and the size of the future pressure mains.	The Alignment Definition Study recommends that a detailed site survey, underground utilities survey be undertaken at the next stage to initiate discussion with utilities organisations to develop a relocation/protection strategy for existing buried utilities that cross the proposed rail corridor.

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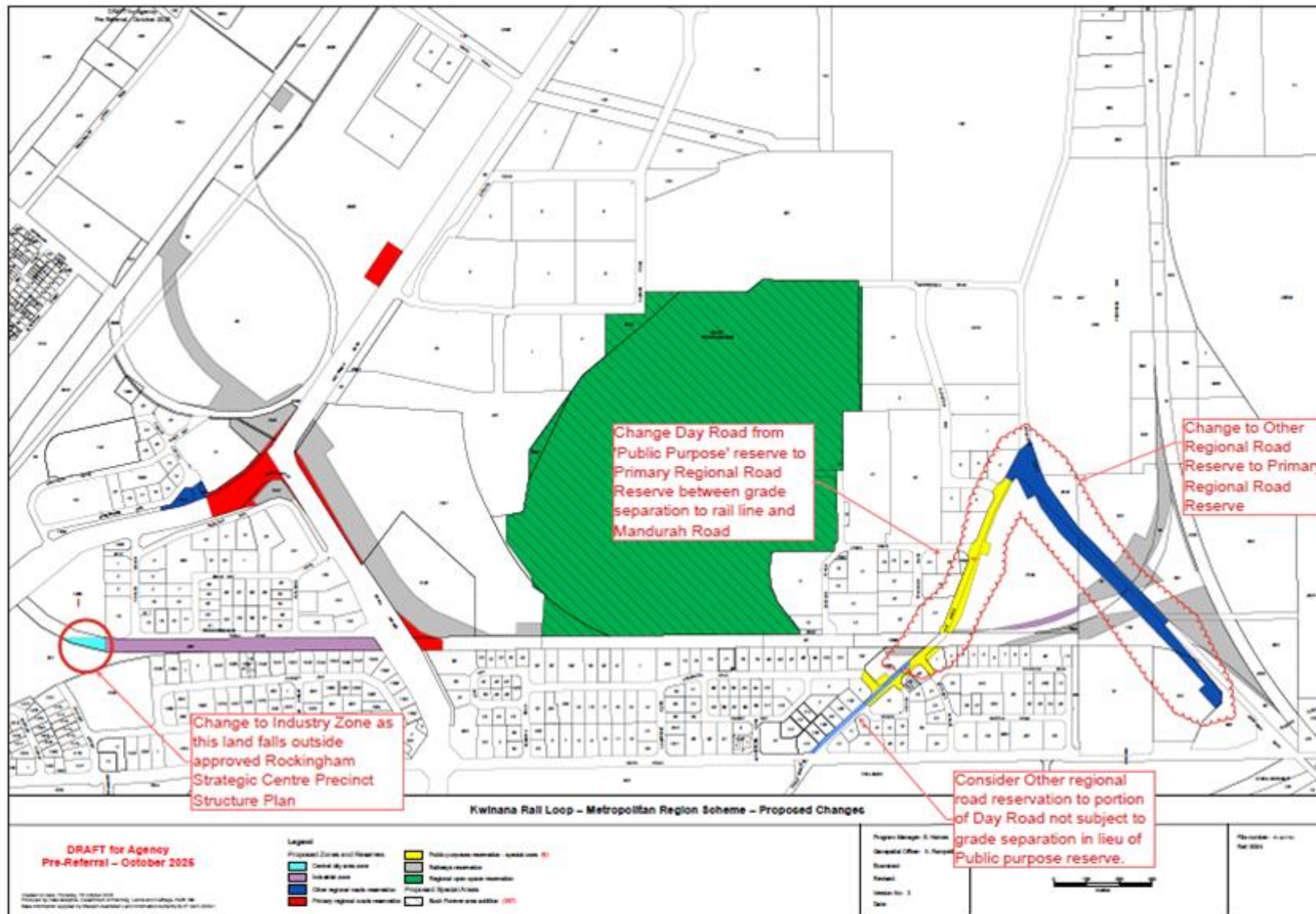
	The additional pipes should be added to the list of affected utilities as per below: <i>(Table included in the letter from the Water Corporation has been removed. It describes in detail three planned underground pressure mains parallel to the eastern verge of Patterson Rd).</i> General Comments The information provided above is subject to review and may change. If the proposal has not proceeded within the next 12 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative.	Noted. The Alignment Definition Study has been finalised and is not actively being edited. Noted. The Water Corporation's comments have been provided to DTMI.
Western Power	Comment Western Power cannot currently support the MRS Amendment without further studies, developers' agreement and costing as well as identifying the impact during the construction period. Further direct consultation with Western Power on these matters is required to progress this application. Justification AECOM report – Appendix E - Impacted Utilities proposes the relocation of existing Western Power (WP) infrastructure within the land proposed to be reserved for the KRL project as below: <i>(Table included in the letter from the Western Power has been removed. It describes in detail certain Transmission Lines and Distribution Lines)</i> Western Powers response to each item is set out as follows: Transmission Lines (item P1) Western Power confirms an existing 132kV high voltage overhead transmission line runs parallel to Patterson Road. Western Power confirms that this existing 132kV transmission line is part of the Clean Energy Link (CEL) Kwinana project and there are provisions for future works to the existing 132kV transmission line to support future zone substations being connected to that line. Specifically, this would include upgrading the existing line to support a double circuit overhead line (currently single circuit) to support connection to a new zone substation to be located on Crompton Rd which will increase the capacity in the area. Additionally, although there are no specific customer drivers that requires this extra capacity at present, the current line is almost at its full capacity for the intended Kwinana industrial development improvement area and thus these future improvements will be needed imminently. The supporting document (Appendix E) suggests for the relocation of the 132kV line to be underground, but this would impact on the above outlined works proposed by Western Power. Western Power's preference is for the replacement of the existing line with a double circuit overhead line, to support the above-mentioned upgrades. Distribution Lines (items P2, E3, D5, M3, M5 & M6) The proposed relocation of Western Power infrastructure and potential impact to the CEL Kwinana project by the KRL project are matters that have not been formally addressed and agreed upon with Western Power. Comment Western Power cannot currently support the Department of Transport and Major Infrastructure (DTMI) request to reserve land for the Kwinana Rail Loop (KRL) in the City of Rockingham, without detailed studies, developers' agreement and costing as well as identifying the impact during the construction period.	As per the DPLH comments above relating to the Water Corporation's advice, there is an intention to engage with utility providers at the next design stage. The MRS amendment is essentially a land protection exercise based on a 5% design concept and not yet a fully engineered construction project. The need for technical engagement with Western Power is acknowledged. Noted. Noted. Noted. Noted. Noted. Noted. Noted. The Alignment Definition Study recommends that a detailed site survey, underground utilities survey be undertaken at the next stage to initiate discussion with utilities organisations to develop a relocation/protection strategy for existing buried utilities that cross the proposed rail corridor. As above.

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	Further direct consultation with Western Power on these matters is required prior to progressing this application. <u>Supplementary comment relating to Lot 4006 (No.51 Crompton Road) Rockingham (corner Day Road):</u> Western Power confirms that the subject property of your enquiry, No. 51 Crompton Road, is designated for Western Power's future East Rockingham zone substation. Please note that in establishing the subject site for the future East Rockingham substation, Western Power will also require 2 x connections into the existing MED-RO 81 Transmission line along Dixon Road, which is 300-400m to the south. There are a few road reserve options that could approach the connections from the subject site. However, currently the analysis/costing of the options has not commenced. Western Power request that any strategic planning and including the Kwinana Rail Loop Project ensures that Western Power's existing and future planned infrastructure is protected and unconstrained.	As above. Noted. In view of Western Power's intention for this site, a planned drainage basin for the rail corridor has been removed from the proposed MRS amendment map. A smaller planned road drainage basin impacting the southern portion of this lot has been retained and is proposed to be included in the Public Purposes reservation. Noted.
ATCO	ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided, subject to the following advice notes: • ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided, subject to the following advice notes: • The proposed areas fall within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO Infrastructure (area hachured blue in attachment) (<i>this attachment has been removed</i>). Any sensitive land use or high-density community use developments within this Trigger Distance of a High-Pressure Gas Pipeline requires further consultation with ATCO prior to preliminary designs being finalised. Please consider the WAPC's draft DC4.3 and also the site; PlanWA for development planning. • ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and in place for the high-pressure gas pipeline risk mitigation. • Anyone proposing to carry out construction or excavation works within 15 metres of Critical Asset Infrastructure must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html • All works occurring within 15 metres of Critical Asset Infrastructure must undergo ATCO Engineering Assessment to determine if additional safety measures are required. Risk mitigation and asset protection measures may be necessary. Notification for the works must be submitted to ATCO via the online web portal. • All works occurring within 15 metres of Critical Asset Infrastructure must comply with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html • Future construction and any proposed access roads across the ATCO Critical Asset gas mains (including proposed roads and road upgrades) need to be managed in accordance with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html • Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html • If the disconnection and/or removal of an ATCO gas service is required, a request can be submitted via the online ATCO portal.	Noted. Noted. Noted. The MRS amendment does not seek to facilitate sensitive land uses within the ATCO trigger distance. Noted. Noted. Noted. Noted. Noted. Noted.

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		Noted.
Office of the Coordinator General	The OCG is supportive of the proposed MRS amendment	Noted.
Development WA	No response	N/A
APA Group	No response	N/A
Fremantle Ports	No response	N/A
LGIRS	No response	N/A
SWALSC	No response	N/A



**Legend****Activity Centres (Plan 1)**

- Strategic Metropolitan Centre

Rail - Public Transport (Plan 1)

- Passenger Rail - Existing

Existing Regional Roads (Plan 1)

- Primary Distributor
- Integrator Arterial

Proposed Regional Roads (Plan 1)

- Proposed Primary Distributor
- Proposed Integrator Arterial

Existing Region Scheme Road Reserves (Plan 1)

- Integrator Arterial - Existing
- Primary Distributor - Existing

Framework Land Uses (Plan 1)

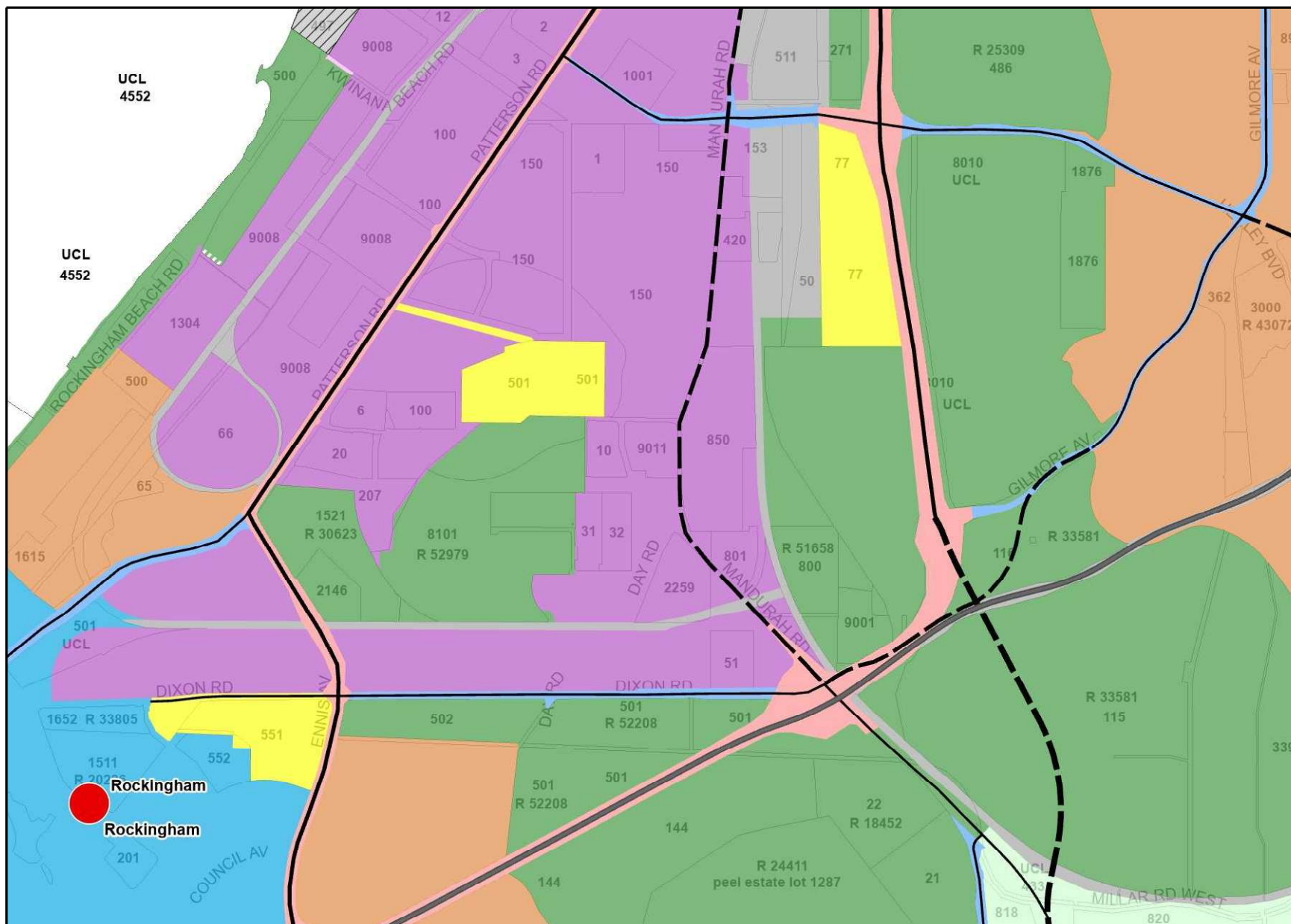
- Railway
- Urban
- Central City Area
- Industrial
- Industrial Expansion
- Port Installations
- Rural
- Open Space

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

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**InQuery Map****DPLH BUSINESS USE ONLY**

Internal Spatial Viewer

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0 0.75 1.51 Kilometres

1: 35,000 at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere
Graticules (if visible): GDA 1994 Latitude/Longitude

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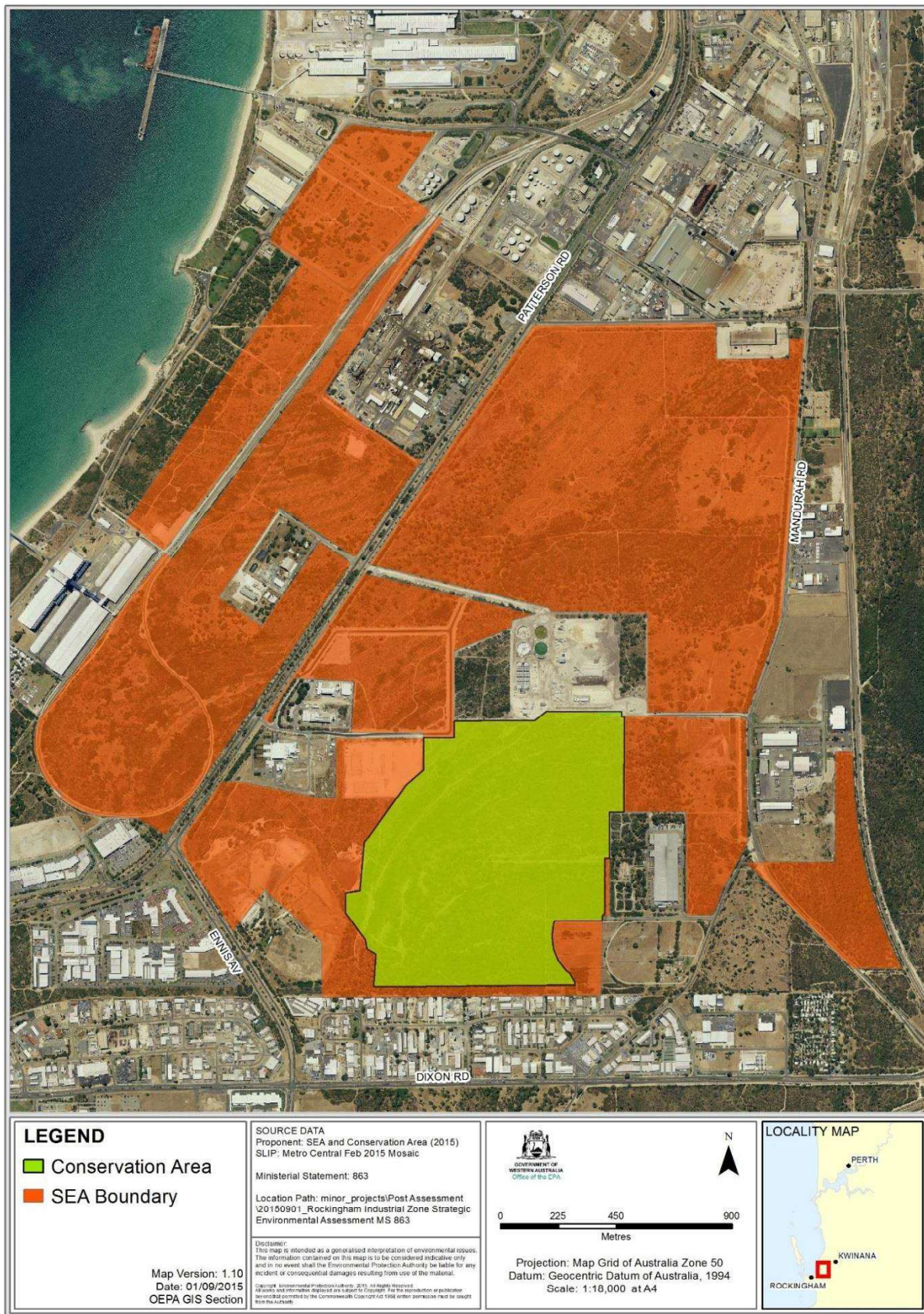


Figure 1: Rockingham Industrial Zone Strategic Environmental Assessment (SEA) and Conservation Boundaries

ATTACHMENT 8

DRAFT AMENDMENT REPORT

METROPOLITAN REGION SCHEME AMENDMENT NO. XXXX
(Standard)

KWINANA RAIL LOOP
City of Rockingham

CONTENTS

The Metropolitan Region Scheme

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**Metropolitan Region Scheme Amendment XXXX
(Standard Amendment)**

Kwinana Rail Loop

City of Rockingham

1 PLANNING OBJECTIVE

The main purpose of the Metropolitan Region Scheme (MRS) amendment is to protect the land required for a future freight rail corridor in the City of Rockingham, which will facilitate rail movement between a section of railway serving the Kwinana and Rockingham industrial areas and the Kwinana - Mundijong Railway.

Another purpose of the amendment is to reclassify an area of land north of the proposed rail corridor from the Industrial zone to the Regional Open Space (ROS) reservation. This land is also proposed to be classified as a Bush Forever site.

Additionally, the amendment proposes to reclassify redundant portions of the existing Railways reservation to the Industrial zone.

The amendment proposes the following modifications to the MRS, as shown on the ***Amendment Figure – Proposal 1***:

- 89.434 ha from the Industrial zone to the ROS reservation with a Bush Forever designation.
- 19.100 hectares from the Industrial zone to the Railways reservation.
- 4.617 hectares from the Industrial zone to the Other Regional Roads (ORR) reservation.
- 1.557 hectares from the Industrial zone to the Primary Regional Roads (PRR) reservation.
- 2.917 hectares of Industry to Public Purposes - SU reservation;
- 4.003 hectares of Railways reservation to Industrial zone.
- 0.349 hectares of Railways reservation to ORR reservation.
- 0.296 hectares of Railways reservation to the PRR reservation.
- 1.731 hectares from the ORR reservation to the PRR reservation.
- 1.398 hectares from the Urban zone to the Railways reservation.
- 0.476 hectares from the Urban zone to the ORR reservation.
- 0.345 hectares from the Urban zone to the PRR reservation.

2 BACKGROUND

The subject land is located within the City of Rockingham, north-east of the Rockingham central business district.

Related legislation and previous MRS amendments

The *Kwinana Loop Railway Act 1968* authorised the construction and maintenance of a loop line of railway extending from the then Industrial Lands (Kwinana) Railway to the Kwinana-Mundijong Railway.

It is understood that the alignment identified in the Act is consistent with a railways reserve that existed in the MRS prior to the MRS amendments discussed below.

In 1996, South West Corridor Omnibus Amendment 2 (976/33) modified the railways reservation to include a balloon loop west of Patterson Road (adjacent to land owned by Cooperative Bulk Handling Limited). The amendment also transferred surplus portions of the railway corridor from the Railways reservation to the Urban and Central City Area zones and the Important Regional Roads reservation. Additionally, the amendment transferred surplus portions of the rail corridor near Mandurah Road to the Industrial zone. These modifications were based on a determination by Westrail at the time that portions of the Kwinana Rail Loop were no longer required for railway purposes.

In 2015, Omnibus Amendment 2 for the South East and South West Districts (1297/57) proposed to restore the originally planned alignment of the Kwinana loop line as described in the *Kwinana Loop Railway Act 1968*. However, the proposed reinstatement of the loop line was later removed from Amendment 1297/57 and not progressed.

Proposed Road and Rail Network Modifications

The freight rail network in the Kwinana and Rockingham industrial areas is operating near capacity and is constrained by a single entry/exit point. Currently, high volumes of rail traffic from the north and south meet a crossover point known as the Kwinana Triangle. As this crossover point is currently at full capacity, this creates pressure on the road freight network and potentially limits economic development if this constraint is not addressed.

The proposed new freight rail spur makes use of some land already reserved for Railways purposes under the MRS. The alignment of the proposed new railway line has been informed by an alignment definition study completed in 2024 by AECOM for the Department of Transport. This study included a 5% engineering design report.

The proposed railway corridor intersects the north-south regional road network at three locations:

- Mandurah Road between Day Road and Dixon Road.
- Day Road between Mandurah Road and Dixon Road.
- Patterson Road north of Ennis Avenue.

Railway line crossings at Mandurah Road and Patterson Road will require grade-separation, involving road-over-rail configurations. The alignment definition study also makes provision for that the potential future grade-separation of Day Road above the railway line. Some modifications to the Primary Regional Roads and Other Regional Roads reservations are proposed to accommodate future road works and road drainage in the vicinity of Patterson Road, Ennis Avenue and Mandurah Road.

Land required for the potential upgrade and grade-separation of Day Road is proposed to be transferred to the Public Purposes – Special Use reservation. This reservation is considered appropriate as Day Road is not planned to form part of the regional road network.

Proposed Regional Open Space (ROS)

The proposed 89.4-hectare ROS reservation comprises the majority of Crown Reserve 52979, which is reserved for conservation purposes, as well as some additional adjoining land holdings owned by the Crown. This site:

- contains regionally significant bushland.
- contains threatened ecological communities.
- contains a unique limestone substrate wetland in the south-eastern corner.

Reserve 52979 is currently managed by DevelopmentWA and is in the process of transferring into the care and control of the Department of Biodiversity, Conservation and Attractions.

3 DISCUSSION

STRATEGIC CONTEXT

Perth and Peel @ 3.5 Million and South Metropolitan Peel Sub-regional Planning Framework

The *Perth and Peel @ 3.5 Million* document provides a snapshot of the Perth and Peel regions in the future. It makes the case for change to a more considered, connected, consolidated urban form. It links four Frameworks and encourages the consideration of new urban growth opportunities.

The *South Metropolitan Peel Sub-regional Planning Framework (March 2018)* states that an assessment of options is underway to identify

additional freight rail infrastructure connecting to the Kwinana Industrial Area to deal with capacity limitations at the Kwinana Triangle.

The Framework identifies an area north of the existing Railways reservation, east of Ennis Avenue, as Proposed Nature/Passive Recreation. Much of this area is proposed to be transferred to the Regional Open Space reservation and a portion is proposed to be transferred to the Railways reservation.

Mandurah Road is identified in the Framework as a proposed Integrator Arterial road north of Dixon Road.

The proposed MRS amendment is generally consistent with the Framework, noting that the Framework does not specifically depict the proposed rail corridor and shows the Proposed Nature/Passive Recreation area extending further westward to Patterson Road and Ennis Avenue.

Western Trade Coast State Development Area

In April 2026, the State Government announced that the Western Trade Coast (WTC) is being declared Western Australia's first State Development Area (SDA) under the *State Development Act 2025*.

SDAs are intended to support WA's strategic economic development. They are established to coordinate planning, infrastructure delivery, and streamlined approvals for major projects.

Following declaration, the Office of the Coordinator General will lead preparation of an SDA Plan over the Western Trade Coast to guide future development and decisions made in relation to the SDA.

The MRS amendment falls within the southern portion of the indicative SDA boundary for the WTC.

State Planning Policy 2.0 – Environment and Natural Resources Policy (SPP 2.0)

SPP 2.0 provides guidance on the integration of environmental values into the land use planning system. It states that planning schemes and decision-making should support the conservation and protection of remnant vegetation where possible and avoid development that may result in unacceptable environmental damage.

The amendment seeks to protect an area of about 89.4 hectares as Regional Open Space (ROS) with a Bush Forever designation.

The presence of the former City of Rockingham landfill site at part of Lot 1521 and Lot 2146 Ennis Avenue has been a key factor in the process to select an appropriate rail corridor alignment. The proposed railways reservation seeks to minimise impact on the former landfill site. Detailed investigations will be required to determine the appropriate method of managing and mitigating impacts related to the former landfill site.

The proposed KRL alignment is expected to require medium to long-term State and Commonwealth Government environmental approvals timeframes due to several key factors:

- Wetland Impact: The alignment buffer intersects with 0.72 hectares of Conservation Category Wetlands, necessitating Conservation Category Wetland (CCW) management.
- Impact on Black Cockatoo Habitat: There will be impacts to high quality foraging and suitable habitat trees along the alignment. These impacts will require assessment and approval under Federal and State legislation, where the alignment lies outside of the SEA which will contribute to the overall timeframe.
- Impacts on Threatened Ecological Communities (TEC): The alignment intersects with the buffer of significant ecological communities, including area potentially containing Holocene Dune TEC (205 hectares) and Tuart TEC (34 hectares).

In order to effectively address the environmental concerns and regulatory issues described above, the following documents will likely be required during the development of the detailed design and infrastructure delivery phases:

- Preparation of a detailed Environmental Impact Assessment to accompany the detailed design phase:
 - Confirming the full and detailed extent of impacts outside of the SEA area.
 - Confirming the impacts within the SEA area align with the limitations of that existing approval.
 - Identifying opportunities to further reduce direct impacts to significant environmental matters, specifically Black Cockatoo Habitat and TEC.
- On completion of detailed design / prior to commencement of construction, noting that these processes will likely take up to 12-24 month minimum timeframe:
 - Prepare EPBC Act referral for areas outside of the SEA if Environmental Impact Assessment determines a potential significant impact. Prepare appropriate State approval submission.

State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region (SPP 2.8)

SPP 2.8 aims to provide a policy and implementation framework that will ensure bushland protection and management issues are addressed and integrated with broader land use planning and decision-making. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations.

The proposed ROS area was originally identified as a Conservation Area as part of the Rockingham Industrial Area Strategic Environmental Assessment (SEA) decision by the Minister for Environment; Water in May 2011.

The proposed ROS reservation with a Bush Forever designation reflects the high conservation value of the site. The bushland meets the criteria for regional significance. The land is intended to be managed by the Department of Biodiversity, Conservation and Attractions (DBCA) and DBCA supports the land being included in Bush Forever.

State Planning Policy 3.7 – Bushfire (SPP 3.7)

SPP 3.7 forms the foundation for land-use planning to address bushfire risk management in Western Australia. It is used to inform and guide decision-makers, referral authorities and proponents to achieve acceptable fire protection outcomes on planning proposals in bushfire-prone areas.

Early consultation with the Department of Fire and Emergency Services in 2023 led to the preparation of a partial assessment against SPP 3.7 for the proposed railways reservation in the form of a Bushfire Advice Brief (BAB).

The proposed MRS amendment, comprising new reservations for regional open space, railways, regional roads, public purposes, does not in itself intensify development or introduce land uses that would be considered vulnerable to bushfire.

It is intended that bushfire considerations will undergo further consideration at a later stage, when road and rail designs are more advanced.

State Planning Policy 4.1 – Industrial Interface (SPP 4.1)

SPP 4.1 provides guidance for considering proposals to rezone land for sensitive uses in the vicinity of, various industry types. The objectives of SPP 4.1 are to protect existing and proposed industry, and infrastructure facilities from encroachment by incompatible land use that would

adversely affect efficient operations, avoid land use conflict between existing and proposed industry/infrastructure facilities and sensitive land uses.

The proposed Industrial areas are contiguous with existing Industrial zoned land. No land use compatibility issues arise from the proposed Industrial zoned areas which are a relatively minor component of the overall MRS amendment.

State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)

State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4) seeks to minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes.

A high-level desktop estimation of potential road and rail noise and vibration impacts was undertaken as part of the Alignment Definition Study to assess potential road and rail noise and vibration impacts. Potential noise-sensitive receivers in the locality include:

- Cee & See Caravan Park;
- Residential property at 9 Exchange Place;
- Sound City Church at 5 McCamey Avenue;
- Rockingham Holiday Village caravan park.

Some of the conclusions from the desktop study include:

- Road noise from the Patterson Road bridge is likely to comply with the SPP 5.4 noise criteria. Road noise from the Day Road Bridge and Mandurah Road appears to be marginally below the SPP 5.4 criteria. Mitigation, if required, would take the form of raised parapet barriers on the edges of the bridges.
- In relation to Freight rail noise, the desktop assessment concludes that mitigation in the form of 4-metre high noise barrier in the vicinity of the Rockingham Holiday Village is required. Predicted compliance at 9 Exchange Place (Day Cottage) is marginal.

Detailed noise modelling will be required during the next design and delivery phases. Any mitigation measures shown to be required will be developed in detail in due course.

Statutory Planning Context

Environment

A flora and fauna assessment was undertaken for the proposed rail corridor as a component of the Alignment Definition Study. The proposed rail alignment is expected to require medium to long term State and

Commonwealth environmental approval timeframes due to several factors including:

- Wetland impact – the alignment buffer intersects with 0.72 hectares of Conservation Category Wetlands.
- Black Cockatoo habitat – there will be impacts to high quality foraging and suitable habitat trees along the alignment.
- Impacts on Threatened Ecological Communities (TEC) – the alignment intersects with the buffer of significant ecological communities, including areas potentially containing Holocene Dune TEC and Tuart TEC.

Infrastructure

Water and Wastewater

A number of Water Corporation assets are located in close proximity to the proposed road and rail infrastructure. Relocation of an existing sewer pressure main near Patterson Road and a water pipe west of Day Road may be necessary.

Drainage

The overall stormwater management strategy is to capture road and rail stormwater flow within infiltration swales and basins along the proposed profiles. The Alignment Definition Study depicts the intended location of infiltration basins, table drains and catch drains.

Other Services

Relocation of existing Western Power infrastructure will be required prior to the implementation of the road and rail corridors, including existing high voltage 132kv lines and other transmission lines.

Other services such as NBN, Telstra and gas pipelines would also need to be relocated if construction of the rail spur were to proceed. A detailed service relocation strategy will be required as part of a more detailed design stage.

4 Aboriginal heritage

The process of rezoning or reservation of land in a region scheme is broad by nature and does not physically interfere with the land. Consideration of Aboriginal Cultural Heritage is addressed more specifically at later stages of the planning process, typically when preparing a local structure plan or at the subdivision and

development approval stages. All Aboriginal Cultural Heritage is protected whether or not it has been previously recorded or reported.

Nevertheless, in recognising the importance of having reliable Aboriginal cultural heritage information, the WAPC and the Department of Planning, Lands and Heritage have entered into a Memorandum of Understanding with the South West Aboriginal Land and Sea Council (SWALSC) for the provision of Aboriginal consultative services. All amendment proposals likely to be of interest to Aboriginal persons are pre-referred to SWALSC for comment. SWALSC is the recognised Native Title Representative Body for Western Australia's southwest region and as such is well placed to provide advice on Aboriginal heritage.

The amendment was pre-referred to SWALSC and no advice was received.

5 Coordination of Local and Region Scheme Amendments

Under section 126(1) of the *Planning and Development Act 2005* (the Act) if a region scheme delineates land comprised in a local planning scheme for any public purpose, then the local planning scheme, in so far as it operated in relation to that land is, by force of this section, and without any further action under this Act, amended to such extent (if any) as is necessary to give effect to the reservation under the region planning scheme.

6 Substantiality

The *Planning and Development (Region Planning Schemes) Regulations 2023* allows for amendments to the MRS to be processed as either complex, standard or basic amendments, depending on the alteration to the scheme. In this regard, the WAPC resolved to treat this amendment as a standard region scheme amendment for the following reasons:

- The size and scale of the amendment is not regionally significant and does not reflect a significant change to the strategic planning for the Metropolitan region.
- The amendment is generally consistent with the State and Strategic Planning Framework but may have some impact or community interest.
- Key State Government agencies have not raised any matters which would prevent the initiation and advertising of the amendment.

7 Environmental Protection Authority Advice {to be updated after advice received from the EPA}

[To be inserted]

8 The Amendment Process

The procedures for amending the MRS are prescribed by the *Planning and Development Act 2005* and the *Planning and Development (Region Planning Schemes) Regulations 2023*.

In essence, the procedure for a standard amendment involves:

- formulation of the amendment by the WAPC;
- referral to the EPA for environmental assessment;
- completion of an Environmental Review (if required) in accordance with EPA instructions;
- public submissions being sought on the proposed amendment (including Environmental Review if required);
- consideration of submissions;
- approval, with or without any modifications in response to submissions, or refusal to approve, by the Minister; and
- the amendment takes legal effect with Gazettal of the Minister's approval.

An explanation of the region scheme amendment process can also be found on the Department of Planning, Lands and Heritage's website, along with further information for [your property and region planning schemes](#).

9 Submissions on the Amendment

The amendment will be advertised for public submissions for a period of 42 days from advertising start date to advertising end date.

All amendment documentation and plans detailing the proposed changes are available for public inspection online.

Online submissions via [Have Your Say, WA!](#) are encouraged, however written submissions can be sent via email to:

RegionPlanningSchemes@dplh.wa.gov.au

or, via post to:

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

Submitters are advised that calling for submissions is a public consultation process, and all submissions lodged will be published and made publicly available once the amendment has been determined. Advice of disclosure and access requirements are shown on side two of the submission form.

Before making a submission, readers are encouraged to review the information in Appendix C for guidance on preparing a submission.

For postal submissions, please use the submission form contained in Appendix D of this report.

10 Modifications to the Amendment

After considering any comments received the WAPC may recommend that the Minister for Planning and Lands modify the amendment. The Minister may approve the amendment, with or without any modifications in response to submissions, or decline to approve.

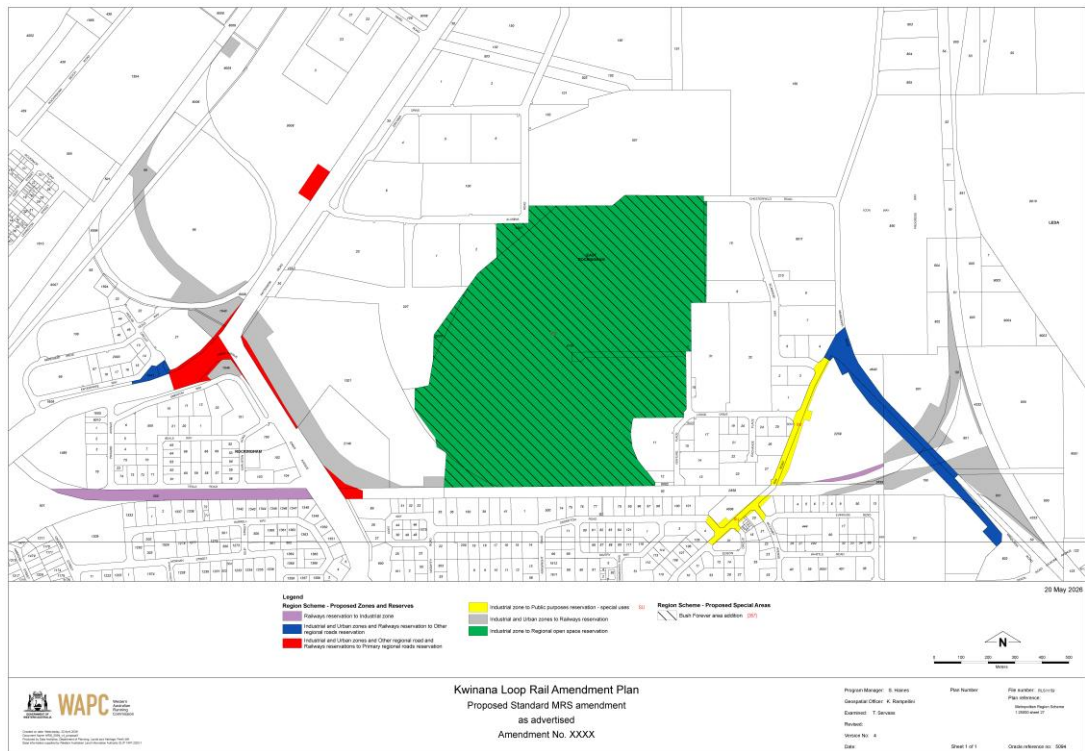
11 Final Outcome

The recommendations of the WAPC, including any modifications, along with the determination of the Minister, are published in a report on submissions. Anyone who has made a submission, along with affected landowners, will be notified of the outcome when the amendment is gazetted to give it legal effect.

(Standard)

KWINANA RAIL LOOP

**Amendment Figure
Proposal 1**



KEY MATTERS COVERSHEET			
REPORT TO	Western Australian Planning Commission		
Meeting date	20 May 2026	File number	RLS/1019
Title	Improvement Scheme – Bennett Springs East No.1, City of Swan - Recommendation to Minister		
Purpose	For recommendation to Minister		
Head of power	Section 87 of the <i>Planning and Development Act 2005</i>		
Responsible officer	Glen Finn – Executive Director, Precincts and Projects		
KEY MATTERS IDENTIFIED BY THE DEPARTMENT OF PLANNING, LANDS AND HERITAGE			
The 102-hectare Bennett Springs East area (the Scheme Area) is located approximately 14km north-east of the Perth CBD in the City of Swan. The majority of the Scheme Area was zoned Urban Deferred under the Metropolitan Region Scheme (MRS) in 1994. A small portion of land in the south-west of the Scheme Area is zoned Urban under the MRS. The METRONET Morley Ellenbrook Line (MEL) bisects the Scheme Area in an east-west direction and allows for a future station to service the planned Bennett Springs East precinct. Improvement Plan No. 55 – Bennett Springs East (IP55) was established by the Western Australian Planning Commission (WAPC) in December 2020. IP55 provides for the making of an Improvement Scheme to facilitate development of the Scheme Area for a mix of housing, employment and community uses. The draft Bennett Springs East Improvement Scheme No. 1 (Improvement Scheme) was prepared for consideration by the WAPC. Following referral to the Environmental Protection Authority pursuant to section 81 of the Planning and Development Act 2005, the Draft Improvement Scheme and Draft Improvement Scheme Report were advertised in accordance with clause 22 of the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations). The WAPC will consider the submissions received and make a recommendation to the Minister in accordance with Section 87 of the <i>Planning and Development Act 2005</i>. This does not fetter consideration of the proposal by the Western Australian Planning Commission, its Committees or the decision-maker which / who may identify others.			