

Attachment E – Schedule of Public Submissions

PROPOSAL: ABBEY SOUTH STRUCTURE PLAN AND ASSOCIATED AMENDMENT NO. 55 TO LOCAL PLANNING SCHEME NO. 21**SUBMISSIONS CLOSE: 17 March 2023****OFFICER: Noah Scott-McDonald****TABLE 1: SUBMISSION NUMBER, SUBMITTER NAME AND LOCALITY**

No.	SUBMITTER NAME & LOCALITY	No.	SUBMITTER NAME & LOCALITY	No.	SUBMITTER NAME & LOCALITY
1	Carla Hartnett Abbey WA 6280	14	Timothy Armstrong Abbey WA 6280	27	Jasmine Johnson Abbey WA 6280
2	Alexandra Seymour Abbey WA 6280	15	Peter Overington Abbey WA 6280	28	Jen Powell Abbey WA 6280
3	Kevin Seymour Northbridge WA 6003	16	Karri Misic Abbey WA 6280	29	Patrick Gaillard Abbey WA 6280
4	Jarryd Heldt Abbey WA 6280	17	Glenn Callegari Abbey WA 6280	30	Shane Parker Abbey WA 6280
5	Cameron Roberts Kealy WA 6280	18	Robert Feast Abbey WA 6280	31	Kaye Marwick Abbey WA 6280
6	Alison Seymour West Busselton WA 6280	19	Vivienne Manassis Abbey WA 6280	32	Kim Ross Abbey WA 6280
7	Jonathan Leach Abbey WA 6280	20	Dale Huntington Kealy WA 6280	33	Robert Ross Abbey WA 6280
8	Nola Fletcher Abbey WA 6280	21	Robert Hill Abbey WA 6280	34	Emily Hardbottle Yalyalup WA 6280
9	Oonagh Smith Abbey WA 6280	22	Carly Huntington Kealy WA 6280	35	Skye Scott Vasse WA 6280
10	Tara Patterson Abbey WA 6280	23	Gavin Pain Abbey WA 6280	36	Jennifer Robyn Sheridan Abbey WA 6280
11	Belinda Stocker Abbey WA 6280	24	William Kilner Abbey WA 6280	37	Rebecca Wisewould Broadwater WA 6280
12	Mike Jones Abbey WA 6280	25	Jennifer Noack Abbey WA 6280	38	Valerie Frearson-Lane Abbey WA 6280
13	Ian Marchant Abbey WA 6280	26	Kathy Leach Abbey WA 6280	39	Kevin Harris Abbey WA 6280

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No.	SUBMITTER NAME & LOCALITY	No.	SUBMITTER NAME & LOCALITY	No.	SUBMITTER NAME & LOCALITY
40	Dan Pearce Perth WA 6000	55	Lynette Ward Dunsborough WA 6281	70	Susie Grainger Abbey WA 6280
41	Sylvia Annear Abbey WA 6280	56	Ralph Saunders Abbey WA 6280	71	Paul Willison Abbey WA 6280
42	Nigel Coote Abbey WA 6280	57	Lindsay Blyth Abbey WA 6280	72	Peter Davies Abbey WA 6280
43	Kenneth Noack Abbey WA 6280	58	Andrew McGarry Abbey WA 6280	73	Keith Grainger Abbey WA 6280
44	Darren Maccora Abbey WA 6280	59	Lynne Hewitt Abbey WA 6280	74	Fiona Ryan Abbey WA 6280
45	Stephen Jury Abbey WA 6280	60	Kathryn Saunders Abbey WA 6280	75	Jan Grainger Abbey WA 6280
46	Elise Parker Abbey WA 6280	61	Sara Hill Dunsborough WA 6281	76	Fiona Rumsa Busselton WA 6280
47	Naomi Grove Abbey WA 6280	62	Mark Kain Abbey WA 6280	77	Chris Bowen-Saint Abbey WA 6280
48	Robert Mulcahy Abbey WA 6280	63	Igor Mistic Abbey WA 6280	78	Jane Bowen-Saint Abbey WA 6280
49	Jane Gillet Abbey WA 6280	64	Anja Mistic Abbey WA 6280	79	Travis Cruden Abbey WA 6280
50	Steven Pursell Abbey WA 6280	65	Paul Ging Abbey WA 6280	80	Helena Nicholson Abbey WA 6280
51	Oliver Beards PO 6850	66	Dawn Blanchard Abbey WA 6280	81	Scott Creighton Abbey WA 6280
52	John Mulcahy Abbey WA 6280	67	Brian Blanchard Abbey WA 6280	82	Anna Windsor Abbey WA 6280
53	Rosemary Mulcahy Not Provided	68	Colin Woodford Abbey WA 6280	83	Jo-Ann Harty Vasse WA 6280
54	Carina Schumann Busselton WA 6280	69	Pimply Gimli Not Provided	84	Hayley Mills Abbey WA 6280

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No.	SUBMITTER NAME & LOCALITY	No.	SUBMITTER NAME & LOCALITY	No.	SUBMITTER NAME & LOCALITY
85	Regina Chapman Abbey WA 6280	88	Gert Hoppe Abbey WA 6280		
86	Angela Kartsioukas 524 Geographe Bay Road Abbey WA	89	Scott and Denyce Crawford VASSE WA 6280		
87	Maureen Beaton Not Provided	90	Barbara Trichet Abbey WA 6280		

TABLE 2: SUBMISSION NUMBER, NATURE OF SUBMISSION, COMMENT AND RECOMENDATION

No.	NATURE OF SUBMISSION	COMMENT	RECCOMENDATION
1	1. We already have a busy road on Caves road. Then adding a new whole building development would make our area extremely business and hectic. We have a great peaceful neighbourhood with not much traffic around near our area. This will totally change this and ruin our little of pocket. The bypass needs to be done first before this so there is less traffic coming through our area.	1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.	1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.
2	1. The Current Housing Crisis. With so many local residents struggling to find properties to buy and rent, the more land available to do so the better.	1. Noted.	1. That the submission be noted.
3	1. Increased traffic flow and introduction of hazardous T-Junctions, especially off Access 2 onto Caves Road with only 70m of straight line vision. As stated above the scheme will result in increased traffic flow onto Caves Rd with ~700vpd estimated in the scheme to access the development via Access 2, rather than continuing westward to the main Access 1 entry. 2. Given the timing for the Vasse-Dunsborough Link is unknown and is not even on the Main Roads radar	1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway by pedestrians and cyclists.	1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.

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	<p>for the next 5 years the predicted 2000vpd (the VDL will relieve from Caves Rd) will continue to grow until the bypass is created. Traffic is already bumper to bumper for 2-300m away from the roundabout during peak summer holidays periods.</p> <p>3. The proposed Access 2 T-junction will only have 70m straight line visibility to the east along Caves Road. The introduction of more 'black spot' traffic intersections seems unfathomable.</p> <p>4. The T-junction will also limit access to my Caves Rd property (No. 17) from Busselton. I will not be able to turn right at the intersection without adding to the congestion, unless traffic islands and turning bays are extended across the intersection. I will be forced to loop around Newton Beach Road or turn-around at Roberts Rd to access my property.</p> <p>5. I also find it disappointing the Council has made no attempt to upgrade the aesthetics of the northern road verge along Caves Road. Extensive tree plantings (to soften the road noise) have occurred along Bussell Hwy leading into Busselton but no attempt has been made to improve the stretch of Caves Rd at Abbey. There are no bike tracks or bike lanes along this stretch of Caves Road, such any cyclist existing the proposed scheme's bike track will be forced to ride along Caves Road. This is not acceptable and not in keeping with the Council's attempts to create safe, family friendly communities.</p> <p>6. The scheme seems like a missed opportunity to re-align this stretch of Caves Road either through the</p>	<p>2. Traffic modelling indicates that the Vasse Dunsborough Link is not required to facilitate the proposal.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Modification 1 to the SP requires:</p> <ul style="list-style-type: none"> - The provision of safe and efficient crossing facilities across main roads for pedestrians and cyclists at convenient intervals. - A path network that provides safe and direct access to public transport (bus stops). - A higher order shared path on the northern side of Caves road adjacent the Structure Plan area. <p>6. Caves Road is operated and managed by Main Roads WA.</p>	
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	<p>scheme (from Access 1 to Access 3) or along the southern boundary of the scheme. This would extend the affordable beachside (family friendly) housing opportunities on the northern side of Caves Rd.</p>		
4	<p>1. Offering some larger style blocks of land in an exclusive estate. Away from the normal smaller houses being developed in vasse.</p>	<p>1. Noted. The proposal includes a range of lot sizes to cater for a range of lifestyle preferences and price points.</p>	<p>1. That the submission be noted.</p>
5	<p>1. Great idea good for growth of community.</p>	<p>1. Noted.</p>	<p>1. That the submission be noted.</p>
6	<p>1. I have concerns regarding ingress and egress onto Caves Road near Monaghan’s corner! I’m concerned that the extra build-up of traffic in the area will make it unsafe for my daughter and son-in-law to be able to access 17 Caves road safely and with cars speeding around the roundabout that it will create a black spot with accidents as it’s too close to Bussell Highway. I’ve already seen near misses with the Shed Markets entry point on Caves road and have huge concerns that the visibility with the extra traffic this subdivision will create. I would prefer to see an entry point on Bussell Highway added to create more entry and exit points for people living in the new subdivision.</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>
7	<p>1. Volume of traffic at the Monoghans corner intersection is already stretched to its limits with many accidents noted in the last 5 years. Traffic already backs up often down to the RAC park towards Dunsborough during busy periods. Lack of road infrastructure.</p> <p>2. Lack of pavements - Speed of traffic making pedestrians crossing the road dangerous.</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>2. Noted.</p> <p>3. The Environmental Assessment found that the majority of the Structure Plan area is</p>	<p>1. Modifications 1 and 2, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>3. Often the land earmarked sits under water during the winter period. The water has to go somewhere?</p> <p>4. Flora and fauna destruction - Please please stop trying destroy our once beautiful Town. Slowly its appeal to visitors is being taken away.</p> <p>5. We have a new hospital that cannot cope with numbers. Class sizes in local schools are at ridiculously high numbers. What plans are in place for new schools? All good and well the council cashing in and seeing dollar signs then not listening to ratepayers and wasting the money on projects that the ratepayers voted against.</p>	<p>capable of urban development, subject to floodway areas being provided as public open space.</p> <p>4. Noted.</p> <p>5. A future public primary school, 'Vasse West Primary School' (planning name) is nominated within the Vasse Structure Plan. The future school is expected to accommodate the student demand from this proposal.</p>	
8	<p>1. I believe the exit between Cuthbert and Locke street will result in many accidents. It is currently extremely difficult to turn right from Cuthbert to head towards Dunsborough. If you also add all the traffic which would be turning right to go to Busselton. I believe any exits from the new development on to Caves Road should be at the current Caravan Park exit opposite Forth Street and the roundabout on to Bussell Highway. The distance between the roundabout and the caravan park exit is minimal. The traffic from Dunsborough at times makes it impossible to turn right from Cuthbert and on many occasions it is necessary to go down towards beach on Cuthbert St. turn right and go up to Newtown Beach Road and enter roundabout there to head towards Dunsborough. I believe any further exit will result in many accidents.</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>
9	<p>1. Entry and exits to lots are too close to roundabout which potentially could cause accidents. Entry and</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of</p>

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	exits are too close to roundabout with speeds over 50kms.	traffic, safety and property access outcomes as identified in Modification 1.	Modifications, is required to address matters raised in the submission.
10	<p>1. We live at 21 caves road, right near the roundabout, and the amount accidents that happen, because of people speeding through that roundabout, as they head towards Dunsborough is insane. Throw in people breaking to enter an estate. DISASTER. There is so much traffic as is it on that roundabout, all day we have to listen to horns being tooted, the sound of breaks slamming as people come on and off that roundabout, and people at speed, coming around the bend heading towards Dunsborough, is so dangerous as it is. Throw in people all of a sudden breaking to turn off into an estate, is going to going cause more chaos. Please move it further up the other end, away from the main intersection/roundabout.</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>
11	<p>1. I do not support the proposal as is currently proposed. We do not support the Proposed South Abbey development as presented. We are not against the area becoming residential, we just don't think the planners have taken into consideration the area & the impact such a tight development will have on it.</p> <p>2. The Design: By creating cottage style blocks R20-R40 in this area, approximately 300 homes, with many families averaging 2 to 3 vehicles plus recreational vehicles (boats, caravans, Jet-skis etc). With home parking always at a premium, this often brings ugly front yards because they become glorified car parks.</p> <p>3. We acknowledge there is plenty of green space in the planning of this development, but families want</p>	<p>1. Noted.</p> <p>2. Noted. R40 – R60 coding will provide for a range of lot sizes and design typologies. Car storage will be provided for within the lot. On Street parking will also typically be available for additional vehicles.</p> <p>3. Noted.</p> <p>4. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>lifestyle, encompassing outdoor entertaining, workshops/sheds, and security for their possessions which a small block cannot offer. For people with lesser needs and a desire to be walking distance to the beach, there are plenty of current options, for smaller lots: Kealy, The Enclave, Abbey Watters, Broadwater and plenty of future plots that would have less impact on such a small part of an already busy road. If the development reduced the number of blocks by increasing the size of the lots on offer it would not only improve the overall amenity of the area but also return to the developer as good a return as the proposed tight infill.</p> <p>4. The Traffic: Whilst the shire can say that Caves Road will eventually be a tourist road, many people will still use this road and by adding 2 more roads trying to access Caves Road daily, one Left turn only access, a road too close to an existing roundabout, that people don't actually know how to use correctly, is out right dangerous. From a practical point of view, why would the entry points not be lined up with Roberts & Cuthbert and either more roundabouts added or traffic lights. By having 5 access roads onto Caves Road, the roundabout and the diversion bridge, plus the caravan park traffic, you are creating more dangerous roads for traffic, not to mention NO safe place for pedestrians to cross, should they actually walk to the beach. This along with the 2 other developments in the Broadwater area a putting increased traffic flow on Bussell Highway that makes entry onto the highway east towards the Central</p>	<p>5. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>6. Noted. Addressed above.</p> <p>7. Noted.</p>	
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	<p>Shopping Precinct very difficult. In your proposed plans, as traffic will struggle to execute Right Hand turns (easterly) towards Busselton Central, cars will take impatient risks or left turn, head towards Dunsborough & then hold up traffic to turn right down Cuthbert, Roberts or Locke streets, drive along Geographe Bay Road, then up Newtown Beach Road and congest traffic around the Monaghan’s Shopping Precinct, especially vehicles heading to the Bypass as they will drive across the shop frontages.</p> <p>5. The Impact: The Abbey Boat ramp is currently too small for the existing users and there is NO parking, in Abbey for beach goers with the current population. Currently Abbey Beach is also under immense pressure from vehicles parking into the vegetation and often parked on, across or over the bike path with no interest from Busselton City rangers. The parking bay at the western end of Abbey Beach is only capable of parking 10 Cars. The impact of the Kealy Subdivision can be clearly seen during the summer months and by adding a high density subdivision so close to the Abbey Beach, which is diminishing and eroding partially due to the vehicle abuse, this is only go to exacerbate the erosion due to vehicles and their passengers destroying vegetation.</p> <p>6. With the Community now being more conscious of the environmental impact of clearing trees and reducing green open space why are these developments constantly increasing Heat Traps that</p>		
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	<p>only diminish the ambience of living in a regional town. Has the shire a solution for:</p> <ul style="list-style-type: none"> • Beach Parking • Safer roadways/ intersections • Pedestrian crossings • Room for Parking of multiple vehicles at the proposed residences. <p>7. Surely, if the developer is looking at this land as an economic gain, Large Blocks at a higher sell price (lifestyle beachside blocks) with less infrastructure required would be a reasonable outcome. By creating a small, unique development that is a little more exclusive and a lot more thoughtful to the environment, traffic management & which compliments the existing residential area across Caves Road, we think would be a satisfactory outcome for all concerned parties. PLEASE REVISE YOUR PLANS.</p>		
<p>12</p>	<p>1. Because I have no faith in the City Of Busselton to ensure that appropriate infrastructure and facilities will be put in place along the beachfront from Fourth road to the existing boat ramp that will cater for the additional traffic and pedestrians.</p> <p>2. I am very concerned about the vehicular traffic flow along caves road and the access both ways from the development onto Caves road and entering the proposed development. My main concern is that apart from the two bins at the car park at the junction of Geographe Bay Road and Fourth Road there are zero facilities or adequate parking at this time, let alone further pressure caused by the</p>	<p>1. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>obvious increase in traffic and pedestrians. It seems the City of Busselton cannot even supply a roll of bags for dog shit let alone facilities to cater for the influx and impact of the human kind. Let's just see how this effects the already fragile coastline from Fourth Road to the East.</p>	<p>to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p>	
13	<p>1. Caves road is currently under a lot of traffic as it is, this will only increase the volume on an already congested road. Alternative access / egress needs to be sourced, housing density reduced and how will the overflow / influx on the local beaches & boat ramp facilities already overflowing, current non existing car parks for existing residents only for that to be increased by 100%.</p>	<p>1. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>
14	<p>1. In support of the development but concerned with the development of cycle path crossovers over Caves road from and to. Traffic along Caves Road at peak times can be arduous for me a wheelchair user and kids going to school. Dunsborough link needs fast-track. A more detailed impression of the cycle way and road entry points needs to be expressed for safety of all road users, cyclists and mobility users as currently the cross over near the RAC Holiday park is challenging at best, use of a mobility scooter due to lower height and bridge obstacles. Looking in the</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	Dunsborough direction is very restrictive due to these issues. An indication of how any future cycle paths will all link up once you cross Caves Road and connect to existing Old Abbey eg Cuthbert Street and Robert’s Road including Monaghans shops etc.		
15	<ol style="list-style-type: none"> 1. Objection. Increased traffic, impact on beach and environment. I feel the traffic on caves road has seen a significant increase over the last few years, the proposed subdivision and retail centre for another 875 to 1000 people will with no doubt cause more congestion on not only caves road, but also Bussell highway to Vasse. 2. Currently the boat ramp, beach traffic and noise at Abbey has also increased. The overflow carpark at the boat ramp is commonly full while trailers and cars park on the road. The carpark is consistently used for camping. 875 to 1000 people will only impact and compound an already existing problem. 	<ol style="list-style-type: none"> 1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities. 	<ol style="list-style-type: none"> 1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.
16	<ol style="list-style-type: none"> 1. My primary concerns relate to traffic control and pedestrian safety, environmental degradation and subsequent wildlife displacement, and water management issues. 2. Of major concern is the proposed traffic management plan for the development in regards to Caves rd. The increased volume of traffic that will result from the development will put significant pressure on the already congested area, especially during peak times and holiday periods. 3. The development's proposed entry/exit on the existing driveway at 63 Caves Rd is unsuitable and 	<ol style="list-style-type: none"> 1. Noted. 2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 3. Noted. 4. Noted. 5. Noted. 6. Noted. 	<ol style="list-style-type: none"> 1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.

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	<p>poorly planned, and will increase the risk of vehicular accidents as well as pedestrian incidents, especially for children. The current speed limit of 70 will exacerbate these risks if it remains unchanged.</p> <p>4. The failure to address pedestrians safety while crossing Caves rd could have significant consequences for the community. In this case, the entry/exit point at 63 Caves Rd requires pedestrians to cross the already busy Caves rd and walk or bike down Cuthbert St, which has no footpaths and both these issues pose a serious safety risk to pedestrians and cyclists.</p> <p>5. It is essential to have provisions in place for safe pedestrian and cycle crossings. One solution could be to establish a pedestrian underpass at the already established bridge adjacent to the RAC Busselton Holiday Park. This would provide a safe and accessible route for pedestrians and cyclists to cross Caves Road without having to negotiate vehicular traffic. An underpass would also reduce the risk of accidents and improve safety for all road users. Alternatively traffic islands could be installed, or pedestrians could be directed to established safe crossings on Monaghans corner, East of the roundabout.</p> <p>6. Utilising an underpass or pedestrian island at locations near Forth St or Newtown Beach rd would divert pedestrian traffic to the beach access via Newtown Beach Rd to the boat ramp; or via Forth St, which already have existing pathways leading to the beach and parking at the beach access point. These</p>	<p>7. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>8. Noted.</p> <p>9. Noted.</p> <p>10. The site largely consists of cleared agricultural (pastoral) land. The City has worked with the proponent to retain trees however the developer is only required to provide 10% of the site area as Public Open Space and trees have generally not been retained on lots. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space.</p> <p>11. Noted.</p>	
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	<p>routes offer parking and paved beach access, making them much safer for pedestrians and cyclists. Pedestrians would then have safe access to the beach via the established footpath on Forth st.</p> <p>7. The lack of formal beach access at the end of Cuthbert St, and Locke st poses further problems. Pedestrians will likely use the existing informal track leading to the beach which will cause environmental destruction. It will result in more informal pathways being created through bush areas, destroying habitat and fragile vegetation. This will not only harm the environment but also pose risks to the safety of those traversing these unmarked paths.</p> <p>8. Furthermore, the suburb has limited parking provisions at beach access points. This will further add to traffic safety issues as it will encourage residents and visitors to park on verges, and in protected and fragile bushland sections along the beach on Geographe Bay Rd. This issue needs to be addressed with adequate parking solutions to ensure that the development does not cause further disruption to the local area.</p> <p>9. It is crucial that developers and local authorities take these safety issues seriously and work to find practical solutions that prioritize the safety of pedestrians and cyclists. Inadequate planning and a lack of infrastructure can have devastating consequences, so it is important to ensure that appropriate measures are put in place to keep members of the public safe. By addressing these</p>		
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	<p>concerns, we can create a more sustainable and safer community for all.</p> <p>10. The proposed development also raises environmental concerns. The removal of large trees which provide critical habitat for the endangered ringtail possums will cause long-term environmental damage to the area. Furthermore, waterlogging issues are common in the proposed site, with floodplain areas that increase the risk to existing and proposed homes.</p> <p>11. In light of these concerns, I strongly urge the local Busselton council to reject the proposed housing development in Abbey South until these issues can be adequately addressed. It is essential to ensure that any proposed development does not harm the safety, environmental, and social fabric of the local community.</p>		
<p>17</p>	<p>1. Why hasn't the feasibility of access via Bussell Hwy been explored and reported? Caves road bottlenecks at key times. This entrance creates a "turn right" to go to BUSSELTON or VASSE, left to Dunsborough. If it's off Bussell Hwy it's a turn left to BUSSELTON DUNSBOROUGH ...turn right for VASSE. Has their been studies to work out which is best?</p> <p>2. Any scope for R40 and R60 should be rejected. This density belongs near CBD's to create walk-to vibrancy. It's not going to deliver any favorable outcomes except for the developers financial returns on sale. Simply a cash grab. It's not the character of this part of BUSSELTON / ABBEY. Cars boats jet skis - how will this not be the ghetto of abbey. The trend of abbey suggests most of these homes built will be air</p>	<p>1. The current proposal features access to Bussell Highway via a left in left out intersection. A full movement intersection is not able to be accommodated at that location due to the proximity with the roundabout. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes.</p> <p>2. The majority of the site is coded R20 – R40 which is a common coding for new residential areas. Provision of R40 and R60 coding will provide for a range of lot sizes, design typologies, and price points.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>bnbs. Meaning full homes and lots of vehicles exacerbated by tiny lot sizes.</p> <p>3. Has it been deemed the site has no cultural significance?</p>	<p>3. A portion of an 'Other Heritage Place' (ID 5337) is mapped as extending into the western portion of the site. This feature is described as 'skeletal material/burial' and is likely to be associated with the drain further to the west (supported by information provided in the Buayanup River Action Plan (Geographe Catchment Council 2010)) where the Aboriginal site is described as being associated with the drain. The EPA recommends appropriate consultation, investigation and relevant management plans be undertaken prior to subsequent stages of planning to address potential impacts to Aboriginal heritage values. This was not deemed necessary at structure plan stage and will be further considered as part of subdivision stage. Newtown House (associated with Amelia Park Lodge) is located immediately south of the site, and is identified as having local heritage value. It will not be impacted by development within the site.</p>	
<p>18</p>	<p>1. I would prefer to see more wetland /environmental use for floodways, the back of that property becomes a wetland in winter. Turning them into reedbeds for stormwater cleansing before draining back to Buayanup drain. I am opposed to the density issue (i would prefer less), the lack of concern for wetlands (and the possibility of flooding to housing) and the effects on traffic entering to/from on Bussell Hway</p>	<p>1. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space.</p> <p>2. The majority of the site is coded R20 – R40 which is a common coding for new residential areas. Provision of R40 and R60 coding will</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>and Caves rd. I think the traffic on Bussell Hwy near the roundabout will be horrendous. Possibly exacerbating traffic jams and incidents in times of peak use.</p>	<p>provide for a range of lot sizes, design typologies, and price points.</p> <p>3. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes.</p>	
19	<p>1. Traffic – Congestion. The current plans indicate 2 exits onto Caves Road and one onto Bussell Hwy. The Caves Road exits do not line up with the existing roads onto the north side of Caves Road. A development with 350-400 houses will increase the traffic onto the single lane Caves Road significantly and we foresee that people attempting to turn right from Abbey South towards the Busselton Hwy bypass will find it very difficult. It is likely that those exiting Abbey South will end up turning left onto Caves Road and then right into Locke, Cuthbert or Roberts Roads (all of which are very narrow roads) and ‘rat run’ along Geographe Bay Road to Newtown Beach Road and then cut through in front of the small group of shops to get back to the Bussell Hwy roundabout to enable them to access Bussell Hwy. This will inevitably cause traffic jams close to the roundabout and these will also be exacerbated by those exiting Abbey South on the Bussell Hwy exit. Traffic – Safety. Currently there is no safe place to cross Caves Road from Abbey South to the north side of Caves Road. The increase in population will inevitably lead to more people walking across from Abbey South to be able to enjoy Abbey Beach. With the increase in traffic and an already lack of safe crossing of Caves Road, we fear that it is only a matter of time before a</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes.</p> <p>2. Noted. New development is not required to be carbon neutral and will contribute to climate change. The Residential Design Codes (R-Codes) control the design of residential dwellings encourage design consideration of the social, environmental and economic opportunities possible from new housing and an appropriate response to local amenity and place.</p> <p>3. Noted. The Western Power Network Capacity Mapping Tool indicates that capacity is available at the zone substation.</p> <p>4. The Department of Health and the Department of Education have not raised concerns regarding infrastructure. A new local school site has been identified in Vasse.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>person is injured or killed in a traffic accident. We believe that, if Abbey South is to go ahead, there needs to be space for an overpass to allow safe pedestrian crossing of Caves Road.</p> <p>2. Climate. With the number of dwellings on small blocks, inevitably the houses will be quite large for the block size, be quite close to each other and there will not be adequate room for movement of air and green spaces. This will lead to increased heat which leads to worsening of climate change and the need for people to have large air conditioning units to have adequate cooling in their houses.</p> <p>3. Services. We have lived in quite a few different regional and urban areas throughout Australia. The electricity power supply to Abbey is the most unreliable we have ever experienced. We have frequent loss of power, often coinciding with holiday periods so we believe that a lot of the power outages are due to excess use of an inadequate power supply system in our area. The addition of 350-400 more dwellings in the area will inevitably lead to even more power outages unless there is a significant upgrade to the electricity supply.</p> <p>4. In addition an increase in population will increase demand for public services such as education & health services and the Busselton Hospital is already operating at full capacity.</p>		
<p>20</p>	<p>1. We need to develop areas that are less prone to flooding.</p> <p>2. We need to keep a landscape corridor and buffer between caves road and Vasse and we need to keep</p>	<p>1. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to</p>	<p>1. That the submission be noted.</p>

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	<p>Abbey as a nice and natural suburb. This area should be subject to strict landscaping provisions and allow the native flora and fauna to thrive. There should be a significant landscape corridor through to Dunsborough, Quindalup and Yallingup from Vasse/Abbey with Animal crossings and possibly some natural bushwalking.</p> <p>3. There are plenty of other development sites including land along Northerly and Yalyallup/Provence. Other sites including south of the Vasse bypass would suit a development as well. I could support minimum land sizes of 1Ha.</p>	<p>floodway areas being provided as public open space.</p> <p>2. The City of Busselton has conditioned the provision of vegetated buffers to ensure appropriate visual screening and separation of development from main roads adjoining the Special Provision Area.</p> <p>3. Noted.</p>	
21	<p>1. We do not support the Abbey South Precinct development proposal. A submitted application to rezone an area classified as Rural & Conservation goes against the need for maintaining areas of conservation, particularly in an area of wetlands. Surely a proposal such as this should start with an EPA report on the impact this would have on current population of native fauna, and a survey of native flora in the area. This is crucial, before any development, to put in place protection guidelines.</p> <p>2. Another concern for this proposal is a proper investigation into any culturally significant areas. Thorough research and consultation beforehand are much more preferable than contamination or destruction and apology afterwards.</p> <p>3. Although availability of housing in the region is a concern, this area, already in fast growth, is not suitable for such a high-density proposal. Adding that amount of population and the subsequent draw</p>	<p>1. The 'Conservation' zone reflects the floodway and flood fringe features on the southern portion of the Site. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The proposal was referred to the Environmental Protection Authority who recommended that a buffer area around the floodway be considered in accordance with SPA 76. Modification 3 has been introduced to address this matter.</p> <p>2. A portion of an 'Other Heritage Place' (ID 5337) is mapped as extending into the western portion of the site. This feature is described as 'skeletal material/burial' and is likely to be associated with the drain further to the west (supported by information</p>	<p>1. Modification 3, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>on all utilities and substructure is a concern. Vasse Village is very functional and serving the needs of the local community, but does not need more population pressure.</p> <p>4. Our concern is also the pressure on Abbey Beach. Already there are pedestrian and parking safety issues here, as people access the beach at the end of suburban streets. This also impinges on native vegetation along the beachfront and with current population numbers it is showing signs of degrading this.</p>	<p>provided in the Buayanyup River Action Plan (Geographe Catchment Council 2010)) where the Aboriginal site is described as being associated with the drain. The EPA recommends appropriate consultation, investigation and relevant management plans be undertaken prior to subsequent stages of planning to address potential impacts to Aboriginal heritage values. This was not deemed necessary at structure plan stage and will be further considered as part of subdivision stage. Newtown House (associated with Amelia Park Lodge) is located immediately south of the site, and is identified as having local heritage value. It will not be impacted by development within the site.</p> <p>3. The density range of R20 - R40 that is proposed for the site is generally considered to be low density. The portion of the site that is proposed to be coded R60 is in accordance with the City of Busselton Local Planning Strategy 2019.</p> <p>4. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p>	
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<p>22</p>	<p>1. This should be kept as a reserve or nature corridor. There is all ready not enough peppi habitat for local and native wildlife that is critically endangered that seek refuge in this small area of land. NO MORE CLEARING OF ESTABLISHED NATIVE HABITATS!! Perhaps look at the Barron grass farm land that provides no oxygen, habitat, environmental benefit at all. No one is going to live in these houses if we can't live in this world.</p>	<p>2. Noted.</p>	
<p>23</p>	<p>1. Developing an intersection at this point along Caves Road would not be in the best interest of motorists that represent existing residents, Dunsborough/Yallingup & surrounds residents, tourists, public transport, commercial motorists (including delivery trucks and large haulage trucks) and future residents of the proposed development. It is also not in the best interest of future residents to design a high order cycle path to exit/enter the proposed development at that same point. There is a very real and significant threat of harm should an additional intersection intensify the complexity of the nearby roundabout. Our primary concern is for the safety of motorists, pedestrians and cyclists and our opinion should be considered with great weight due to us having resided in our home for over 23 years. We moved into our home while the intersection at Monaghan’s was still a T-junction and all traffic to/from Dunsborough and Margaret River collided at this one point. This was an intersection of major congestion. We have witnessed the positive impact of upgrading the intersection to a roundabout,</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The proposal was referred to the Environmental Protection Authority who recommended that a buffer area around the floodway be considered in accordance with SPA 76. Modification 3 has been introduced to address this matter. 3. A portion of an ‘Other Heritage Place’ (ID 5337) is mapped as extending into the western portion of the site. This feature is described as ‘skeletal material/burial’ and is likely to be associated with the drain further to the west (supported by information</p>	<p>1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>widening the road and the construction of the Busselton Bypass. The bulk of the Margaret River traffic has been alleviated, benefiting both the Busselton side of the roundabout and the Vasse side. However, there has been no mitigation of traffic for Dunsborough/Yallingup & surrounds, that is, the Caves Road side of the roundabout. Our current experience of the volume of traffic:</p> <ul style="list-style-type: none"> • During busy periods each day, we often have to wait for a motorist to allow us to enter Caves Rd from our home. • Due to the heavy/fast flow of traffic coming off the roundabout we utilise the painted median strip as a safe space to wait to turn right into our home when travelling from Busselton (where the full movement intersection is proposed). • During peak periods, including weekends and holidays, Dunsborough traffic can be banked back as far as Forth St. • Congestion during peak periods is reminiscent of the level of congestion experienced while the Monaghan’s intersection was a T-junction. In addition, peak periods are more frequent due to an increase in population and greater number of tourists through the winter months. Although the roundabout allows the traffic to flow better, resulting in the congestion being alleviated at a 	<p>provided in the Buayanyup River Action Plan (Geographe Catchment Council 2010)) where the Aboriginal site is described as being associated with the drain. The EPA recommends appropriate consultation, investigation and relevant management plans be undertaken prior to subsequent stages of planning to address potential impacts to Aboriginal heritage values. This was not deemed necessary at structure plan stage and will be further considered as part of subdivision stage. Newtown House (associated with Amelia Park Lodge) is located immediately south of the site, and is identified as having local heritage value. It will not be impacted by development within the site.</p> <p>4. The site largely consists of cleared agricultural (pastoral) land. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. In particular, adjoining remnant vegetation will need to be carefully considered when designing the road access to the site from Caves Road.</p> <p>5. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey</p>	
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	<p>reasonable rate, we consciously avoid leaving our home during peak periods.</p> <ul style="list-style-type: none">• When crossing the road, as pedestrians, to access the Shed Markets, we have to navigate reduced visibility, the volume of traffic entering the roundabout and the speed at which motorists exit the roundabout. This has been dangerous for us as individuals and significantly more dangerous as parents crossing with our family.• On any given day we witness numerous U-turns outside our house who have been confused as to how to access both the Shed Markets, the shops at Monaghan’s and the Abbey Beach boat ramp.• In summary: The impact of adding a Full Movement Intersection to an already complex roundabout system with a high volume of traffic, speed and low visibility will result in greater threat of harm to motorists, pedestrians and cyclists.• There is no cycleway/footpath along Caves Road to support the proposed high order cycle path in the development plan.• The proposed intersection would directly impact our access and jeopardise our safety to enter and exit our own home.	<p>and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p>	
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	<ul style="list-style-type: none"> • We, therefore, object to the Full Movement Intersection on the basis that it does not safely connect the future residence of the development proposal to the community. <ol style="list-style-type: none"> 2. Environmental impact on the Wetlands (water table and wildlife). 3. Cultural significance. 4. Impact on local Possum and Kangaroo populations. Potential development of a kangaroo corridor between the Monaghan’s roundabout and the Vasse roundabout, that ensures safe movement through feeding grounds. 5. Safe pedestrian access to the beach is required to minimise vehicular impact on protective dunes, where cars currently park along Geographe Bay Road from Forth St to the cul-de-sac near Newtown Beach Road. 		
<p>24</p>	<ol style="list-style-type: none"> 1. It does not provide an environmental impact statement relating to the “guiding principles” for this project contained in the Structure Plan. The Abbey South Structure Plan will create a framework for the future urban development of an anticipated 350+ dwellings, which will ultimately house a new community in the vicinity of 800-950 people. According to current figures over 1300 residents live in Abbey and 2479 live in Vasse. So around 4000 people will be impacted by this proposal along with numerous commuters who will travel through this area. It amazes me there is no requirement to obtain an Environmental Impact statement from the 	<ol style="list-style-type: none"> 1. The proposal is supported by an Environmental Assessment and Management Strategy (September 2022 - Emerge Associates) and was referred to the EPA for determination prior to public advertising. 2. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities. 	<ol style="list-style-type: none"> 1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.

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	<p>Environmental Protection Authority! IN THE LIGHT OF THE GUIDING PRINCIPLES THIS WOULD HAVE BEEN A NECESSITY IN ORDER TO JUSTIFY WHAT IS HAPPENING! There is no consideration of existing environmental and physical assets making up the infrastructure of Abbey.</p> <p>2. In summer Geographe Bay Rd becomes a war zone where on public holidays the people from surrounding areas descend upon this road/area in order to use our iconic beach or boat ramp. Consequently, they park illegally along the road on the beach side and walk through the diminishing dunes to the beach. I have lived here for over thirty four years and have watched this area be eroded by the sea and population increase. Most of the vegetation here is dying due to this activity. Soon the Shire will have to build a rock wall here to protect houses and roads as they have with the beachfront in West Busselton. Has this problem been investigated....how many vehicles flow down Newtown Beach Rd at different times of the year, how many parking fines have been issued in this precinct and have residents been questioned about this?</p> <p>3. Similarly, what is the flow of traffic along Caves Rd like at peak hours of the day and what do residents think about the possibility of 1000 more residents adding to this congestion? This failure to evaluate traffic movement in the Abbey precinct will impact the “vernacular” of that community.</p>	<p>3. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>4. Noted. Outside the scope of this proposal.</p> <p>5. Noted. As per comment No. 1.</p> <p>6. Noted. Outside the scope of this proposal.</p> <p>7. The proposed development will have access to sufficient drinking water allocation. Sewage will be accommodated via a connection to the existing infrastructure.</p>	
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	<p>4. The increase in the urban population will also have a serious impact upon the environment as many of these new residents have pets and because our laws regarding pet management are ineffective, our environment will be compromised. Dogs being off the leash in the beach area, faeces left wherever, dogs endangering cyclists and now scooters, increased dog attacks, native wildlife decimated by cats and finally Rangers being exhausted by trying to administer the mess! Recently, I was attacked by a Bull Mastif on Geographe Bay Rd and was traumatised by the experience. The Ranger interviewed me and took all the details. They could not find the dog or the owner even though pets are supposed to be registered and a fee paid....he said many people ignore the rules! I see that every day on the beachfront or riding my bicycle. How has this problem been factored into the planning? What data relating to dog attacks, cat numbers and pet ownership have been considered when drawing up strategies to be responsive to the environment in the principles that are stated in the application.</p> <p>5. As previously stated, the Abbey Precinct has limited parking for beach users and shopper/patrons at Monaghan’s Corner. Consequently, the only available area for parking is the areas now considered for the Abbey South Project along with the proposed petrol Station at the old market on the corner of Caves Rd and Bussell Hwy is 20 positions at Monoghans and approximately 10 at the beach front. Imagine the chaos that will occur at this intersection as people</p>		
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	<p>negotiate entry to the petrol station, the popular Claudio’s Patisserie, the Fish Shop or a day at the beach. Considering there will be only one exit from the new estate, there seems to be a complete failure to review traffic flow or parking. It could end up like the mess in town where the roundabout near Kentucky Fried Chicken is a problem due to congestion.</p> <p>6. Finally, the limited recreational facilities in the new proposal will contribute to more anti -social behaviour becoming prevalent in Abbey. Many young people are using the boat ramp area and beach to hoon around on in cars. The same situation happens at Forth Rd drain parking area. All this is anecdotal evidence garnered from neighbours and observations over recent years. What data have the police received/monitoring complaints in the Abbey area regarding community connectivity?</p> <p>7. The water table on the beach front at Abbey has been impacted by inland development over recent years and people with irrigation spears have had to go deeper to access water since the development of Vasse. Will investigation into the impact of further development at Abbey South on the water table be factored into decisions? Similarly, with the increase in population what will be done to address the sewerage problems created by this as our facilities seem to be at the optimum levels at the moment.</p>		
<p>25</p>	<p>1. The zoning to medium and high density urban development is not in keeping with the ' existing natural and built character of the locality'. Does not</p>	<p>1. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the</p>	<p>1. Modifications 1, 3 and 8, as contained in Attachment G – Schedule of Modifications, are</p>

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	<p>comply with Leeuwin Naturalists Strategy Plan. PS 1.13 being sensitive to the existing natural and built character of the locality'. The Abbey area is not medium and high density as proposed in this rezoning plan for Lot 4.</p> <p>2. Increase traffic congestion on Caves Rd at the roads into and out of the redevelopment area. This being especially evident over summer holidays and long weekends. Expect waits of up to five minutes to get out onto the road. Will turning lanes be part of the project and will they encroach on the vegetation buffers and visual screening requirements?</p> <p>3. I am worried that measures to protect remnant vegetation and habitats will fall by the wayside. Already, about 5 years ago, a huge number of trees were removed from lot 4. I can only guess that plans were already being discussed and the early tree removal was to bypass the exact objections we are currently making.</p> <p>4. Infrastructure is not sufficiently developed to handle the increased population. Local beaches have no parking, hence car parked on roadside verges encroaching into native bush. Do the local primary and high schools have the facilities to cater for and increased population without putting current and future student's education standards at risk? I am not opposed to progress and development as we must look to the future but it needs to be done sympathetically. I know there are more plans in the pipeline for Monaghans and Lot 402. Perhaps a bigger picture for the area is in order.</p>	<p>existing character of the locality. Provision of R40 and some R60 coding will provide for a range of lot sizes, design typologies, and price points.</p> <p>2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>3. Noted. The site largely consists of cleared agricultural (pastoral) land. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Modifications 1, 3 and 8 have been introduced to improve tree retention and enhancement outcomes.</p> <p>4. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities. The Department of Education has confirmed that sufficient capacity is available.</p>	<p>required to address matters raised in the submission.</p>
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<p>26</p>	<ol style="list-style-type: none"> 1. I'd like to notify you of the rapid and unsustainable development of new housing developments in our area. While it may seem like more housing is needed to accommodate our growing population, the truth is that these developments often come at a cost to our quality of life. 2. One major concern is the lack of amenities in new housing developments. Developers often prioritize profit over community well-being, resulting in developments that lack parks, community centers, and other public spaces that foster social cohesion and promote health and wellness. This is particularly concerning for families with children, who need safe and accessible spaces to play and socialize. 3. Another major concern is the impact of new housing developments on traffic volumes. As new developments are built, traffic on already congested roads increases, leading to longer commute times, air pollution, and reduced safety for pedestrians and cyclists. This not only reduces our quality of life but also has negative impacts on our health and the environment. 4. The solution is clear: we must prioritize sustainable development that puts the needs of people and the environment first. This means pushing for stronger land use regulations that prioritize green space, public amenities, and sustainable transportation. It means working with developers to design developments that are in line with our values and needs, not just their profit margins. We have the power to make a difference. We can demand that 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. The development is required to provide a minimum of 10% of the site as public open space. Further, developers are required to pay a contribution to the City for each lot developed that is used to develop new community facilities. 3. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 4. Noted. 	<ol style="list-style-type: none"> 1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.
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Attachment E – Schedule of Public Submissions

PROPOSAL: ABBEY SOUTH STRUCTURE PLAN AND ASSOCIATED AMENDMENT NO. 55 TO LOCAL PLANNING SCHEME NO. 21

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	<p>our elected officials prioritize sustainable development, and we can use our voices and votes to hold them accountable. We can support community organizations that are working to promote sustainable development and protect our quality of life. In closing, I urge you to join me in advocating for sustainable development that puts people and the environment first. Together, we can build a better future for ourselves and our children.</p>		
27	<p>1. Local streets & parking do not support the increase in population. The wetlands will be detrimentally affected. Children will be less safe with the increase of traffic in local areas. The traffic in my street will increase as well as the numbers of cars parking - my children will be less safe in their bikes. People already speed passed.</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>2. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>
28	<p>1. Too much additional traffic congestion on Caves Road prior to the implementation of the Dunsborough link. Traffic congestion already horrific and hazardous when exiting beach side Abbey due to traffic coming from Dunsborough direction and heading towards Dunsborough. Unsafe to cross Caves Road. Dunsborough link needs to be made a priority to lessen the burden on Bussell Hwy (between Abbey & Vasse) and Caves Road. The traffic congestion is 10-fold when it's holiday season / public holidays. I suggest a car counting device be installed in several</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>2. Traffic modelling demonstrates the Vasse Dunsborough Link is not required to facilitate the proposal.</p>	<p>3. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	spots along Caves Road over the Easter Break to really bring emphasize how bad it is. Traffic islands on Caves Road may assist with making crossing of Caves Road slightly safer.		
29	<ol style="list-style-type: none"> 1. Firstly I have concerns re the road accesses to Caves road. Also the possible higher vehicle & foot traffic using Roberts Road where there is no footpath. Caves Road is already a very busy road especially during the morning & afternoon peak periods. This becomes extreme during holiday periods where it is not uncommon to have traffic banked back to past the RAC caravan park up to Monahan's roundabout. Having vehicles & or pedestrians trying to enter Caves Road will be extremely dangerous. The completion of the Caves Road bypass is required as a priority. 2. Also, I have concerns about probable increases to vehicle & pedestrian traffic along Roberts Road where there is no footpath, this despite us having to pay a contribution to the council for "footpaths" as part of our building approval to build our home? 	<ol style="list-style-type: none"> 1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities. 	<ol style="list-style-type: none"> 1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.
30	<ol style="list-style-type: none"> 1. I object to this proposal for the following reasons - Under SPP 6.1 Leeuwin Naturaliste Ridge which is still currently the statutory State Planning Policy for this area the site is identified as a Wetland Amenity Area which in -Policies- states LUS 3.30 Rural landscape & coastal reserve buffers between Abbey and Vasse, and Dunsborough and Abbey will be maintained to avoid urban sprawl and to create distinct communities. LUS 3.33 The landscape separation of Abbey, Vasse and Dunsborough will be maintained. 	<ol style="list-style-type: none"> 1. The Leeuwin-Naturaliste Sub-regional Strategy 2019 (LNSRS) was amended by the State Government in 2021 at which time the northern portion of site was identified as suitable for Urban development. The southern portion of the site was identified as 'Open Space Investigation'. The floodway area that is immediately south of the site may continue to provide a buffer between 	<ol style="list-style-type: none"> 1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.

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	<p>As SPP 6.1 has heirachy over LNSRS (which appears to have been implemented without local community consultation) I’m concerned this proposal does not reflect the intent of SPP6.1.</p> <p>2. As stated in LNSRS 1.3 Key Planning Issues – Environment - ‘The adverse impact of increased human activity along the coast on the marine environment’ and ‘Increasing competition and demand for coastal access for recreation, industry and tourism’. I have concerns over the further degradation of vegetation & dunes along Abbey foreshore (which is already under stress) from the increased human activity this proposal will bring.</p> <p>3. As stated in LNSRS 1.3 Key Planning Issues – Settlement - ‘The need to retain each settlements distinct sense of place, community and lifestyle’. I’m concerned the high density of this proposal will adversely effect the current relaxed, quiet, community feel of this area.</p> <p>4. I have concerns about the existing habitat pathway of Western Ringtail Possums being fragmented, particularly where entrance & exit roads cross the caves road reserve.</p> <p>5. I am concerned if this proposal goes ahead it will set a precedent for land at Vasse North PIA to be treated the same which will further exacerbate the issues above.</p> <p>6. I also feel the closing paragraph in Part 4 – Conclusion of the Amendment Report ‘Urbanisation of the subject area will enable the Busselton township to grow in an orderly and considered</p>	<p>Abbey and Vasse. Modification 3 to the SP is required to support LUS 3.33 of the LNSRS.</p> <p>2. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>3. The proposal is generally considered to be low density in nature. Some medium density is proposed in specific suitable locations in accordance with the City of <i>Busselton Local Planning Strategy 2019</i>.</p> <p>4. Noted. Proposed new road reserves linking the Site to Caves Road may have a significant impact on the species due to fragmentation of existing habitat linkages. Fragmentation of these linkages means to create a disjuncture between patches that affects the ability of animals to move, for example habitat trees separated by more than six metres. Referral under the EPBC Act may be required due to multiple road reserves fragmenting the habitat linkage. Modification 1 is required to minimise impacts caused by road connections.</p> <p>5. Modification 3 to the SP is required to support LUS 3.33 of the LNSRS.</p> <p>6. Noted.</p>	
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	<p>manner, while maintaining and respecting the environmental values and sense of place that are unique to the Busselton area.’ is misleading. An orderly approach to development would be to develop first those areas of land in proximity to Busselton designated and planned for such for the last 30 years where service headworks have been planned, road capacity exists and which do not conflict with specific objectives of SPP6.1.</p>		
31	<ol style="list-style-type: none"> 1. There is no way the roads can deal with the amount of traffic that will come with this development. The traffic this amount of houses will generate cannot be dealt with the infrastructure in place now. 2. The size of the blocks is ridiculous, the type of dwellings that could be erected on those blocks will bring the area down. 	<ol style="list-style-type: none"> 1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. 	<ol style="list-style-type: none"> 1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.
32	<ol style="list-style-type: none"> 1. Busselton does not have the infrastructure to cope with a further increase in population. Wildlife impacted. As a retired ED nurse, who worked at Bunbury Hospital, the number of patients who were transferred from Busselton were numerous and I fear the increase in population from this development would make this situation worse. 2. Wildlife will be heavily impacted, where will the displace kangaroo mobs go 😊Native trees will be lost when the area is cleared, leading to endangered possums losing their homes. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 4. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional 	<ol style="list-style-type: none"> 1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.

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	<p>3. Increased traffic could lead to more congestion and accidents. Fortunately we can walk to the beach from our house but have noticed the Newtown Beach area becoming more popular and with this means more cars parking along Geographe Bay Road due to no car park apart from the Boat ramp.</p> <p>4. I do realise that people need homes to live in and Busselton has a severe shortage of rentals and this development would help alleviate this problem but how many of these new homes will become Air BnB ? Living on Cambridge Estate, where there are numerous ones, we notice the increase of inhabitants during holiday times.</p>	<p>recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>5. Noted.</p>	
33	<p>1. High increase to traffic on Caves Road. 2. Loss of wildlife habitat. 3. Will become a Airbnb estate with little or no affordable housing. As stated in para 7.</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. Noted. Modification 3 to the SP is required to enhance habitat provision. 3. Noted.</p>	<p>1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>
34	<p>1. Caves Road traffic entry points from 3 roads already difficult to navigate and pull out at peak times. In it's current form this proposal, having one road entry point onto Caves Road, is dangerous in my opinion. The traffic already on Caves Road is at peak at times. I pull out onto Caves Road driving to Dunsborough for work each day & into Busselton on weekends regularly, which traffic is already bad. Let alone if</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. The proposal is supported by an Environmental Assessment and Management</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>another road is added on the opposite side of Caves Road as an entry point. Just to note the recent March long weekend I drove back from Augusta on the Monday public holiday, I could not turn right into either of the 3 road entry points to Abbey beach side due to traffic banked up from Dunsborough - traffic had to stop to let me through. It would be crazy to have another road entry to Caves Road on the opposite side in the mix of a situation with a long weekend or peak school holidays. Suggestion would be a roundabout to keep the flow of traffic going (but would also bank it up more) but may be a safer way with vehicles pulling on to Caves Road from both sides of the road. Otherwise just wait until the bypass is complete before approving a traffic intersection like this for a property development.</p> <p>2. Environmentally how is this development proceeding without an environmental impact statement? The wetlands and wildlife that is in the development area needs consideration and one would think this is required before the development is put out for public comment.</p> <p>3. Please think about how this affects the small community of Abbey. We are a small community here. The owners of the Development 'Abbey Landowners' if they live here would know the affects the traffic would have on local residents using Caves Road on a daily basis - however if they do not live here and are not regular users of Caves Road then they may not realise the impact of their development proposal.</p>	<p>Strategy (September 2022 - Emerge Associates) and was referred to the EPA for determination prior to public advertising.</p> <p>3. Noted.</p>	
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<p>34</p>	<p>1. Need more housing as the current housing isn't adequate and is seeing lots of families homeless and moving away from the area. Local business as struggling to hire people because there is nowhere for them to live.</p>	<p>1. Noted.</p>	<p>1. That the submission be noted.</p>
<p>35</p>	<p>1. Road and beach parking infrastructure does not currently exist to support the development. I am not opposed to the development in general, but council and main roads need to address a connection to the bypass via siesta park (or where possible). 2. I will support the development when infrastructure to support it has been completed. 3. Building new developments without addressing its negative impact will greatly affect the future financial stability of our shire. 4. Regional growth is happening and that's great, council are responsible for making sure this is done in a sustainable way by showing future planning skills. 5. Abbey Boat ramp will grow hugely in population and more parking along the shore and safe vehicle access through to it need to be upgraded to ensure safety of residents, pedestrians and drivers. 6. More public transport and safe bike access needs to be introduced to the region.</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. Noted. 3. Noted. 4. Noted. 5. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities. 6. The proposal includes a network of footpaths and a central higher order cycle path that will connect the development to the broader network. The Public Transport Authority did not provide comment on the proposal. A modification has been included to require the provision of additional shared paths and safe and efficient access to bus stops adjoining the SP area.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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<p>36</p>	<ol style="list-style-type: none"> 1. Already large areas of vegetation being removed for housing development in the shire. i.e. The Enclave development. Local integral wetland will be impacted by through foot/ vehicle access and local wildlife/ flora affected negatively. 2. Traffic congestion already severe during holiday season and start end of school times...Access points will make it virtually impossible and dangerous to get out. Pedestrian/cyclist access to beach side already dicey with speed limit and amount of traffic through this section. 3. Beach parking will not be adequate especially Buayanup River end. Already erosion happening due to inappropriate parking,walk throughs and natural erosion. 4. Flooding does occur at times and no amount of infill will deter it when it happens. This area is zoned Rural Conservation it should stay that. 5. The Busselton/ Vasse/ Abbey/ Marybrook/ Dunsborough environment needs large connected buffer zones not small fragmented lacking in diversity zones. 6. Housing is important but not to the detriment of the environment. That helps no one in the long term 	<ol style="list-style-type: none"> 1. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. 2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 3. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities. 4. Floodway areas have been accommodated within public open space. 5. Noted. Modification 3 to the SP is required to support LUS 3.33 of the LNSRS and to enhance habitat. 6. Noted. 	<ol style="list-style-type: none"> 1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.
<p>37</p>	<ol style="list-style-type: none"> 1. Flora and fauna destruction, development on wetlands, possum habitat loss, environmental impact, traffic congestion, noise and light pollution, access points, conservation zoning, flooding, cultural significance of the site, pedestrian safety, small lot sizes, changing the peaceful nature of the area, beach 	<ol style="list-style-type: none"> 1. Noted. 	<ol style="list-style-type: none"> 1. That the submission be noted.

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	access, parking at the beach for all of the new residents.		
38	<ol style="list-style-type: none"> 1. This proposal will negatively affect the local amenity - environmentally (immediate wetlands), socially - impact on local community and local fragile beachfront structure with the high increase in numbers using facilities/requiring inadequate infrastructure. 2. Traffic congestion - already Caves Road (Monaghan's Corner) is unable to support current usage adequately, and is seriously inadequate over high tourist-impact times. Traffic noise is negatively impacting the local community already. 3. The area is wetland sensitive and would result in significant flora and fauna destruction - no doubt there are other species as well as the endangered ringtail possum whose habitat and lives would be negatively impacted. Our coastal strip is fragile, wetland preservation is critical to the coast's wellbeing. There will also be significant negative impact on the water table. 4. Beach access/parking are already very challenging for residents - and for those who holiday in the area. 5. Pedestrian/cyclist activity in the suburb of Abbey is increasing with resultant safety concerns. 6. Whilst there is currently a housing crisis, any development of sensitive and fragile environments requires sensitive and ecologically sustainable action. 	<ol style="list-style-type: none"> 1. Noted. 2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 3. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. 4. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities. 5. Noted. Modification 1 is required to ensure that pedestrian and cyclist infrastructure is provided. 6. Noted. 	<ol style="list-style-type: none"> 1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.

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<p>39</p>	<ol style="list-style-type: none"> 1. To whom it may concern, I am writing this submission to register my disgust at the proposal to turn the Abbey area into a Perth suburban block size ghetto. 2. Apart from the area being designated as a wetland area under the State Planning Policy, the amount of R60 designated size blocks is unacceptable and portrays a money grabbing exercise by (A) the developers, and (B) the City of Busselton. 3. Planning designation for this area appears to have been altered without local community consultation, my understanding is that it has been rezoned from SSPP 6.1 which has hierarchy over LNSRS and does not reflect a wetland amenity area. 4. To allow this development to proceed in this area destroys the perception of a country town, that has attracted retirees and Sea Change people to the area. 5. If this is the response by the City of Busselton to that theory, then the residents of Abbey and the surrounding area may as well sell up and move to East Perth or Joondalup, where you can live in a treeless ghetto. 6. I would love to be convinced by the person/persons that have put forward this planning disaster, that they would be prepared to live in this crowded treeless ghetto. I am sure that when “they” moved to Busselton, they did so because they saw the relaxed lifestyle in Busselton and wanted to escape from the exact real-estate style disaster that they are proposing. 7. We as residents of the Vasse area enjoy a relaxed lifestyle, I am not opposed to “progress”, but new 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. The R60 portion of the proposal accords with the City of Busselton Local Planning Strategy 2019. 3. Noted. The State Government amended the LNSRS in 2021. 4. Noted. 5. Noted. 6. Noted. 7. Noted 8. Noted. The R60 portion of the proposal accords with the City of <i>Busselton Local Planning Strategy 2019</i>. 	<ol style="list-style-type: none"> 1. That the submission be noted.
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	<p>developments must reflect the lifestyle that we as Busselton residents have come to this area to enjoy, a community that is not crammed into boxes just because there is a money-making scheme put forward. This development if it goes ahead in its current form, it will destroy the Abbey environment, put stress on the coastal foreshore and the increase in local traffic and parking areas will require extensive redesign.</p> <p>8. Please see reason, it isn't as though we are already running out of land to build on, we are in the country, not in South Perth where people are surrounded by freeways and constant traffic congestion. The amount of R60 lot sizes proposed is not conducive to the Abbey lifestyle and environment, and the lot numbers should be reduced and made at least R20.</p>		
<p>40</p>	<p>1. INTEGRATED MOVEMENT NETWORK There should be greater connectivity between the Abbey South and Vasse North, preferably a fully integrated road network which provides convenient, safe and high-quality access for pedestrians, cyclists and cars for north-south travel. This is recommended to be a centralised road connection connecting the Primary Street in the proposed SP with the central road depicted in the Vasse North concept design. We expect that this would have been a mandatory outcome had planning for Abbey South and Vasse North been progressed within the one Structure Plan process. At the very least provision should be made for emergency vehicle access to be possible between the two landholdings, which would preserve the</p>	<p>1. SPP 6.1 requires a buffer between Vasse and Abbey, "...rural landscape and coastal reserve buffers between Abbey and Vasse.....will be maintained to avoid urban sprawl and to create distinct communities" (LUS3.30) and LUS 3.33 "The landscape separation of Abbey, Vasse and Dunsborough will be maintained." The proposal to connect Abbey South and Vasse North as suggested is directly contrary to these principles of State Planning Policy 6.1. An integrated road network and development in close proximity to the floodway would not meet this requirement.</p>	<p>1. That the submission be noted. 2. Modification 2, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>option for future connectivity. Providing this connection now will future-proof the opportunity for direct connection to the Vasse Village Centre should this be required in the future. If not incorporated now, this opportunity will be lost. The connection will also serve an important intra-local function for access in the event of an emergency in the Vasse / Abbey area. At present there are only 4 road connections across the Broadwater Nature Reserve between the Abbey, Kealy and Bovell localities, comprising Bussell Hwy, Fairway Drive (5.5 km to the east), a more circuitous route using Swamp Hen Lane (4 km to the east) or Marybrook Road (6 km to the west). The proposed connection provides an important intermediate access to the Bypass in the event that Bussell Hwy is required to be closed (refer Attachment 3). The current planning process is the only evident opportunity to secure this important connection with no other land being suitable or available for this purpose. As part of an integrated north-south road network, cycle and pedestrian access will also be provisioned which will allow direct and safe internal movements to the potential TAFE facility and the Vasse Bypass pedestrian underpass that links into the Vasse Village, both located at the southern end of Vasse North.</p> <p>2. INTEGRATED PLANNING WITH VASSE NORTH Considering the size and proximity of the two landholdings, structure planning should consider the two areas as a single, integrated planning unit, in which case the referred road connection would be</p>	<p>2. As part of its assessment of the 5 Planning Investigation Areas in the LNSRS, it was determined by the WAPC that a separate structure plan should be prepared over both the Abbey South and Vasse North precincts. This is in recognition of the different physical and environmental issues facing the two areas, and is also in recognition of the 470m (approx.) of floodplain that separates the two areas. Further, it is noted that vehicle connectivity is not one of the additional matters that the WAPC required to be considered in either structure plan.</p> <p>3. Noted. DWER are working with the proponent to finalise the LWMS. Modification 2 has been introduced to ensure that that LWMS is complainant and considers that broader drainage network.</p> <p>4. Noted.</p>	
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	<p>provided as a matter of course. Contrary to Section 1.4 of the Explanatory Report, there is no secret that planning is being actively advanced for Vasse North as an extension of the Vasse Estate. Technical reporting has been completed, and a revised Concept Plan has been prepared ahead of another joint planning session with the WAPC and the City, which would also include DWER. Subject to planning approval, Vasse North is anticipated to be the next development front of the Vasse Estate, with development commencing from 2025. Vasse North is anticipated to be developed ahead of the JV's Armstrong Precinct which has been delayed due to negotiations with Federal Environmental Regulators regarding an environmental offset for the potential removal of Western Ringtail habitat (Peppermint Trees) and Black Cockatoo breeding trees. The omission of any substantive reference to the Vasse North landholding in both the Amendment and SP documentation, as well as the City's reporting, is concerning, especially when Vasse North is similarly designated for Urban and Open Space Investigation in the LNSRS. This demonstrates that there has been inadequate consideration given to how the smaller Abbey South landholding of 30ha will integrate with the larger 60ha parcel of Vasse North. It is understandable that the Abbey South landowner group seeks to progress approval for its land expeditiously. However, considering that when developed both landholdings will form a single urban unit, the lack of integration is a significant oversight</p>		
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	<p>that should be addressed. The JV has previously met with representatives of the Abbey South landowner group to raise the issues outlined in this submission, however the submitted Structure Plan does not reflect any response to these matters. The JV is open to further discussion with the Abbey South proponents, facilitated by the City of Busselton / Department of Planning, Lands and Heritage to consider solutions to the issues raised in this submission.</p> <p>3. DRAINAGE The proposed SP (Figure 14 of Explanatory Report) depicts two drainage outlets to the JV's Lot S20 required to connect drainage from the land to the wider drainage network. There has been no material discussion between the proponent and the JV seeking an integrated solution to this issue. The current design locks in the landowners of Vasse North to the proponent's drainage solution and this cannot be guaranteed.</p> <p>4. RECOMMENDATION We recommend approval agencies convene a joint session between the proponents of Abbey South and Vasse North to ensure the matters outlined in this submission are properly considered and addressed before final decisions are made on the Abbey South rezoning and SP. This session would address: Provision of a road connection between the two landholdings, or at least the provision of emergency vehicle access as an interim solution that preserves the opportunity for future connection.</p>		
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	<p>An integrated drainage solution that has regard for the emerging design of the Vasse North land. Such other matters that arise from discussion that serve to better integrate the two landholdings to enhance local amenity, improve local environmental outcomes and future proof the area.</p>		
41	<ol style="list-style-type: none"> 1. I have concerns regarding increased traffic to an already congested area (especially during holiday times) including beach access, beach parking, pedestrian and cyclist safety. 2. Destruction of flora and fauna, possum habitat loss and destruction of wetlands 3. If the proposed development goes ahead it will destroy the "feel" of Abbey as well as put stress on the coastal foreshore. 	<ol style="list-style-type: none"> 1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. The site largely consists of cleared agricultural (pastoral) land. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Modifications 1 and 3 required to address submitter comments. 3. Noted. 	<ol style="list-style-type: none"> 1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.
42	<ol style="list-style-type: none"> 1. I am not objecting to Amendment 51 as I see it as a foregone conclusion that rezoning will eventuate. My objection is to the high density population of up to 1000 people who will occupy a site of less than 30 hectares. The Associated Precinct Plan is out of character with the larger blocks and current zoning of beachside Abbey. There is a need for housing but a much better plan which is less invasive to existing residents should be considered. The majority R20 zoning with block sizes as low as 150m2 is scary as it will impact heavily on existing residents and the 	<ol style="list-style-type: none"> 1. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points. 2. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional 	<ol style="list-style-type: none"> 1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.

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	<p>amenities available. One impact will be to devalue Real Estate in beachside Abbey as with an additional 1000 residents within 400m cramped into a 30Hectare development, it will not be the lovely suburb it is today. Busselton has had many successful developments in the past which have had larger block sizes than 150m to 400m (Country Rd and Kalgarich come to mind). These have provided new residents with the opportunity to enjoy the environment here rather than a Perth metropolitan type of sub-division.</p> <p>2. Amenities which will be heavily taxed will include beachside parking eventually requiring parking lots replace the nature reserve on the beach side of Geographe Bay Rd. The boat launching ramp will be in heavy demand and traffic movement along Caves Rd and Geographe Bay Rd will be congested.</p> <p>3. There is no approved and funded plan to go ahead with the bypass to Dunsborough in the next 5 years so to put 2 T intersections into Caves Rd for access to this proposed development is ludicrous in light of the increased traffic congestion this will cause.</p> <p>4. There is a clear lack of consideration for existing residents in this plan which would provide an opportunity for the developers to maximize profit with as many small block sizes as they can have approved, forever changing ABBEY.</p>	<p>recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>3. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>4. Noted.</p>	
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<p>43</p>	<p>1. It is completely opposite the local design of the already established Abbey and Cambridge communities. I oppose the proposal for the rezoning for the development of South Abbey on the grounds of it being not 'compatible to the natural characteristics and traditional settlement patterns of the area.' (Lewin Ridge Naturalist Strategy). The suburb of Abbey and the adjoining Cambridge, are beautiful green environments full of trees, with green lawns and lush gardens. People have chosen to live in these communities for their proximity to the coast but also for the visual and aesthetic values of these areas.</p> <p>2. They have pockets of peppy tress to provide natural homes for our possum population and other bird life. Quiet nature reserves and fantastic parks and open spaces for families.</p> <p>3. This is what Abbey South should emulate. It should not be small mass produced accommodations squeezed together to maximize profits over community. Please, if you must rezone, make it a community for the people and not a South Abbey Slum.</p>	<p>1. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p> <p>2. The design includes over 10% of the site as Public Open Space, including the retention of some existing trees.</p> <p>3. Noted.</p>	<p>1. That the submission be noted.</p>
<p>44</p>	<p>1. I have been a resident of Abbey for 12 years and a resident of the City of Busselton for 28 years. I would first like to state that I am not against the overall proposal of Abbey South & the subdivision into residential lots. However, I believe there are a number of issues that should be addressed for the current proposal of Abbey South. These issues & suggestions are outlined below.</p>	<p>1. Noted.</p> <p>2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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<p>2. Entry & Exit into Abbey South Whilst not totally against the proposal, I believe there are a number of changes that could improve the subdivision. The proposal states that the primary access to the site will be via a full movement T intersection between Locke St and Cuthbert St. A second full movement T intersection is proposed further to the east on Caves Rd. I believe this should be reconsidered based on the following: - I would expect the more frequent vehicle travel for residents would be from Abbey South to Busselton (east) and Vasse (south) for work, school and shopping. Residents may therefore be inclined to take a short-cut & use the minor Eastern entry on Caves Rd or exit via Bussell Highway (left only) & doing a U-turn at the roundabout. - Traffic on Sundays mornings and at the end of long weekends is regularly banked up west of the Caves Rd/Bussell Hwy roundabout. This could have implications for vehicles turning right along Caves Rd from Abbey South. Suggested approach: The above issues may be alleviated by moving the main intersection to align with Cuthbert St so that a roundabout or median strip (similar to Cambridge Blvd/Bussell Hwy intersection) could be utilized OR the main intersection could be onto Bussell Highway via a full T intersection or roundabout.</p> <p>3. Housing Density I believe the Council should reconsider the density of Abbey South. There are a number of subdivisions in</p>	<p>3. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p> <p>4. Noted</p> <p>5. Noted. The Leeuwin – Naturalist 2050 Cycling Strategy identifies several routes that are planned to join the site with the surrounding network. Namely the following routes are identified: Cuthbert Street (Local Route), Forth St / Buayanyup Drain (Primary Route – Constructed), Newtown Beach Road (Secondary Route), Bussell Highway (Primary Route) and Caves Road (Primary Route).</p> <p>6. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>7. Noted.</p>	
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	<p>the City of Busselton that allow smaller & more affordable housing, for example Kealy, Yalyalup and the greater Dunsborough Lakes area. Given the attractiveness of this location being close to the beach & the ability to leave some existing established vegetation, rather than making this 'just another subdivision', Abbey South could have a unique offering with a larger proportion of lots between say 600 square metres – 2,000 square metres to make it a more unique & premium offering. This could make Abbey South a point of difference to other regional suburbs where they all look similar with mostly 400-500 square metre blocks and standard project style homes.</p> <p>4. I believe higher density housing should be reserved for areas closer to main commercial areas and town centres like inner Dunsborough, Vasse & Busselton.</p> <p>5. Cycle Paths and Beach Access Thought also needs to be given to the surrounding area to the north of Abbey South. The proposal seeks to maximise the use of cycle paths. One of the main attractions of Abbey South will be its close proximity to the beach. The current plan appears to only have 2 exits to the north on Caves Rd. If the cycle paths align with these intersections, it would mean that accessing the Abbey beach would require riding along Caves Rd to Locke St, Cuthbert St or Roberts Rd. Currently there are no cycleways or footpaths on any of these roads. Consideration should be given as to upgrading paths on these roads, or join Abbey South</p>		
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	<p>up to the existing shared use path that runs alongside Buayanyup Drain.</p> <p>6. Abbey Beach Parking While Abbey South aims to encourage cycling and walking, many residents will still wish to drive to the nearest beach, being Abbey beach, due to a number of reasons eg. wanting to use kayaks, paddle boards or if they have young children. In peak periods over summer, the carparks at the mouth of Buayanyup Drain and Abbey boat ramp are already at capacity. Often they can be over capacity with cars having to park along Geographe Bay Rd. Council needs to consider the impact of Abbey South on existing infrastructure at Abbey beach. There are limited options for more car parking due to the small dune system. Possible options could include:</p> <ol style="list-style-type: none"> 1. Extension of carpark at Abbey boat ramp (however there is limited space) 2. Introduce a new car park to the west of Buayanup Drain (there is already a sand track leading to the beach here). <p>7. Council should give due consideration to the above concerns of existing Abbey residents to ensure Abbey South integrates into the existing relaxed & peaceful Abbey locality.</p>		
<p>45</p>	<p>1. These small blocks <600m devalue the area and reduce quality of life to owners. small blocks lead to houses being rented, narrow streets limited on site parking for 4 plus cars - this is evident where ever these subdivision happen</p>	<p>1. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding</p>	<p>1. That the submission be noted.</p>

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		will provide for a range of lot sizes, design typologies, and price points.	
46	<p>1. Under SPP 6.1 Leeuwin Naturaliste Ridge which is still currently the statutory State Planning Policy for this area the site is identified as a Wetland Amenity Area which in -Policies- states LUS 3.30 Rural landscape & coastal reserve buffers between Abbey and Vasse, and Dunsborough and Abbey will be maintained to avoid urban sprawl and to create distinct communities. LUS 3.33 The landscape separation of Abbey, Vasse and Dunsborough will be maintained. As SPP 6.1 has heirachy over LNSRS (which appears to have been implemented without local community consultation) I’m concerned this proposal does not reflect the intent of SPP6.1.</p> <p>2. As stated in LNSRS 1.3 Key Planning Issues – Environment - ‘The adverse impact of increased human activity along the coast on the marine environment’ and ‘Increasing competition and demandfor coastal access for recreation, industry and tourism’. I have concerns over the further degradation of vegetation & dunes along Abbey foreshore (which is already under stress) from the increased human activity this proposal will bring.</p> <p>3. As stated in LNSRS 1.3 Key Planning Issues – Settlement - ‘The need to retain each settlements distinct sense of place, community and lifestyle’. I’m concerned the high density of this proposal will adversely effect the current relaxed, quiet, community feel of this area.</p>	<p>1. The Leeuwin-Naturaliste Sub-regional Strategy 2019 (LNSRS) was amended by the State Government in 2021 at which time the northern portion of site was identified as suitable for Urban development. The southern portion of the site was identified as ‘Open Space Investigation’. The floodway area that is immediately south of the site may continue to provide a buffer between Abbey and Vasse. Modification 3 to the SP is required to support LUS 3.33 of the LNSRS.</p> <p>2. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>3. Noted. The City of Busselton has conditioned the provision of vegetated buffers to ensure appropriate visual screening and separation of development from main roads adjoining the Special Provision Area.</p> <p>4. Proposed new road reserves linking the Site to Caves Road may have a significant impact on the species due to fragmentation of existing habitat linkages. Fragmentation of these linkages means to create a disjuncture</p>	<p>1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>4. I have concerns about the existing habitat pathway of Western Ringtail Possums being fragmented, particularly where entrance & exit roads cross the caves road reserve.</p> <p>5. I am concerned if this proposal goes ahead it will set a precedent for land at Vasse North PIA to be treated the same which will further exacerbate the issues above.</p> <p>6. I also feel the closing paragraph in Part 4 – Conclusion of the Amendment Report ‘Urbanisation of the subject area will enable the Busselton township to grow in an orderly and considered manner, while maintaining and respecting the environmental values and sense of place that are unique to the Busselton area.’ is misleading. An orderly approach to development would be to develop first those areas of land in proximity to Busselton designated and planned for such for the last 30 years where service headworks have been planned, road capacity exists and which do not conflict with specific objectives of SPP6.1 (ie. Vasse, Yalyalup, Ambergate).</p>	<p>between patches that affects the ability of animals to move, for example habitat trees separated by more than six metres. Referral under the EPBC Act may be required due to multiple road reserves fragmenting the habitat linkage. Modification 1 is required to further minimise fragmentation impacts caused by road development.</p> <p>5. Noted.</p> <p>6. Noted.</p>	
<p>47</p>	<p>1. I object to the proposal to change the zoning from rural and conservation to urban development. My concerns are the huge impact it would have on native fauna and flora especially endangered ring tail possums and bandicoots that live in this area. I object to the proposal as it would destroy the habitat for endangered fauna that frequent the area such as bandicoots and ring tail possums.</p>	<p>1. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. Modification 1 is required to further minimise fragmentation impacts caused by road development.</p>	<p>1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>2. Caves road is already heavily congested and without a bypass being approved I feel this development is unsustainable.</p> <p>3. The local schools are already at capacity and can not support more students without having detrimental effects on the communities. As a long term local I fully oppose this development.</p>	<p>2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>3. The Department of Education has confirmed that sufficient capacity is available.</p>	
<p>48</p>	<p>1. The objection to the development relates predominantly to the impact of the development on:</p> <ul style="list-style-type: none"> - Adverse impacts of Traffic on the local area and reliance on future, uncommitted road amendments and improvements; - Omission of any Sustainability measures in the Structure Plan, both at a Macro and Micro (built form) level; and - Lack of clarity regarding the development density targets. Impact of the development on the Local Area. <p>2. The traffic study for Caves Road uses average traffic flows and does not address peak flows which occur during holiday season. During these periods:</p> <ul style="list-style-type: none"> a. Traffic queues along Caves Road from the Caves Road/Bussell Highway roundabout; and b. It is difficult to turn onto Caves Road from the nearby streets (particularly Roberts Road, Cuthbert Street and Locke Street). The traffic study (including acoustic study) and development entry/exit points rely on future road amendments which are not in the 5 year planning timeframe and which may never occur. It is already hazardous for 	<p>1. Noted.</p> <p>2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. An acoustic noise assessment will be undertaken prior to WAPC determination in accordance with Modification 9.</p> <p>3. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>4. The proposal provides high level staging information that will be refined at the subdivision stage.</p> <p>5. Liveable Neighbourhoods is the WAPC's operational policy for the design and</p>	<p>1. Modifications 1 and 9, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>pedestrians/cyclists/scooter riders to cross Caves Road for persons trying to access the local beach from South of Caves Road (e.g. to and from the RAC Caravan Park, to and from the walk path between Abbey and the Vasse shops). This development will increase the number of persons seeking to cross Caves Road; and</p> <p>3. The proposal does not address the potential increase in vehicles parking along Geographe Bay Road (to visit the beach). There are already issues with car parking and boat trailer parking along this section of the road, with consequent damage to the bushland and interference with pedestrian access to the beach.</p> <p>4. There does not appear to be any discussion on the staging of the construction of the development and how this may impact on the local area traffic and environment.</p> <p>5. Impact off the development on the Environment. The structure plan does not address the impact of the built form on the environment and (aprt from some “educational material) is silent on initiatives to optimise the sustainability of the development. The Structure Plan Guiding principles do not even mention Sustainable Outcomes as a design principle. The development structure plan appears to rely entirely on the regulatory framework to deliver any sustainability outcomes. Clearly this is a “lowest possible” benchmark and indicates a complete disregard for the current environmental and climate change issues dominating policy in Government. The Structure Plan does not address construction impacts</p>	<p>assessment of new (greenfield) urban areas, and provides guidance as to key considerations such as urban form, housing density, road networks, schools and public open space. The Structure Plan has been designed to meet the principles of Liveable Neighbourhoods including the urban form, road hierarchy, public open space distribution and urban water management.</p> <p>6. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p>	
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	<p>(noise, dust, waste,) nor how any of these impacts will be mitigated during construction. The Landscape Masterplan is very general and does not appear to address proposed new planting of shade trees.</p> <p>6. Development Density The structure plan provides density “estimates” but does not include an upper or a lower limit on density. There do not appear to be any indicative layouts of proposed dwelling arrangements for the development, and it is unclear whether any building envelope constraints (for apartments/grouped dwellings) are applicable.</p>		
49	<p>1. I do not support this proposal as I do not believe due diligence has been completed in regard to environmental impact, cultural significance and the impact of further development of this magnitude on the water table for the wetland area. I am very concerned regarding the re-zoning of this area and future adjacent areas in Vasse. Such a proposal will set an unacceptable precedent on land that is of significant environmental value.</p>	<p>1. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process.</p>	<p>1. That the submission be noted.</p>
50	<p>1. Development is too large, block sizes too small, density too high. There is no urgency for a development of this size with new land opening up in Vasse and Yalyalup. A scaled back version with fewer blocks of larger size would be more appropriate for the area.</p> <p>2. Conservation zones need to be prioritised and protected, not developed. No valid reason to include the conservation area in the development or change</p>	<p>1. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p> <p>2. The site largely consists of cleared agricultural (pastoral) land. The</p>	<p>1. Modification 3, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>its zoning status. If the conservation status of the land has been deemed of low value then the landowner should take responsibility for this rather than be allowed to profit from this neglect.</p> <p>3. Increase in local traffic and pressure on beachfront. Parking and access points at nearby beaches insufficient and already under pressure due to increased use and climate change. Further population increases in the immediate areas will threaten the coastline and dune habitats.</p>	<p>Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Modification 3 is required to enhance the site in accordance with SP76.</p> <p>3. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p>	
<p>51</p>	<p>1. Submission pertains to Lot 402 (12 Caves Road Abbey). Increasing permissible residential density. The Structure Plan proposes a residential density code of R60 for the subject site. The Leeuwin-Naturaliste Sub-regional Strategy and City of Busselton Local Planning Strategy both contemplate higher density in the wider region and locality. While the former describes a mixed-use development in the Abbey Planning Investigation Area, the latter contemplates increases in planned development density within urban growth areas as well as the opportunity for high density housing and tourist accommodation within and around activity centres.</p>	<p>1. Noted.</p>	<p>1. That the submission be noted. 2. Modifications 12 and 14, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>The Leeuwin-Naturaliste Sub-regional Strategy specifically talks to the low residential density and ageing housing stock in the City while noting the significant constraint of the " ... high conservation status of the Western Ring tail Possum and the need to retain its habitat". Providing an increased residential density coding of R80 would simultaneously increase residential density, provide housing diversity and typologies suited to an ageing demographic and represent a move that seeks to reduce future habitat destruction as it relates to increasing housing supply. The City's Local Planning Strategy outlines strategies to achieve objectives related to growth within the City. Of these strategies, of note is the following: ... Support other proposals for redevelopment/consolidation (including through increases in permissible residential density) in existing urban areas, or for increases in planned development density in urban growth areas, especially in close proximity to activity centres or high amenity areas, such as in coastal locations, adjacent to open space, or which are close to significant community facilities. Planning for consolidation should have regard to Special Character Areas, amenity, streetscape and Western Ringtail Possum habitat. [emphasis added]</p> <p>2. Increases in permissible density are suggested at suitable sites. Evidently, the subject site complies with the site characteristics outlined as:</p> <p>1. The subject site is in an urban growth area;</p>	<p>2. Noted. The proposed coding of Lot 402 as R60 is considered to strike the most appropriate balance between intensification as per the City of Busselton Local Planning Strategy (2019), the existing amenity and</p>	
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	<p>2. Designated to be a Local Centre, opposite the Monaghans Local Centre and in close proximity to the Vasse Activity Centre;</p> <p>3. In an area of high amenity, in a coastal location; and</p> <p>4. Adjacent to the proposed public open space (POS).</p> <p>Furthermore, the subject site's prominent corner location and access to both Caves Road and Bussell Highway complement mixed-use development of a greater density. Increasing the residential density coding of the subject site to R80 will result in development being considered under Residential Design Codes (R-Codes) Volume 2. Under Volume 2 of the R-Codes, primary planning controls are more conducive to mixed-use development, as envisaged by the Structure Plan and relevant strategic documents. Volume 2 is also considered to be a superior instrument to consider elements related to design quality, environmental sustainability, internal amenity and public domain interface. Section 3.8.1 Part 2 of the proposed Structure Plan also refers to the planned regional road linking Vasse to Dunsborough (VOL). Outlined here is that Main Roads Western Australia has forecasted a reduction in the order of 80% as it relates to vehicles per day using Caves Road. The planned VOL is conducive to increased permissible density at the subject site.</p> <p>3. Removal of the requirement for a Local Development Plan. Section 8 Part 1 of the proposed Structure Plan requires a Local Development Plan (LOP) to be</p>	<p>character of the area, and the unresolved access constraints associated with the site. Accordingly, R80 is not supported.</p> <p>3. Not supported. Local Development Plans (LDPs) are required to be prepared and implemented pursuant to Part 6 of Schedule</p>	
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<p>prepared for any lot zoned Local Centre. The subject site is the only lot within the Structure Plan area designated Local Centre. The requirement of an LDP at the subject site is unjustified and unwarranted. An LOP is typically prepared to coordinate design and development and assist in achieving better built-form outcomes on constrained lots. Firstly, the subject site adjoins road reserves to the north and east, while adjoining future POS to the south. The only adjoining site with development potential is proposed Lot 21 which has direct road frontage to be used for access. There is therefore no need to coordinate development of the two adjoining lots as this is already readily addressed by the R-Codes and relevant local planning policies. Secondly, an LDP for a single site, in single ownership is a redundant planning instrument. An LOP, if implemented at the subject site, would require the decision maker to make judgements on the design of a building with less information than would be contained in a typical development application. The requirement for an LOP at the subject site is an unnecessary additional layer of planning assessment that would ultimately serve no purpose in the consideration of any development proposal. On this basis, we contend that the requirement of an LOP for the subject site by the proposed Structure Plan is unjustified. Schedule 2 Part 6 cl. 56, of the Planning and Development Regulations - Deemed Provisions allows for the approval of development applications in the absence of an LDP if the decision maker is satisfied that:</p>	<p>2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> for lots comprising one or more of the following site attributes:</p> <ul style="list-style-type: none"> - Lots zoned Local Centre; - Lots with rear-loaded (laneway) vehicle access; - Lots that propose grouped or multiple dwelling development; - Lots with direct boundary frontage (primary or secondary) to an area of POS; - Lots located within an area with a density coding of R10; - Lots that are deemed to be affected by road noise. <p>Lot 402 has four of the above attributes, and is also subject to SP76, which requires an LDP to address:</p> <ul style="list-style-type: none"> - Location of car parking, pedestrian access and vehicular/service access areas for development where adjacent or located on Lot 402; - Amenity of the locality and surrounds; and Landscape values and visual management considerations. <p>A modification to LDP requirement proposed under Special Provision 76 number 3 (ii) is supported (as detailed in Attachment G). It is considered that the intent of this provision is adequately addressed in the SP.</p>	
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	<p>a) The proposed development does not conflict with the principles of orderly and proper planning; and</p> <p>b) The proposed development would not prejudice the overall development potential of the area. Imposing the requirement of an LOP at the subject site incurs our client unwarranted financial losses and does not reflect proper and orderly planning. Allow for additional permissible uses and minimise constraints</p> <p>Pursuant to the City's Local Planning Scheme No. 21 (LPS21), the objectives of the 'Local Centre' zone are:</p> <p>a) To provide for development at a scale sufficient to serve the Centre's catchment, but not detract from the commercial primacy of the Regional Centre and Centre zones.</p> <p>b) Providing for limited expansion of existing smaller centres to ensure access to services at a local level and building neighbourhood identity.</p> <p>c) To ensure that development provides for activation of the street and public spaces, high-quality design and a variety of land uses.</p> <p>4. With respect to these objectives, and to encourage vibrant and successful activity centres that can adapt and respond to market demands, it is important not to unduly restrict the range of uses that may be contemplated in the Local Centre.</p> <p>We request that 'Aged Persons' Home' be included as a permissible use at the subject site. By providing for aged care uses at the subject site the proposed structure plan would better align with both the</p>	<p>4. Supported. Provision of aged care accommodation accords with City of Busselton Local Planning Strategy (2019). Modification 12 recommended to include the following additional "A" uses over Lot 402, Caves Road Abbey WA:</p> <ul style="list-style-type: none"> - Residential aged care facility. - Independent living complex. 	
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	<p>Leeuwin-Naturaliste Sub-Regional Strategy and City's Local Planning Strategy, both of which denote the City's ageing demographic. The subject site's higher density, proximity to shops and services, POS and public transport is also conducive to aged care uses. Permitting aged care uses also allows for the possibility of an agglomeration of related uses such as a medical centre, consulting rooms and cafe - all of which are permissible uses within the Local Centre.</p> <p>5. Section 4.3 Part 2 of the proposed Structure Plan limits retail floor space (RFA) within the proposed Local Centre zone to not more than 300m² gross floor area. The justification for this is to protect the existing Local Centre - 'Monaghans Corner' from being compromised. Our client, the soon to be registered proprietor of the subject site, is also the registered proprietor of Lot 34 (20) Monaghans Way, Abbey (Monaghans Corner). As the City is aware, redevelopment of Monaghans Corner is currently being progressed, and is likely to commence in the near future. The local community, Elected Members and City officers, have made clear their strong desire for the continuation of the existing local businesses, during and following redevelopment. Ideally, the subject site may potentially accommodate those existing businesses, on a temporary or permanent basis, that are displaced by the redevelopment of Monaghans Corner. Furthermore, the Productivity Commission's report on the 'Economic Structure and performance of the Australian Retail Industry' found that with respect to prescriptive local planning</p>	<p>5. Not supported. The City of Busselton Local Planning Strategy (2019) requires that the amount of shop retail floorspace shall be determined by more detailed planning processes and following retail sustainability analysis. Additionally, the site has substantial access constraints and expansion of GFA is opposed by MRWA. Accordingly, any increase in floor space would need to be considered at the LDP / Development Application stage and must be supported by a retail sustainability analysis.</p>	
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	<p>restrictions on retailers: To meet evolving product market requirements, store formats must also be allowed to adapt. Restrictions on store formats impact on a retailer's ability to adapt to new competition and changing consumer preferences within the market.1 State Planning Policy 4.2 Activity Centres (SPP4.2) entertains an RFA threshold of 1,000m² for a Local Centre, while draft SPP4.2 entertains an RFA threshold of 1,500m² in consideration of this, our client's interests and intent, we request that the limit on retail floor space is increased to a modest 1,000m². Our requests as they relate to additional permissible uses and minimising planning constraints align with the objectives of the Local Centre zone pursuant to LPS21. The subject site will complement the existing Local Centre at Monaghans Corner while not detracting from larger Centres and Regional Centres in Vasse, Dunsborough and Busselton.</p> <p>6. OTHER CONSIDERATIONS Management of public open space The proposed structure plan includes a Bushfire Management Plan (BMP) prepared by Emerge Associates. The BM P includes a bushfire attack level (BAL) assessment criterion that assumes no ongoing management of POS for bushfire purposes. Under this assumption, a portion of the subject site is classified BAL- FZ. By requiring a bushfire buffer at the subject site, the City is abrogating its responsibility to manage</p>	<p>6. Noted. It is considered that the LDP is the appropriate mechanism to address the bushfire matters relating to Lot 402.</p>	
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	<p>bushfire risk and placing the onus for bushfire management solely on the owners of affected lots. We expect that the City will maintain any POS within the structure plan for bushfire purposes negating any bushfire impacts on the subject site due to the location of the proposed POS.</p> <p>7. CONCLUDING REMARKS</p> <p>Once again, on behalf of our clients, we would like to confirm our 'in principle' support for the proposed Structure Plan and associated Scheme Amendment. We respectfully request the City considers our recommendations as they relate to Lot 402 (12) Caves Road, Abbey. These recommendations are that:</p> <ol style="list-style-type: none">1. The residential density coding of the subject site be increased to R80;2. The requirement of an LDP for the subject site be removed;3. Aged care uses be permitted at the subject site;4. Increase the RFA limit; and5. The City commits to ensure proper bushfire management of any proposed POS.	<p>7. Noted.</p>	
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<p>52</p>	<ol style="list-style-type: none"> 1. Objection: Lack of consideration of environment, cultural heritage, pressure on local infrastructure, impacts on Abbey beach. 2. Lack of transparency as to developers. There was no discussion about investigation into culturally significant areas which is a gap in the proposal. 3. I am concerned the proposal impacts a Rural and Conversation zone by rezoning it. There is no EPA report on the consequence for wetland and native fauna and flora, this needs to be undertaken to ensure any development has strict guidelines for protection. 4. The proposal is too high density for the area, whilst housing is an issue, the area is already experiencing extremely high growth and the infrastructure is already straining under the load. Modelling on average traffic flows fails to take into account the mayhem that already occurs in the area on any holiday weekend, peak load on infrastructure needs to be considered. Travelling East or North from the subdivision will require a right hand turn which will be impossible in peak traffic. 5. There is a lack of transparency as to who is doing the development, who is "The Abbey Landholder Group" and are there any real or apparent conflicts of interests for scheme decision makers? 	<ol style="list-style-type: none"> 1. Noted. 2. A portion of an 'Other Heritage Place' (ID 5337) is mapped as extending into the western portion of the site. This feature is described as 'skeletal material/burial' and is likely to be associated with the drain further to the west (supported by information provided in the Buayanyup River Action Plan (Geographe Catchment Council 2010)) where the Aboriginal site is described as being associated with the drain. The EPA recommends appropriate consultation, investigation and relevant management plans be undertaken prior to subsequent stages of planning to address potential impacts to Aboriginal heritage values. This was not deemed necessary at structure plan stage and will be further considered as part of subdivision stage. Newtown House (associated with Amelia Park Lodge) is located immediately south of the site, and is identified as having local heritage value. It will not be impacted by development within the site. 3. The proposal is supported by an Environmental Assessment and Management Strategy (September 2022 - Emerge Associates) and was referred to the EPA for determination prior to public advertising. The Environmental Assessment found that the majority of the Structure Plan area is capable 	<ol style="list-style-type: none"> 1. Modifications 1, 3 and 9, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.
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		<p>of urban development, subject to floodway areas being provided as public open space.</p> <p>4. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p> <p>5. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. An acoustic noise assessment will be undertaken prior to WAPC determination in accordance with Modification 9.</p> <p>6. The Abbey landowner group is comprised of private individuals that own the land in the structure plan area. The City of Busselton has no conflict of interest.</p>	
<p>53</p>	<p>1. Object: insufficient study work and pressure on Abbey Beach. The study seems to lack any reference to sustainability and environment. What will be the impact on ringtail possums, other fauna and flora. How will this wetlands be impacted and what areas of cultural heritage significance for the Wadandi people will be impacted? Whilst we acknowledge that housing is a concern our area has and continues to see huge growth.</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. An acoustic noise assessment will be undertaken prior to WAPC determination in accordance with Modification 9.</p>	<p>1. Modifications 1 and 9, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>2. The infrastructure to reflect that growth is not in place and any holiday weekend already turns Caves Rd and Monaghan's corners into grid lock, adding three more intersections and highly dense population with no alternative route is going to cause major distress for the local population. The bypass road isn't in the 5 year budget so until the bypass is built the development will be diabolical for locals. Who are "The Abbey Landholder Group", they have commissioned the report and the lack of transparency as to who parties that will benefit from the development raises concerns about conflict of interest with decision makers. Abbey Beach is already under major pressure with parking, pedestrian traffic through the narrow native vegetation corridor (which is all the holds back the winter storms from Geographe Bay road) and traffic congestion. There is no consideration of that in the report.</p>	<p>2. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>3. The proposal provides high level staging information that will be refined at the subdivision stage.</p> <p>4. Liveable Neighbourhoods is the WAPC's operational policy for the design and assessment of new (greenfield) urban areas, and provides guidance as to key considerations such as urban form, housing density, road networks, schools and public open space. The Structure Plan has been designed to meet the principles of Liveable Neighbourhoods including the urban form, road hierarchy, public open space distribution and urban water management.</p> <p>5. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p>	
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<p>54</p>	<ol style="list-style-type: none"> 1. It's a wetland area. 2. The road infrastructure isn't there. It's so busy there already. 3. Can the schools even have further input. They are bursting already. So many more to list. 4. The entire southwest needs to sort infrastructure first before more developments. 5. Also these blocks are way to small. 	<ol style="list-style-type: none"> 1. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. Modification 3 is required to provide a buffer around the floodway. 2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 3. The Department of Education has confirmed that sufficient capacity exists. 4. Noted. 5. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points. 	<ol style="list-style-type: none"> 1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.
<p>55</p>	<ol style="list-style-type: none"> 1. Lots 4 and 12 are parkland cleared (Figure 2) with mature Peppermint trees present. These trees are habitat for the endangered Ringtail Possum which is a threatened species under State and Commonwealth legislation. In Western Australia the species is listed as Critically Endangered fauna under the Biodiversity Conservation Act 2016. It is incumbent upon the City to proactively protect their habitat and to strongly discourage clearing and destruction. The southern 	<ol style="list-style-type: none"> 1. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through 	<ol style="list-style-type: none"> 1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.

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	<p>end of Lot 4 is low lying and prone to seasonal inundation. It is a Conservation Zone of the SCA (Wetland and Floodway Special Control Area). The WAPC have indicated this Conservation listed area and public open space warrants investigation for possible suitability as part of the Strategy Plan. Due to seasonal inundation and in the present climate of change this area should be considered as unsuitable for urban dwellings and should be retained as an environmental amenity and habitat into the future. I note that the Local Planning Scheme 21 scheme amendment removes the Landscape Value Special Control Area from the Structure Plan. It is my opinion that this amendment should be revoked and the Landscape Value SCA be reinstated. Figure 4. Current existing strip vegetation between the lots, and road verge screening vegetation, should be retained in its current state to provide habitat corridors for wildlife, shade, erosion mitigation, maintenance of soil health and a pleasant visual vista for locals and visitors alike.</p> <p>2. The Structure Plan Guiding Principles state that this application be landscape-led, maintain a buffer on Caves Road, be a pedestrian friendly neighbourhood, provide appropriate and safe vehicle and pedestrian egress, address the ability of people to cross from the development to Monaghans Corner to the existing shops and the beach. Minimise disruption to regional networks, i.e. traffic leaving and entering the development onto Caves Road (carrying increased traffic especially from the west as Dunsborough</p>	<p>the standard subdivision process. Proposed new road reserves linking the Site to Caves Road may have a significant impact on the species due to fragmentation of existing habitat linkages. Fragmentation of these linkages means to create a disjuncture between patches that affects the ability of animals to move, for example habitat trees separated by more than six metres. Referral under the EPBC Act may be required due to multiple road reserves fragmenting the habitat linkage. Modifications 1 and 3 are required to meet the requirements of SPA 76 with regard to the provision of buffers and enhancement of the site.</p> <p>2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. Traffic modelling demonstrates the Vasse Dunsborough Link is not required to facilitate the proposal.</p> <p>3. Noted.</p> <p>4. Noted.</p>	
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	<p>opens up new housing developments and acquires high rise residential and visitor developments in the near future). Concerted efforts need to be put in place by the City of Busselton to pressure Main Roads to budget for the Vasse-Dunsborough Link be built in the immediate future.</p> <p>3. It is my deep wish should this development become a Development Application, that the Developers consider seriously and genuinely the aspirations listed in the Structure Plan Guiding Principles. It is time for developers to be encouraged (pressured) to consider a wider range of key factors that take into account not only a one off profit benefit, but ongoing benefit for the environment and a place in which people can thrive. Plan and build homes, not houses for profit.</p> <p>4. 'Agile Planning for the New Urban' – these are words from an old and dying paradigm - a 21st century outdated mantra for this re-zoning of land and possible development. And they fool no one. Yes, there is a need for more housing: varying block sizes that allow for shade trees to be preserved where they already exist room for new plantings and block sizes that address different living/family configurations. Affordable housing and renting opportunities for itinerant workers, young people coming into the market and social housing. I believe we have an opportunity at this point in human affairs to steer away from the old paradigms of greed, development and progress at all costs, and take stock of where this trajectory has landed the globe. Time</p>		
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	<p>to rejig the definition of ‘progress’, ditch the greed that was enshrined in the ‘80s, and design urban spaces with an intelligence that encompasses the whole and creates environments that foster human health, well-being and harmony; allowing all that sustains us to flourish.</p>		
<p>56</p>	<p>1. The Caves Rd west entry and exit. As members of the community, you know that Caves Rd during normal days (work hours) can be hazardous trying to get in or cross over to the other lane. When you add in holidays, weekends, special events, etc...it is next to impossible to get across. Adding the proposed entry/exit between Cuthbert St and Locke St will exacerbate the possibilities of serious traffic accidents. Recommendations: - Change the proposed west side Caves Rd entry/exit point to a left in/left out intersection. Use the ‘T’ intersection further to the east on Caves Rd as the full movement ‘T’ intersection. - Caves Rd has more congestion than the Bussell Highway, make that entry into a full movement ‘T’ intersection in conjunction with recommendation above. - Another option is to take out the west Caves Rd entry/exit all together. Cambridge housing area has limited entry/exit points so a precedent as been set for the area. - Alternatively, if the intersection is approved as is, to mitigate possible accidents create a green zone at the end of Cuthbert St (just like Forth St to the west and</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. Traffic modelling demonstrates the Vasse Dunsborough Link is not required to facilitate the proposal. 2. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points. 3. Noted. Public Open Space quantity and distribution has been provided for in accordance with Liveable Neighbourhoods planning requirements. 4. Noted. The City of Busselton significant growth potential over the medium and long term in terms of land and resource availability. 5. Noted.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>Harnett St to the east). Residents will have to use safer roads coming in and out but should reduce the possibility of accidents with 3 roads entering Caves Rd in such close proximity.</p> <ul style="list-style-type: none">- Additionally build, not plan the Vasse-Dunsborough link. <p>2. Residential block sizes. I know that the WAPC Planning Investigation Area (PIA) took into consideration the Local Planning Strategy 2019 and the Leeuwin-Naturaliste Sub-regional Strategy 2019, “The Abbey PIA is well suited to more intensive forms of Urban development....adequate supply of affordable land, promoting a variety of housing choice remains available...” Need to take into consideration that the established Abbey community across Caves Rd doesn’t have R60 block sizes.</p> <p>Recommendation:</p> <ul style="list-style-type: none">- Change proposal to have minimum block sizes of R30. Second and third order of effects are less traffic, less carbon emissions, less building material needed, more green space around homes, etc..This change to the development will be more in line with the established community blocks sizes. <p>3. Public Open Spaces (POS) is a great plan and is much needed in designing a new community. Meeting the core principles of being connected, multi-functional, environmentally responsive, respectful, accessible, and equitable might not check off all the blocks in this case. Looking at the POS diagram, most green zones are toward the middle and west of the development. Only two POS are in the east sectors</p>		
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	<p>with no other green spaces planned. The current plan does not meet the principles of being accessible or equitable.</p> <p>Recommendations:</p> <ul style="list-style-type: none">- Add a green corridor and/or additional park like area on the east side.- Reduce the number of blocks (R30) in the community to have more POS's.- Lumping this recommendation into green spaces, I know that the outer space on Caves Rd is to be kept as buffer. It has peppy trees for the Ring Tail Possum (not a fan but wife is). Recommend adding additional peppy trees especially along the eastern side on Caves Rd (help create a wider buffer) and within the planned POS's to provide habitat for the endangered possum.- Have the developers as part of the homeowners agreement that only native trees and bushes indigenous to the area are to be planted. This will reduce the amount of watering required and attract the local fauna. <p>4. This is just one of several planned housing developments within Busselton area. I know there is Local Planning Strategy 2019, Leeuwin-Naturaliste Sub-region Strategy 2019, Strategic Community Plan 2021-2031 and sure there is more documents to reference. Planning for communities is great but can city really absorb the population growth as projected in the Strategic Community Plan.</p>		
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	<p>5. Recommendations:</p> <ul style="list-style-type: none"> - a. Reassess the approved developments and ensure the Community Infrastructure can support the growth. - b. Reassess the current priorities that will have to support the growth (Vasse-Dunsborough link, public school capacity at all levels (not just the Ambergate North and Dunsborough future high schools), Utilities and infrastructure etc...Not everything can be built without increasing capacity (I know, preaching the choir). - c. From an Abbey resident, I didn't see any plans on improvements of the Abbey foreshore and boat ramp in order to handle the additional future traffic. Are there plans that I missed? I know the urban sprawl is inevitable and this area is highly sought after. 		
<p>57</p>	<ol style="list-style-type: none"> 1. Monahans roundabout can't cope with extra traffic/it struggles now; Any proposed alteration to R/about would impact our property. Any proposed changes to the Monahans Roundabout with the removal of any of the tree buffer zone will impact us hugely as we are the closest point to the roundabout and noise and lighting will be a problem to us. 2. Objection to the reclassing land to residential as there will be too many houses in the proposed area. Overcrowding will occur. 3. Lack of beach access and parking. The extra volume of residents will put a huge amount of pressure on the forshore, no parking or access points. Pedestrian 	<ol style="list-style-type: none"> 1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. Noted. 3. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately 	<ol style="list-style-type: none"> 1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.

Attachment E – Schedule of Public Submissions

PROPOSAL: ABBEY SOUTH STRUCTURE PLAN AND ASSOCIATED AMENDMENT NO. 55 TO LOCAL PLANNING SCHEME NO. 21

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	<p>crossing from development to the beach will be very dangerous.</p> <p>4. Lack of schooling in the area will put a huge stress on infrastructure and existing facilities.</p> <p>5. Wifi in our area is not terrific so the proposed extra 400 houses and 900 people would make it near on impossible to get any service.</p>	<p>provide additional capacity and reduce pressure on existing facilities.</p> <p>4. The Department of Education has confirmed that sufficient capacity exists.</p> <p>5. Noted.</p>	
58	<p>1. I support this so that others may enjoy the area of Abbey. Development will bring other needed amenities to the Abbey area which are needed as the area grows.</p>	<p>1. Noted.</p>	<p>1. That the submission be noted.</p>
59	<p>1. This sub-division and it's associated infrastructure can be successful and blend harmoniously with the current surrounding neighborhood, environment and facilities. There are other areas along Bussell Hwy much more suitable, such as the old drive-ins. I have grave concerns regarding traffic congestion, speed limits, access points, noise and light pollution, flora and fauna destruction, possum habitat loss, conservation zoning, waterlogging, flooding, wetland preservation, cultural significance of the site, beach access, beach parking, pedestrian and cyclist safety, small lot sizes, lack of local infrastructure, environmental impact, coastal inundation, as well as changes to the peaceful nature of the Abbey area.</p> <p>2. Currently we have "hooning" activity in the area at any time of day, and particularly on Geographe Bay Road, this will no doubt increase and will be a real danger to the increased numbers that will be using the area daily. There is no room along the foreshore for added parking for beach users so this will be a</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>2. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process.</p> <p>3. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional</p>	<p>1. Modifications 1, 2 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>major problem and could lead to damage to our "dune" system which protects all of the area from the high water levels we see during the winter months, not too mention sea level rises we continually hear about as a result of climate change.</p>	<p>recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>4. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p>	
<p>60</p>	<p>1. I oppose the Abbey South Structure Plan No 55 as it is not in the best interest of the residents of Abbey the greater Busselton area and is inherently flawed in so many ways.</p> <p>2. Firstly, as it has already been mentioned and documented on the items for debate under Major Roads, the increase in traffic directly related to the proposed new development WILL cause. Increased traffic which will cause increased traffic accidents and very likely possible resulting loss of life or limbs. There has been much research and it doesn't take an expert to understand the cause and effect of having high traffic flow in built up areas will cause traffic accidents. The proposed one main exit road leading out of the development onto caves rd is in a very high traffic area, especially during summer, holidays, weekends etc. The residents who will be mostly impacted are the ones living across from there on caves road, Cuthbert St and Locke St. There is a lot of young families with young children in the area and</p>	<p>1. Noted.</p> <p>2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>3. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Proposed new road reserves linking the Site to Caves Road may have a significant impact on the species due to fragmentation of existing</p>	<p>1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>their parents’ concerns are very justified. As already mentioned in the items for debate under Major Roads, “Caves Road and Busselton Highway are major roads” The roads form significant barriers to the SAFE and EFFICIENT MOVEMENT of pedestrians and cyclists to and from the site. THIS WILL CONTINUE TO WORSEN over time given the SIGNIFICANT ADDITIONAL DEMAND that will be generated following development of the site.”</p> <p>3. Second major flaw is the completely understated and underestimated effect from an Environmental stand. The project proposes to change the conservation and rural titles of the land to deem it Urban Development. Under the Busselton Councils own Climate Change portfolio it states, “The City of Busselton is committed to reducing its greenhouse emissions and managing the impacts of climate change, We recognise the ecological, social and cultural importance of wetlands and waterways”. I don’t think anyone can deny the fact that bulldozing down over 45h of rural and wetlands and filling it with over 400 houses is going to put a big burden on the environment. The area needs to be preserved back to its natural state as much as possible to help combat climate change. Parts of it are still habitat to much native flora and fauna and if the Busselton Council are serious about Climate Change measures then the very minimum would be to keep all of the wetland area titled as Conservation and to insure a very large buffer zone is extended around it and as the EPA, ..”suggested planting native plants</p>	<p>habitat linkages. Fragmentation of these linkages means to create a disjuncture between patches that affects the ability of animals to move, for example habitat trees separated by more than six metres. Referral under the EPBC Act may be required due to multiple road reserves fragmenting the habitat linkage. Modifications 1 and 3 are required to ensure that the SP complies with the requirements of SP76.</p> <p>4. Local infrastructure capacity is sufficient to accommodate the proposed development.</p> <p>5. No measures are proposed for noise amelioration for existing properties outside of the Structure Plan area.</p> <p>6. Noted.</p>	
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	<p>indigenous to that particular area, making green pathway, providing canopy connectivity , even such use as rope bridges for the native wildlife.”, especially our endangered Western Ringtail Possums.</p> <p>4. Thirdly the proposed up to 400 houses can be calculated easily as to an extra 800 residents in Abbey area. Is the infrastructure in place to accommodate them? We already know the roads aren't and there will be accidents as a direct result of that. We know that the local schools are already at capacity, we know that fresh, clean, and safe water is already an issue. We know that the beaches are already eroding and the 800 + extra visitors with boats and Jet Ski and fishing are going to be a detrimental to the fragile underwater ecosystems.</p> <p>5. There are multiple mentions of building Quiet houses to help buffer the noise. So, what about the residents already living in the area? What measures are being planned to help us sleep at night? This proposed subdivision will have a detrimental impact on the lives of all the current residents' beach side of caves roads. It will cause traffic to worsen to a level that could easily cause physical harm to our lives, homes and environment and the increase in noise will disturb our peace, rest and sleep in our own homes.</p> <p>6. Summarising, we do not want to turn green spaces into concrete jungles. We do not want our idyllic beach side community turned into a suburban sprawl and with all the noise and angst that causes but most importantly we want to feel safe, and we want the children to be safe from traffic accidents and</p>		
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	<p>roadside trauma. I oppose the Abbey South Structure Plan No 55 as it is not in the best interest of the residents of Abbey the greater Busselton area and is inherently flawed in so many ways.</p>		
61	<p>1. Excellent use of urban infill. Close to amenities and natural attractions. Should not impact local traffic in any way and will be well serviced by the surrounding retail precincts, schools and ancillary services.</p>	<p>1. Noted.</p>	<p>1. That the submission be noted.</p>
62	<p>1. Traffic on Caves Road and Bussell Highway bordering the proposed development is already congested, dangerous. The speed limit is too high on Caves Road making it very hard to enter the line of traffic from my address. Complete Vasse Duns Bypass first pretty obviously green and not red is behind Abbey South project. Its way ahead of its time and should not be attempted before Vasse Dunsborough bypass has gone and existing infrastructure has been added to in order to catch up with the massive population increase the area has already taken place in Vasse, Cambridge, Broadwater.</p> <p>2. Do your job, listen to and implement the will of the community, not the developers... I am writing to express my concerns about the new sub-division being proposed to be built across the road on Caves Road, Abbey. While I understand the need for development and growth in our community, I am particularly concerned about the intended intersections that are planned to impact Caves Rd and Bussell Hwy.</p> <p>3. As you are likely aware Caves Rd and Bussell Hwy are already heavily trafficked roads, particularly during</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also enable the safe and efficient crossing of Caves Road and Bussell Highway. Traffic modelling demonstrates the Vasse Dunsborough Link is not required to facilitate the proposal.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>peak hours. The addition of several new intersections that will be entering and exiting the roads will only exacerbate this problem. I believe that these intersections will cause significant delays and pose a serious safety risk to drivers, cyclists and pedestrians.</p> <p>4. Furthermore the increased traffic from the new subdivision will only add to congestion on Caves Rd and Bussell Hwy reaching well beyond the localised Abbey area. This will impact not only on those who live in the new development but also those who live and work in the surrounding areas.</p> <p>I strongly urge you to reconsider the planned intersections and instead explore alternative solutions that would minimize the impact on Caves Road and Bussell Hwy. This might include creating alternative access points that do not involve Caves Rd and Bussell Hwy.</p> <p>5. There is no reference in the Abbey South Precinct Structure Plan of Main Roads Department monitoring of traffic on Caves Rd or Bussell Highway in Abbey being conducted.</p> <p>6. To the residents who reside in the Abbey area, it is obvious that the extra traffic load created by the above mentioned development would bring Caves Road and Bussell Highway to a unsustainable traffic flow and should not be attempted until the Vasse / Dunsborough bypass is completed.</p> <p>7. The other surrounding community infrastructure in Abbey and Vasse are already under significant pressure, ie; safe predestrian crossings, schools, sports grounds, beach parking and fragile coastal</p>		
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	<p>foreshore access. It would seem appropriate to be able to demonstrate future planning in these areas before attempting to increase the current population by the approximate 1000 people mentioned in the Abbey South Precinct Structure Plan.</p>		
<p>63</p>	<ol style="list-style-type: none"> 1. I am writing to express my strong opposition to the proposed housing development on Caves Road, Abbey South, for several reasons. Firstly, the current main roads infrastructure is unsuitable to support the increased traffic that would result from this development. The proposed development would lead to congestion on the already busy main roads and would pose a significant risk to the safety of pedestrians, cyclists, and motorists. The proposed entry road into the development that is west of Monaghans corner is asking for accidents. Will the council stand by and allow main roads to approve this? If so, councillors will have blood on their hands when fatalities occur. 2. Secondly, the density zoning proposed for the development is inappropriate for the surrounding area. The proposed density of R60 housing is much higher than the current residential zoning in the area, mostly R15. This would negatively impact the character and amenity of the neighbourhood. Additionally, the proposed development would place a burden on the existing infrastructure and services, including schools, healthcare facilities, and public transportation. R60 zoning is appropriate in the Vasse area where the roads have been built for volume, there are more appropriate shopping facilities and 	<ol style="list-style-type: none"> 1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points. A small portion of the site is coded R60 which is in accordance with the City of Busselton Local Planning Strategy 2019. 3. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Proposed 	<ol style="list-style-type: none"> 1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.

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	<p>higher demand for medium density housing in the well-serviced area.</p> <p>3. Finally, there are significant environmental concerns associated with the proposed development. The proposed site is home to several endangered species, including western ringtail possums and the development would result in the destruction of their natural habitat. This would have a devastating impact on the local ecosystem and biodiversity. It is the year 2023. Look at the state of the world and the environment. Do we really have to argue whether to destroy mature trees? It is a no-brainer. The council should be leading the way and say yes to the development with strict guidelines of ways to retain every mature tree on the property. It is absolutely appalling that the council would even consider allowing the removal of mature peppermint trees given the state of the global environment, not to mention the local environment and dwindling possum population.</p> <p>4. In conclusion, I urge you to reconsider the proposed housing development at Abbey South. The unsuitable main roads infrastructure, inappropriate density zoning, and significant environmental concerns associated with the development make it unsuitable for the area. I implore you to take these concerns into account and make a decision that is in the best interest of the community and the environment.</p>	<p>new road reserves linking the Site to Caves Road may have a significant impact on the species due to fragmentation of existing habitat linkages. Fragmentation of these linkages means to create a disjuncture between patches that affects the ability of animals to move, for example habitat trees separated by more than six metres. Referral under the EPBC Act may be required due to multiple road reserves fragmenting the habitat linkage. Modifications 1 and 3 are required to ensure that the SP complies with the requirements of SP76.</p> <p>4. Noted.</p>	
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<p>64</p>	<ol style="list-style-type: none"> 1. My name is Anja and I am 10 years old. I am writing to tell you that I don't want the housing development in my neighborhood. I think it's a bad idea, and I want to tell you why. 2. Firstly, the work trucks will make a lot of noise and dust, and it will be hard for me to play outside or concentrate on my homework. I think it will be dangerous too, with all the big trucks driving around. My friends and I will have to be careful not to get hurt. 3. Secondly, more houses will mean more people in my neighborhood, which is already busy. There won't be enough space for everyone to play or park their cars, and the roads will be too crowded. I'm worried that my friends won't be able to come over to play anymore because their parents won't let them cross the road because it will be too dangerous. 4. Lastly, I'm worried about the animals that live in the area. They will lose their homes if they cut down all the trees, and they won't have anywhere to go. I love seeing birds, possums, and kangaroos in my backyard, and I don't want them to die. 5. I hope you will listen to me. I am only ten but what you are doing now will mean that when I grow up, I won't be able to see a possum living in the wild. I am learning in school that it is very important to protect the environment for the future generations and that is why I am writing to you. Thank you for reading my letter. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. Sufficient roads footpaths, parking, and public open space are provided within the new development. 4. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. 5. Noted. 	<ol style="list-style-type: none"> 1. That the submission be noted.
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<p>65</p>	<ol style="list-style-type: none"> 1. I do not support the above Development in its current Plan / Design. Housing blocks of R20 = R40 is not appropriate or needed in the Abbey South area, and best left to inner city developments. The Busselton, Vasse and Abbey areas are in themselves not yet developed or resourced enough at this stage to support such dense developments in a coastal and wetlands catchment. To accept such a development is to ignore the expert and considered advice of various Reports and Strategic Plans for this Coastal, Wetlands strip. 2. To add such extra Traffic Loads to the Abbey area is Extremely unsafe , especially considering the current increasing tourist and holiday loads that have not been resourced by either main roads or the Busselton Shire. The current construction of the Bussell Highway into Dual carriageway is excellent but the new construction catering for higher traffic loads will cause increased stress on the Busselton, Vasse and Abbey roads and resources, that have not caught up with such major infrastructure changes. The Vasse / Dunsborough Link is years away and I do not see how this Development adheres to the Link overall planning. This Link was obviously seen as a requirement, due to the existing and future Traffic Loads, on and around Caves road., where this Development is now planned. There are already constant and increased slow down for ambulance, police and fire services (requiring the need for sirens) along the Caves road especially from Monaghan’s roundabout towards Dunsborough, plus holiday 	<ol style="list-style-type: none"> 1. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points. A small portion of the site is coded R60 which is in accordance with the City of Busselton Local Planning Strategy 2019. 2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. Traffic modelling demonstrates the Vasse Dunsborough Link is not required to facilitate the proposal. 3. Noted. 4. The proponent is continuing to work with the City of Busselton and DWER to finalise the overall drainage strategy and the LWMS to ensure compliance with the City of Busselton <i>Local Planning Policy No. 6.1 Stormwater Management</i>. Further, a buffer is required to be provided within landscaped POS around the floodway. Modifications 2 and 3 are required to address submitter comments. 5. Noted. 6. Noted. 	<ol style="list-style-type: none"> 1. Modifications 1, 2 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.
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	<p>traffic build up from Vasse Bypass roundabout to Monaghan’s roundabout now on a more constant basis. So this Development will restrict that flow of traffic, hence Emergency services, even more with its incorporated new Road Intersections.</p> <p>3. There is also a lack of enhanced Local Capacity to cater for the population increases in the Busselton area. The Busselton Health Campus is a prime example, but all services are under pressure.</p> <p>4. What about Water Quality, ground water run off and ground water levels? Look at the state of the Vasse River, going on for years, with its associated housing and other developments causing it great stress on such a natural water flow. My understanding is that the area under consideration for this Development is in itself quite a fragile wetland area.</p> <p>5. Surely we need to learn from past mistakes and help to leave ours kids and grandchildren a healthy and transparent community approach for all to enjoy.</p> <p>6. Developments need to be community minded as there are enough impacts on the fabric of the Busselton and Abbey community with the constant increase in holiday rentals and Air B&B type housing. The Busselton Shire needs to take a better Social and Public spirited approach to any such Development or the heart and soul of the Busselton Shire catchment area will be forever lost. Housing density problems. Traffic load major issues. Environmental Wetlands and Coastal negative impacts. Not enough local Capacity re services. Local services</p>		
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<p>66</p>	<ol style="list-style-type: none"> 1. I am a concerned resident at 45 Caves Road that does not support the development of Abbey South. I have lived in the Abbey area for 12 years with my husband and have 2 young boys. Over the years we have seen a lot of changes, primarily the amount of traffic that is now using Caves Road. 2. I feel that this development will permanently destroy the unique country and beachside experience of 'Abbey' for both locals and visitors. The size of the development and smaller lots will have a significant detrimental impact on the cultural and social values of this iconic area. They include the laid-back feel to the Abbey suburb and beaches. 3. This proposal is marked as 'landscape-led' and even though it is noted that some trees will stay, the clearing of established trees, some flora and valuable possum habitat, coupled with the increase in population, will result in detrimental impacts on the natural landscapes of the surrounding area and make it an unsafe place to live in, in terms of volume of traffic and traffic movement. 4. My main concerns with this development proposal are: The effect on myself and my family's lifestyle and mental health. Our property is directly opposite the planned main entrance. This will change our viewscape dramatically and result in increased light and noise pollution, as well an increase in life danger/accidents to myself and my family when entering and exiting our property from a significant increase in traffic and possible road modifications. It 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. 4. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. Traffic modelling demonstrates the Vasse Dunsborough Link is not required to facilitate the proposal. 5. Noted. The City of Busselton has conditioned the provision of vegetated buffers to ensure appropriate visual screening and separation of development from main roads adjoining the Special Provision Area. Modifications 1 and 3 are required to ensure that the SP complies with the requirements of SP76. 6. Detailed road design does not typically occur at structure plan stage. Modification 1 	<ol style="list-style-type: none"> 1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.
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	<p>could also limit access to our property with our camper trailer with planned left in and left out modifications and Caves Road is not wide enough to accommodate major modifications without encroaching on existing residents.</p> <p>5. Structure Plan part 2 states that ‘a screened continuous strip of 10m dense mature vegetation against Caves Rd and a generous road reserve will be retained’ and State Planning Policy 6.1 Leeuwin-Naturaliste Ridge (SPP6.1) emphasises the ‘importance of buffers to maintain amenity and enhance character values. The SP should provide for augment buffers to ensure appropriate visual screening and separate development from adjoining major roads’. How is this possible for those at access points and how will we be compensated when we lose our existing tree lined viewscape and this rule is not bound.</p> <p>6. The EPA supports the construction of the northern access to Caves Road as there is an existing driveway but also notes the importance of avoiding ‘the clearance of Western Ringtail Possum Habitat within the Caves Road Reserve. What are plans to mitigate excessive removal of trees at the entrance to create roads?</p> <p>7. This development will permanently destroy the unique country/beachside experience of Abbey for both locals and visitors. The size of the development & smaller lots will impact on the natural landscapes/traffic of the area & make it an unsafe place to live Action</p>	<p>ensures that WRP habitat and movement requirements will be provided for.</p> <p>7. Noted, refer to point 4 above.</p> <p>8. Noted, refer to point 4 above.</p> <p>9. Noted, refer to point 4 above.</p> <p>10. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Modification 3 is required to ensure that the SP complies with the requirements of SP76.</p> <p>11. Noted. The Department of Education has advised that sufficient capacity exists (current and planned).</p> <p>12. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>13. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the</p>	
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	<p>- All development (including entrance) should be inconspicuous and set back behind the existing tree line to preserve it on Caves Road.</p> <p>-Consultation between main roads and residents at access points in regard to minor road modifications.</p> <p>-Guaranteed safe passage for turning and reversing on verge with camper trailer attached for access to our home (potential changes to road for T intersection).</p> <p>-Developers should consider and provide information on landscape values and visual management for residents affected directly by access points and compensate accordingly.</p> <p>8. The increased traffic on an already busy and congested Caves Road (particularly during holiday time) and in turn safety to pedestrians and cyclists and our local wildlife.</p> <p>Council noted there would be ‘significant additional demand generated by the site’ and that Caves Road and Bussell Highway ‘form significant barriers to the safe and efficient movement of pedestrians and cyclists to and from the site’ and ‘these conditions will worsen over time’. As a family, we currently ride our bikes to school along the drain road and can already be waiting to cross Caves Road for up to 5 minutes in the morning. Even then it feels unsafe and if a collision was to occur with car speeds of 70kmph, it would prove to be fatal.</p> <p>Lots of traffic (during peak periods) has also been known to go around the back of Abbey to avoid</p>	<p>existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p>	
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Attachment E – Schedule of Public Submissions

PROPOSAL: ABBEY SOUTH STRUCTURE PLAN AND ASSOCIATED AMENDMENT NO. 55 TO LOCAL PLANNING SCHEME NO. 21

SUBMISSIONS CLOSE: 17 March 2023

OFFICER: Noah Scott-McDonald

	<p>congestion on Caves Road causing potential accidents through the suburb.</p> <p>9. During peak periods, the cars bank up to the roundabout past our house and would provide no access for residents leaving the proposed access point on SP. Traffic projections in the report do not account for other developments taking place in Dunsborough which will also significantly impact Caves Road. Action</p> <ul style="list-style-type: none">-Speed limit dropped to 50/60-Underpass at the drain bridge to provide safe bicycle access from the development road to beach-Reconsider access points and the main entrance into the Bussell Highway which has more potential area to upgrade exit to provide a safer passage-Main roads to count cars in peak periods to get accurate figures – Easter?-Push through the Vasse-Dunsborough link road which is expected to reduce traffic on Caves by -80%. Direct access to Caves Road would then make sense!! <p>10. Possum habitat loss. Flora and Fauna destruction. Threat to wetlands.</p> <ul style="list-style-type: none">-Council notes that the ‘entirety of the site, and the adjoining land area, is located within the core habitat for the critically endangered Western Ringtail Possum and that the mature peppi trees provide linkages particularly along the MRWA road reserve to the north. Disjuncture with access points on Caves Road will affect the ability of the animal to move’. <p>The proposal seeks to amend to City Scheme 21 to rezone Abbey south area from Rural and</p>		
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	<p>Conservation to Urban development. It is noted that 'the structure plan will significantly change the landscape of the area rendering the 'high-landscape value area redundant'. This area forms part of the 'floodway area and wetland area' and the development is a violation of zoning rules.</p> <p>Council notes that the area is mapped as having a 'medium-high' risk of acid sulphate soils occurring within 3m of the natural soil surface' in parts of the SP. If these are disturbed the acid can cause damage to the surrounding environment and buildings. Onsite water disposal will have permanent detrimental impacts on the local flora and fauna, wetlands and to the historical Buayanyup Drain which feeds into our pristine ocean. The EPA (APP-0000158) and the Buayanyup River Report supports this notion of reduced water quality discharge.</p> <p>Emerge notes that no site-specific flora and vegetation surveys have been completed.</p> <ul style="list-style-type: none">-EPA has recommended a Flora/Fauna management plan is submitted prior to works commencing to protect local fauna from disturbance by noise and light emissions.-Referral to EPBC Act due to multiple road reserves and access points on Caves Road fragmenting the habitat linkage for possums.-EPA have called for a water management report-EPA have called for consultation with the Department of Biodiversity, Conservations and Attractions regarding the 'management of potential impacts and the application of wetland buffers' to		
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	<p>limit impact (APP-0000158) -EPA to investigate further</p> <p>11. Local infrastructure does not support the development. Vasse Primary School is bursting at the seams, as is Cape Naturaliste College and no more schools are planned for the area.</p> <p>12. Our boat ramp and beaches cannot support extra vehicles and trailers. There is already illegal parking on the cycleway near Forth Street. The coastal inundation will cause quicker coastal erosion and environmental issues for our pristine and unique coastline. The area cannot accommodate more people, with the Vasse/Broadwater/ housing developments and expansion already underway. Postpone the development until the infrastructure is in place and VDL to support.</p> <p>13. The small lot sizes do not fit with the character of Abbey. the SP R60 zoning does not align with Leeuwin Naturaliste Ridge Policy, Spp 6.1 which sets policy in relation to the landscape values within the Structure Plan of which PS3.2 states that 'Development must be responsive to local values and be compatible with the natural characteristics and traditional settlement patterns of the area'. Larger blocks like those that already exist in Abbey, that allow for trees and vegetation, would keep with natural landscape and the character of Abbey and allow possums and fauna to thrive. Reports written are based on the development being zoned R20 lots. Then a portion of it is zoned R60. Action</p>		
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	<p>-Increase lot sizes to over 600m-800m2 and reduce population. This allows mature trees to be maintained and space to plant more trees should the community desire.</p> <p>- Reports based on R60 zoning as this will change run off rates and water table levels? In considering this proposal, I hope that you see reason and protect the safety and amenity of Abbey residents and the resident wildlife.</p>		
<p>67</p>	<ol style="list-style-type: none"> 1. I am a concerned resident at 45 Caves Road that does not support the development of Abbey South. I have lived in the Abbey area for 12 years with my wife and have 2 young boys. Over the years we have seen a lot of changes, primarily the amount of traffic that is now using Caves Road. I feel that this development will permanently destroy the unique country and beachside experience of ‘Abbey’ for both locals and visitors. The size of the development and smaller lots will have a significant detrimental impact on the cultural and social values of this iconic area. They include the laid-back feel to the Abbey suburb and beaches. This proposal is marked as ‘landscape-led’ and even though it is noted that some trees will stay, the clearing of established trees, some flora and valuable possum habitat, coupled with the increase in population, will result in detrimental impacts on the natural landscapes of the surrounding area and make it an unsafe place to live in, in terms of volume of traffic and traffic movement. 2. My main concerns with this development proposal are: 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 3. Detailed road design does not typically occur at structure plan stage. Proposed new road reserves linking the Site to Caves Road may have a significant impact on the species due to fragmentation of existing habitat linkages. Fragmentation of these linkages means to create a disjuncture between patches that affects the ability of animals to move, for example habitat trees separated by more than six metres. Referral under the EPBC Act may be required due to multiple road reserves fragmenting the habitat linkage. The City of Busselton has conditioned the provision of vegetated buffers to ensure appropriate visual screening and separation 	<ol style="list-style-type: none"> 1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.

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	<p>1) The effect on myself and my family’s lifestyle and mental health Our property is directly opposite the planned main entrance. This will change our viewscape dramatically and result in increased light and noise pollution, as well an increase in life danger/accidents to myself and my family when entering and exiting our property from a significant increase in traffic and possible road modifications. It could also limit access to our property with our camper trailer with planned left in and left out modifications and Caves Road is not wide enough to accommodate major modifications without encroaching on existing residents. -Structure Plan part 2 states that ‘a screened continuous strip of 10m dense mature vegetation against Caves Rd and a generous road reserve will be retained’ and State Planning Policy 6.1 Leeuwin-Naturaliste Ridge (SPP6.1) emphasises the ‘importance of buffers to maintain amenity and enhance character values. The SP should provide for augment buffers to ensure appropriate visual screening and separate development from adjoining major roads’. How is this possible for those at access points and how will we be compensated when we lose our existing tree lined viewscape and this rule is not bound.</p> <p>3. The EPA supports the construction of the northern access to Caves Road as there is an existing driveway but also notes the importance of avoiding ‘the clearance of Western Ringtail Possum Habitat within the Caves Road Reserve. What are plans to mitigate</p>	<p>of development from main roads adjoining the Special Provision Area. Modifications 1 and 3 are required to ensure that the SP complies with the requirements of SP76.</p> <p>4. Noted, refer to point 2 above.</p> <p>5. Noted, refer to point 2 above.</p> <p>6. Noted, refer to point 2 above.</p> <p>7. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Modifications 1 and 3 are required to ensure that the SP complies with the requirements of SP76.</p> <p>8. Noted. The Department of Education has advised that sufficient capacity exists (current and planned).</p> <p>9. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p>	
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	<p>excessive removal of trees at the entrance to create roads? Action</p> <ul style="list-style-type: none">-All development (including entrance) should be inconspicuous and set back behind the existing tree line to preserve it on Caves Road.-Consultation between main roads and residents at access points in regard to minor road modifications.-Guaranteed safe passage for turning and reversing on verge with camper trailer attached for access to our home (potential changes to road for T intersection).-Developers should consider and provide information on landscape values and visual management for residents affected directly by access points and compensate accordingly. <p>4. The increased traffic on an already busy and congested Caves Road (particularly during holiday time) and in turn safety to pedestrians and cyclists and our local wildlife.</p> <p>Council noted there would be 'significant additional demand generated by the site' and that Caves Road and Bussell Highway 'form significant barriers to the safe and efficient movement of pedestrians and cyclists to and from the site' and 'these conditions will worsen over time'. As a family, we currently ride our bikes to school along the drain road and can already be waiting to cross Caves Road for up to 5 minutes in the morning. Even then it feels unsafe and if a collision was to occur with car speeds of 70kmph, it would prove to be fatal.</p>	<p>10. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p>	
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<p>5. Lots of traffic (during peak periods) has also been known to go around the back of Abbey to avoid congestion on Caves Road causing potential accidents through the suburb. During peak periods, the cars bank up to the roundabout past our house and would provide no access for residents leaving the proposed access point on SP. Traffic projections in the report do not account for other developments taking place in Dunsborough which will also significantly impact Caves Road.</p> <p>6. Action</p> <ul style="list-style-type: none">-Speed limit dropped to 50/60-Underpass at the drain bridge to provide safe bicycle access from the development road to beach-Reconsider access points and the main entrance into the Bussell Highway which has more potential area to upgrade exit to provide a safer passage-Main roads to count cars in peak periods to get accurate figures – Easter?-Push through the Vasse-Dunsborough link road which is expected to reduce traffic on Caves by -80%. Direct access to Caves Road would then make sense!! <p>7. Possum habitat loss. Flora and Fauna destruction. Threat to wetlands.</p> <ul style="list-style-type: none">-Council notes that the ‘entirety of the site, and the adjoining land area, is located within the core habitat for the critically endangered Western Ringtail Possum and that the mature peppi trees provide linkages particularly along the MRWA road reserve to the north. Disjuncture with access points on Caves Road		
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	<p>will affect the ability of the animal to move’. The proposal seeks to amend to City Scheme 21 to rezone Abbey south area from Rural and Conservation to Urban development. It is noted that ‘the structure plan will significantly change the landscape of the area rendering the ‘high-landscape value area redundant’. This area forms part of the ‘floodway area and wetland area’ and the development is a violation of zoning rules.</p> <p>Council notes that the area is mapped as having a ‘medium-high’ risk of acid sulphate soils occurring within 3m of the natural soil surface’ in parts of the SP. If these are disturbed the acid can cause damage to the surrounding environment and buildings. Onsite water disposal will have permanent detrimental impacts on the local flora and fauna, wetlands and to the historical Buayanyup Drain which feeds into our pristine ocean. The EPA (APP-0000158) and the Buayanyup River Report supports this notion of reduced water quality discharge. Emerge notes that no site-specific flora and vegetation surveys have been completed. Action</p> <ul style="list-style-type: none">-EPA has recommended a Flora/Fauna management plan is submitted prior to works commencing to protect local fauna from disturbance by noise and light emissions.-Referral to EPBC Act due to multiple road reserves and access points on Caves Road fragmenting the habitat linkage for possums.-EPA have called for a water management report-EPA have called for consultation with the		
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	<p>Department of Biodiversity, Conservations and Attractions regarding the 'management of potential impacts and the application of wetland buffers' to limit impact (APP-0000158) -EPA to investigate further</p> <p>8. Local infrastructure does not support the development. Vasse Primary School is bursting at the seams, as is Cape Naturaliste College and no more schools are planned for the area.</p> <p>9. Our boat ramp and beaches cannot support extra vehicles and trailers. There is already illegal parking on the cycleway near Forth Street. The coastal inundation will cause quicker coastal erosion and environmental issues for our pristine and unique coastline. The area cannot accommodate more people, with the Vasse/Broadwater/ housing developments and expansion already underway. Postpone the development until the infrastructure is in place and VDL to support.</p> <p>10. The small lot sizes do not fit with the character of Abbey. The SP R60 zoning does not align with Leeuwin Naturaliste Ridge Policy, Spp 6.1 which sets policy in relation to the landscape values within the Structure Plan of which PS3.2 states that 'Development must be responsive to local values and be compatible with the natural characteristics and traditional settlement patterns of the area'. Larger blocks like those that already exist in Abbey, that allow for trees and vegetation, would keep with natural landscape and</p>		
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	<p>the character of Abbey and allow possums and fauna to thrive. Reports written are based on the development being zoned R20 lots. Then a portion of it is zoned R60. Action</p> <p>-Increase lot sizes to over 600m-800m2 and reduce population. This allows mature trees to be maintained and space to plant more trees should the community desire.</p> <p>- Reports based on R60 zoning as this will change run off rates and water table levels?</p>		
<p>68</p>	<p>1. The Western Australian Planning Commission (WAPC) Statement of Planning Policy No. 6.1 – Leeuwin Naturaliste Ridge Policy (SPP 6.1) determines that the Leeuwin-Naturaliste Ridge has “regional and State significance”.</p> <p>It states:</p> <ul style="list-style-type: none"> • “The Leeuwin-Naturaliste Ridge Statement of Planning Policy (LNRSP) provides clear direction on future land use for the policy area.” • “The LNRSP applies over the scenically spectacular, narrow coastal strip’ stretching from the nearshore waters of Cape Naturaliste to Cape Leeuwin and inland to Bussell Highway and the eastern extent of townsites along the highway.” • “The purpose of the LNRSP is to provide the strategic planning framework for the policy area for the next 30 years by providing greater vision, guidance and certainty of land use”. <p>-“All land use and development within the policy area will be consistent with the LNRSP...”</p> <p>The land is designated Wetland Amenity Area and</p>	<p>1. The Leeuwin-Naturaliste Sub-regional Strategy 2019 (LNSRS) was amended by the State Government in 2021 at which time the northern portion of site was identified as suitable for Urban development. The southern portion of the site was identified as ‘Open Space Investigation’. The floodway area that is immediately south of the site may continue to provide a buffer between Abbey and Vasse. Modification 3 is required to ensure that the SP complies with the requirements of SPP 6.1 LUS 3.3.</p> <p>2. The LNSRS is a State Government document.</p> <p>3. The amendment of the LNSRS provides the basis for the proposal. It is likely that all land currently designated for urban development will be required to meet demand in the medium term.</p> <p>4. Noted.</p> <p>5. Noted. Refer to point 1.</p> <p>6. Noted.</p>	<p>1. Modification 3, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>crucially – Policy LUS 3.30 of SPP6.1 provides: “Rural landscape and coastal reserve buffers between Abbey and Vasse, and Dunsborough and Abbey will be maintained to avoid urban sprawl and to create distinct communities”</p> <p>2. I have the following questions:</p> <p>3. The officer comment in council item 13.1 on 16 November 2022 refers extensively to the Leeuwin-Naturaliste Sub-regional Strategy 2019 (LNSRS). Where was the public consultation or engagement with the Abbey community in relation to this Strategy? Does it meet the standard required of public consultation undertaken in relation to State Planning Policy 6.1? SPP 6.1 is the higher order document and as the local planning scheme is required to be amended only consistent with State Planning Policy why is a proposal that directly contradicts the SPP considered appropriate?</p> <p>4. Why has this high amenity area (under SPP 6.1) that achieves the specific objectives of SPP 6.1, namely to retain a buffer between Abbey and Vasse, been designated for development when there is ample land in the Ambergate Vasse area? Land designated urban for development already exists to the south of Busselton, closer to services and infrastructure and on a scale that provides more efficient urban form and development outcomes. Significant investment has already been made to provide service infrastructure for these pre designated areas for the last 30 years.</p>	<p>7. When first published in May 2019, the Strategy identified five Planning Investigation Areas. Since that time those areas have been investigated by the WAPC and the Strategy has been amended to reflect the outcomes of those investigations.</p>	
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<p>5. The officer comments in the report of 16 November 2022 infer that the existing conservation zone of the subject land were designed to protect specific species. SPP 6.1 does not identify specific species, it does not need to – the zones are about protection of amenity and low levels of development in a general context . To suggest that conservation is not warranted as there is no evidence of significant rare species is misrepresenting the intent of SPP 6.1.</p> <p>6. SPP 6.1 Policy LUS 3.30 states: ‘Rural landscape and coastal reserve buffers between Abbey and Vasse, and Dunsborough and Abbey will be maintained to avoid urban sprawl and to create distinct communities’ [emphasis added]. Rise Urban in their Explanatory Report dated 17 January 2023 refer to the Locke Nature Reserve to the west of the structure plan area as providing a buffer between Vasse and Dunsborough. The intent of the buffer in policy 3.30 above is to provide a buffer between Abbey and Vasse. The Locke Estate Nature Reserve is opposite the Locke Estate campsite which has been divided into 16 separate sections and is predominantly camping and caravan sites – it is not the township of Abbey.</p> <p>7. SPP 6.1 Policy LUS 3.32 provides: “The environmental and recreation values of the Wetland Amenity Area will be protected while facilitating tourism development that responds to the natural and social values of the locality” This is not a tourism development, The Shed Markets, referred to by Rise Urban in part II of their</p>		
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	<p>Explanatory Report, are purely commercial. Furthermore, it is hard to see how the environmental values of the wetland amenity area will be protected by high density development.</p> <p>8. The council report of 13 December 2017 recommended that the City indicate general support for the direction set out in the draft Leeuwin-Naturaliste Sub-Regional Planning Strategy (CoBLPS). Officer Comment within the report in relation to Abbey South states: “The WAPC did not support the inclusion of Abbey South in the advertised version of the City of Busselton Local Planning Strategy due to: inconsistency with SPP6.1; not identified in the existing planning framework; and the Minister for Planning’s decision to refuse to grant final approval to Amendment 176 to the City’s previous District Town Planning Scheme 20, which would have facilitated structure planning for urban development. In adopting the CoBLPS for final approval, the decision of Council included the recommendation that ‘Abbey South’ be considered at the strategic level for urban development through the LNSRS. The LNSRS does not support Abbey South and the feedback of Councillors at the recent briefing session on the LNSRS indicated acceptance of the position of the WAPC, with no further action on this element. Whilst it is considered that the Abbey South area may have urban development potential in the long term, there are not considered to be any further compelling arguments in favour of identifying the land for urban development at this time.” What</p>		
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	transpired between 2017 and 2019 to include the Abbey South lots in the LNSRS? What consultation was undertaken? The questions above in relation to the lack of consistency with State Planning Policy 6.1 are repeated.		
69	1. Ridiculous. My beard does the talking. Attachment provided featuring an image of Gimli from the Lord of the Rings.	1. Noted.	1. That the submission be noted.
70	<p>1. To whom it may concern, I would like to voice my objections to the proposal LPS No.21 Amendment No.55 and Associated Precinct Plan. My reasons are as follows. too much pressure on currently overloaded Caves road. At least needs a traffic count or to come and visit this easter holidays. Hard to get out of abbey in ordinary weekday peak times already.</p> <p>2. I disagree from changing from wetland conservation zoned area to urban. Certainly amazed in this day this can go ahead. Should not be removing any more peppermint trees - we should be planting more. Does the shire still care about the critically endangered ring tail possums?... I understand that this land under discussion on Caves road has been left to degrade and had buffulo previously grazing however there is a significant amount of native vegetation and certainly native flora and fauna that are worth considering. The wet lands are amazing. How can this go ahead without a full environmental report from the EPA?</p> <p>3. Disagree with the block sizes as well as location. Why we would increase the pressure to this fragile area which enters and exits busy Caves road when there</p>	<p>1. Noted. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>2. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Proposed new road reserves linking the Site to Caves Road may have a significant impact on the species due to fragmentation of existing habitat linkages. Fragmentation of these linkages means to create a disjuncture between patches that affects the ability of animals to move, for example habitat trees</p>	<p>1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>are sprawling cleared farms inland ideal for development. For example the Vasse Newtown suburb of Keally has improved the area. It has been built with great access to the suburb from main roads. The increased infrastructure with respect to shops and bike paths and green open spaces has been done well.</p> <p>4. Pressure to the coastal strip at Abbey. There is clearly not enough infrastructure as it is for the surrounding Abbey beach boat ramp and the stretch to Buyanup drain. Please visit during summer to see cars parked on the fragile coastal strip and bicycle pathway. You will see the vegetation is being cleared by cars parking on it. There are no toilets and limited car parks at the forth st beach car park. A further 500-1000 people will place far too much pressure on the fragile area.</p> <p>5. Finally future development should improve an area not add unnecessary pressure to an area along with environmental destruction. The increased infrastructure with respect to shops has been built tastefully and well. Unfortunately it seems only the developer benefits out of the caves road abbey south development. Not the locals, the environment, the road system or the possums. Please reconsider.</p>	<p>separated by more than six metres. Referral under the EPBC Act may be required due to multiple road reserves fragmenting the habitat linkage. Modifications 1 and 3 are required to ensure that the SP complies with the requirements of SP76.</p> <p>3. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p> <p>4. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>5. Noted.</p>	
<p>71</p>	<p>1. Changing the zoning area from conservation to urban. Strange direction in and are with critically endangered ringtail possum species and seasonal wet lands with migratory birds. In this day and age surely we should be increasing our conservation zones and never removing them?</p>	<p>1. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space.</p>	<p>1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>2. Lack of infra structure on the foreshore. Already have lots of pressure on the foreshore with traffic lining the thin coastal strip and parking on the bicycle path where it meets the road on summer weekends and holidays. There are no toilets at the Buyanup Drain end of Geographe Bay road and limited parking spaces. The pressure this puts on the area is already huge with increased rubbish (not put in bins), toilet paper and human waste and damage of fragile coastal strip. The increased pressure this development will place on the fragile coastal strip needs to be examined prior to any further development.</p> <p>3. Style of development with tiny blocks to maximum profit. Surely they should be developing with the style of the south west and abbey in mind. Large blocks with walk trails and no loss of peppermint trees.</p> <p>4. Concerned regarding Caves road increase pressure with increase traffic. Aware the bypass has been touted however this is still a while away. Already very difficult to turn out of abbey on to caves road. If development goes ahead then surely fit in to the local area which would involve large blocks with decreased environmental destruction and no peppermint tree loss.</p>	<p>The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Modifications 1 and 3 are required to ensure that the SP complies with the requirements of SP76.</p> <p>2. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>3. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p> <p>4. Noted. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p>	
<p>72</p>	<p>1. Traffic Issues, environments, lack of local infrastructure to accommodate population increase</p>	<p>1. Noted. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to</p>

Attachment E – Schedule of Public Submissions

PROPOSAL: ABBEY SOUTH STRUCTURE PLAN AND ASSOCIATED AMENDMENT NO. 55 TO LOCAL PLANNING SCHEME NO. 21

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		<p>outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. Other matters raised are discussed in the Part two of the Structure Plan.</p>	<p>address matters raised in the submission.</p>
<p>73</p>	<ol style="list-style-type: none"> 1. Hello, I would like to voice my objections to the proposal LPS No.21 Amendment No.55 and Associated Precinct Plan. This area would appear a significant contributor for native flora and fauna and providing carbon credits to the locals. It is difficult to conceptualize any meaningful tree development with such small land areas for each landholder to in any way substitute for the clearing of the land. 2. I appreciate there is the pressure of population growth however there would appear to be adequate cleared land in the vicinity to develop and I feel strongly that this should be the approach for further development in this area and is the way forward with progressive development of the beautiful area we live in, to keep some harmony with nature balanced with population growth. This is quite different from NIMBY (Not In My BackYard), my suggesting a more rational development of the area with thought for the future and not being primarily related to the economic aspect of the landholders and the developers. 3. The new housing development with such small blocks with two to six occupants will put a significant increased pressure on traffic on caves rd which already causes difficulty in exiting from Abbey and with congestion at the roundabout on caves Road. 	<ol style="list-style-type: none"> 1. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. 2. Noted. 3. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 4. Noted. 	<ol style="list-style-type: none"> 1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.

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	4. I sincerely hope you will listen to the Abbey, Vasse and Busselton peoples opinion on this development.		
74	1. I would like the blocks to be Kept at 450 square metres and above. Also a designated possum park reserve and local parks for the children to play in if you kept similar to Caimbridge that would be keeping me happy. I do support the development but I would like to keep the zoning of the block R20. Block sized 450+ sq metre size and I would also like to get a designated possum park reserve like Caimbridge estate.	<ol style="list-style-type: none"> 1. The majority of the site is coded R20 – R40 which is a common coding for new residential areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points. 2. Over 10% of the site has been set aside for public open space. 	1. That the submission be noted.
75	<ol style="list-style-type: none"> 1. Hello I would like to voice my objections to the proposal LPS No.21 Amendment No.55 and Associated Precinct Plan. This area would appear a significant contributor for native flora and fauna and providing carbon credits to the locals. It is difficult to conceptualise any meaningful tree development with such small land areas for each landholder to in any way substitute for the clearing of the land. 2. I appreciate there is the pressure of population growth however there would appear to be adequate cleared land in the vicinity to develop and I feel strongly that this should be the approach for further development in this area and is the way forward with progressive development of the beautiful area we live live in, to keep some harmony with nature balanced with population grow. 3. This a quite different from NIMBY, my suggesting a more rational development of the area with thought for the future and not being primarily related to the 	<ol style="list-style-type: none"> 1. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. 2. Noted. 3. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 4. Noted. 	1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.

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	<p>economic aspect of the landholders and the developers.</p> <p>4. The new housing development with such small blocks with two to six occupants will put a significant increased pressure on traffic on caves rd which already causes difficulty in exiting from Abbey and with congestion at the roundabout on caves Road.</p>		
76	<p>1. Thank you for the opportunity to voice my thoughts and concerns to you, pertaining to the above proposed re-zoning of land south of Caves Road in Abbey. Lots 4 and 12 are parkland cleared (Figure 2) with mature Peppermint trees present. These trees are habitat for the endangered Ringtail Possum which is a threatened species under State and Commonwealth legislation. In Western Australia the species is listed as Critically Endangered fauna under the Biodiversity Conservation Act 2016. It is incumbent upon the City to proactively protect their habitat and to strongly discourage clearing and destruction.</p> <p>2. The southern end of Lot 4 is low lying and prone to seasonal inundation. It is a Conservation Zone of the SCA (Wetland and Floodway Special Control Area). The WAPC have indicated this Conservation listed area and public open space warrants investigation for possible suitability as part of the Strategy Plan. Due to seasonal inundation and in the present climate of change this area should be considered as unsuitable for urban dwellings and should be retained as an environmental amenity and habitat into the future. It is noted that the Local Planning Scheme 21 scheme</p>	<p>1. Noted. The alignment of roads and the requirement for buffers have mitigated some vegetation loss. Further corridor protection to be required through Modification 1, 3 and 8.</p> <p>2. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space.</p> <p>3. Modifications 1 and 3 are required to ensure that the SP complies with the requirements of SP76.</p> <p>4. Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p> <p>7. Noted. The proposal is not reliant on the construction of the Vasse-Dunsborough link.</p> <p>8. Noted. Lot layout and building siting is informed and guided by Liveable Neighborhoods and the Residential Design Codes.</p>	<p>1. Modifications 1, 3 and 8, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>amendment removes the Landscape Value Special Control Area from the Structure Plan. This amendment should be revoked and the Landscape Value SCA be reinstated. Figure 4.</p> <p>3. Current existing strip vegetation between the lots, and road verge screening vegetation, should be retained in its current state to provide habitat corridors for wildlife, shade, erosion mitigation, maintenance of soil health and a pleasant visual vista for locals and visitors alike.</p> <p>4. Re-zoning of these Lots seems to be a foregone conclusion, so mention is made of the following for your serious consideration should the development be given permission to advance.</p> <p>5. The Structure Plan Guiding Principles state that this application be landscape-led; maintain a buffer on Caves Road, be a pedestrian friendly neighbourhood, provide appropriate and safe vehicle and pedestrian egress, address the ability of people to cross from the development to Monaghans Corner to the existing shops and the beach. Minimise disruption to regional networks, i.e., traffic leaving and entering the development onto Caves Road (carrying increased traffic especially from the west as Dunsborough opens up new housing developments and acquires high rise residential and visitor developments in the near future).</p> <p>6. Concerted efforts need to be put in place by the City of Busselton to pressure the developers to adhere to these Guiding Principles when the COB is making their determination. Pressure needs to be applied by</p>		
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	<p>the City to Main Roads for the Vasse-Dunsborough Link be built in the immediate future. It is imperative that should this development become a Development Application, the</p> <p>7. Developers consider seriously and genuinely the aspirations listed in the Structure Plan Guiding Principles. Consideration should be given to block orientation so home builders have the opportunity to build north facing passive solar dwellings. It is time for developers to be encouraged (pressured) to consider a wider range of key factors that take into account not only a one-off profit benefit, but ongoing benefit for the environment and a place in which people can thrive. Plan and build homes; not houses for profit.</p>		
<p>77</p>	<p>1. Traffic plan is unsafe, unrealistic and will create unsolvable problems along Caves rd. R zoning density is too high for the area. Environmental concerns have not been. I understand the need for development and housing, and do not oppose developing the site, however, the fact is that there are UNSOLVABLE traffic issues with having any kind of entrance onto Caves rd. It was not made for high volumes of traffic! If the development is to go ahead, traffic MUST enter off Bussell Hwy (and run along the southern border of the development site) or South to the join the Bypass. The footprint of a roundabout would not fit anywhere along Caves rd. The VDL will ease congestion to Dunsborough, but it's actually impossible for there to be any access points into the development off Caves road - it's not wide enough</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>2. The portion of the site that is proposed to be coded R60 is in accordance with the City of Busselton Local Planning Strategy 2019.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>and there's not enough surrounding land to modify it! The traffic plan is ASKING FOR ACCIDENTS. Caves road is not wide enough to accommodate turning pockets and a T junction just before the Monoghans roundabout is fatalities waiting to happen.</p> <p>2. That brings me to density. The R60 density should be put in Vasse Newtown where they have the roads to support the extra traffic and the infrastructure to support the increased population. You should be within 400m of R60 to walk to the shops - but there will only be a wine bar there! Who wants to taste wine looking over a roundabout - watching all the accidents happen!!? Put the R60 in Vasse where people can walk to Coles, the postoffice and medical centers and where the road were purpose built to handle the volume!</p>		
<p>78</p>	<p>1. Of major concern is the impact on traffic on Caves Road and in particular Monoghans Corner roundabout. Whilst the report is detailed and says the road can handle the extra traffic, it fails to take into account all the other developments taking place in Dunsborough which will also impact significantly on Caves Road. We are told the VDL is another 10 years away. This needs to be in place before any further sizeable developments are granted. Then to find out our access onto Caves Rd will be left hand turns only, all this will just add pressure to the roundabout and Newtown Beach Road (already used as a raceway short cut to avoid queues at Monoghans corner).</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>2. Noted. Existing and planned infrastructure is sufficient to accommodate the proposed development.</p> <p>3. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>2. When are we going to think about infrastructure with all these planned developments? Vasse Primary is bursting at the seams, Cape Naturaliste college even after a recent extension is bursting at the seams. Parking is a huge issue in the area with cars often illegally parked on the cycleway down near Forth Street. But the biggest worry of all is the size of our hospital. How long will it be before all this development actually starts costing people their lives?</p> <p>3. It is 2023. Do we really need to be arguing about cutting down mature peppermint tress and saving endangered species like the ringtail possum? All these flora and fauna should be protected and the development only allowed to happen if these species can remain in place. Why not build a development for the future. Something to be proud of. Something that intelligently speaks to the terrible state of our planet. Something that is better than the standard. It's about time to stand up and DO something great that is not focussed on profits but focussed on health, the environment and the future of our children and grandchildren.</p>	<p>The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process.</p>	
<p>79</p>	<p>1. I am writing to express my strong opposition to the proposed housing development on Caves Road Abbey South, for several reasons. Firstly, the current main roads infrastructure is unsuitable to support the increased traffic that would result from this development. The proposed development would lead to congestion on the already busy Caves Road</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>2. The majority of the site is coded R20 – R40 which is a common coding for new residential</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, is required to address matters raised in the submission.</p>

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	<p>and would pose a significant risk to the safety of pedestrians, cyclists and motorists.</p> <p>2. Secondly, the density zoning proposed for the development is inappropriate for the surrounding area. The proposed density of housing is much higher than the current residential zoning in the area, which would negatively impact the character and amenity of the neighbourhood.</p> <p>3. Additionally the proposed development would place a burden on the existing infrastructure. It is already difficult enough for the local children to get access to sporting facilities due to high population growth, can we for once not bow down to the almighty dollar and the "charm" from all these developers and maintain the type of lifestyle that we want to maintain. I urge you to reconsider the proposed housing development at Abbey South.</p>	<p>areas and is broadly in keeping with the existing character of the locality. The provision of low to medium density coding will provide for a range of lot sizes, design typologies, and price points.</p> <p>3. Noted. Existing and planned infrastructure is sufficient to accommodate the proposed development.</p>	
<p>80</p>	<p>1. I write to oppose the rezoning of the Abbey South Precinct, replacing the 'Rural' and 'Conservation' zones over Lots 4, 12 and 402 Caves Road and Lots 14 and 15 Bussell Highway, Abbey with the 'Urban Development' zone.</p> <p>2. The southern portion of Lot 4, which corresponds with the current 'conservation' zoning, has been identified as 'Open Space Investigation'. I ask what this actually means? 'Conservation' areas require very different human impact than 'Open Spaces'. Habitat for the local fauna and flora is essential and corridors for the movement of animals around the local area needs also to be created and/or preserved.</p>	<p>1. Noted.</p> <p>2. Open Space Investigation: Further investigation is to consider factors that may be relevant to the intended open space purpose, such as wetland buffer and flood management requirements. The final extent of land required for open space purposes is to be determined through the investigation process and informed by appropriate studies, and may be larger, smaller or the same size as the area designated as 'Open Space Investigation'.</p> <p>3. The site largely consists of cleared agricultural (pastoral) land. The</p>	<p>1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>It is known that the area provides habitat for the critically endangered Western Ringtail Possum.</p> <p>3. The site has been identified in the Environmental Assessment and Management Strategy prepared by the developers, Emerge Associates as part of a number of ‘special control areas’, including landscape value, wetland and floodway and require protection or consideration of these values. This is in fact in keeping with the current ‘conservation’ zoning and in opposition to the proposed urban rezoning?</p> <p>4. My second concern about this proposed Urban rezoning is the proximity of the proposed development to the wetlands. It is stated that the proposed Structure plan provides for the retention and protection of the existing floodway, maximising retention of existing trees and addressing bushfire risk, without relying on modification to existing remnant native vegetation. But I question how this can be policed and guaranteed? Can the City of Busselton guarantee that this development would maintain all existing trees on the lots? Recent local developments including Broadwater Bayside Estate have seen 100% of peppermint woodland trees cleared. This is not acceptable. It is also stated in the report that limited regional groundwater level information is available and I question whether the data collected in 2021/2022 is sufficient to judge the capacity of the area to absorb the increased impact of this density of housing. A lay person can look at Google Maps satellite and see that there is a clear, low lying and permanent wet area occurring right in</p>	<p>Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Modification 3 is required to provide a buffer around the floodway area.</p> <p>4. Noted. Refer to point 3.</p> <p>5. The site is not mapped as an area with known roosting habitat for the three black cockatoo species, nor is the site mapped as an area with known breeding habitat.</p> <p>6. Noted. Refer to point 3. Modification 3 is required to ensure that the SP complies with the requirements of SP76.</p> <p>7. Noted. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>8. The Leeuwin-Naturaliste Sub-regional Strategy 2019 (LNSRS) was amended by the State Government in 2021 at which time the northern portion of site was identified as suitable for Urban development. The southern portion of the site was identified as ‘Open Space Investigation’. The floodway</p>	
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	<p>the middle of the proposed area for housing. This would obviously form part of the whole wetland ecosystem and it should be preserved under the conservation status, as it is currently zoned.</p> <p>5. I also ask, has the area been surveyed for habitat or roosting of the red-tailed black cockatoo? This species is Federally protected and would be protected by the current conservation zoning of the area.</p> <p>6. The northern, currently zoned rural, area of the proposed development certainly looks like it would have minimal impact on any existing vegetation as it is largely cleared, however the impact on the water table and interference with the general hydrology of the area is of concern.</p> <p>7. As a resident of the Busselton area since 1970 and a local Abbey resident since 2013, I also have grave concerns for traffic access and egress, as well as pedestrian safety in the proposed area. At peak times access to Caves Road is nearly impossible. Adding a population as proposed with R20 or even R60 zoning would have drastic impact on traffic and put lives at risk.</p> <p>8. A council report of 13 December 2017 recommended that the City indicate general support for the direction set out in the draft Leeuwin-Naturaliste Sub-Regional Planning Strategy (CoB LPS). In light of this I have the following questions: Firstly, the State Planning Policy 6.1 is the higher order document and as the local planning scheme is required to be amended only consistent with State</p>	<p>area that is immediately south of the site may continue to provide a buffer between Abbey and Vasse.</p> <p>9. Noted.</p> <p>10. Noted.</p> <p>11. Noted.</p> <p>12. When first published in May 2019, the Strategy identified five Planning Investigation Areas. Since that time those areas have been investigated by the WAPC and the Strategy has been amended to reflect the outcomes of those investigations.</p> <p>13. Noted. Refer to point 8.</p>	
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	<p>Planning Policy why is a proposal that directly contradicts the SPP considered appropriate? The officer comment in council item 13.1 on 16 November 2022 refers extensively to the Leeuwin-Naturaliste Sub-regional Strategy 2019 (LNSRS). Where was the public consultation or engagement with the Abbey community in relation to this Strategy? Does it meet the standard required of public consultation undertaken in relation to State Planning Policy 6.1? Why has this high amenity area (under SPP 6.1) that achieves the specific objectives of SPP 6.1, namely to retain a buffer between Abbey and Vasse, been designated for development when there is ample land in the Ambergate Vasse area? Land designated urban for development already exists to the south of Busselton, closer to services and infrastructure and on a scale that provides more efficient urban form and development outcomes. Significant investment has already been made to provide service infrastructure for these pre designated areas for the last 30 years. Rezoning an area from 'conservation' to urban is a backward step which cannot be reversed.</p> <p>9. The officer comments in the report of 16 November 2022 infer that the existing conservation zone of the subject land were designed to protect specific species. SPP 6.1 does not identify specific species, it does not need to – the zones are about protection of amenity and low levels of development in a general context. To suggest that conservation is not</p>		
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	<p>warranted as there is no evidence of significant rare species is misrepresenting the intent of SPP 6.1.</p> <p>10. SPP 6.1 Policy LUS 3.30 states: ‘Rural landscape and coastal reserve buffers between Abbey and Vasse, and Dunsborough and Abbey will be maintained to avoid urban sprawl and to create distinct communities’. Rise Urban in their Explanatory Report dated 17 January 2023 refer to the Locke Nature Reserve to the west of the structure plan area as providing a buffer between Vasse and Dunsborough. The intent of the buffer in policy 3.30 above is to provide a buffer between Abbey and Vasse. The Locke Estate Nature Reserve is opposite the Locke Estate campsite which has been divided into 16 separate sections and is predominantly camping and caravan sites – it is not the township of Abbey.</p> <p>11. SPP 6.1 Policy LUS 3.32 provides: “The environmental and recreation values of the Wetland Amenity Area will be protected while facilitating tourism development that responds to the natural and social values of the locality” This is not a tourism development, The Shed Markets, referred to by Rise Urban in part II of their Explanatory Report, are purely commercial. Furthermore, it is hard to see how the environmental values of the wetland amenity area will be protected by high density development.</p> <p>12. Officer Comment within the report in relation to Abbey South states: “The WAPC did not support the inclusion of Abbey South in the advertised version of the City of Busselton Local Planning Strategy due to:</p>		
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	<p>inconsistency with SPP6.1; not identified in the existing planning framework; and the Minister for Planning’s decision to refuse to grant final approval to Amendment 176 to the City’s previous District Town Planning Scheme 20, which would have facilitated structure planning for urban development. In adopting the CoB LPS for final approval, the decision of Council included the recommendation that ‘Abbey South’ be considered at the strategic level for urban development through the LNSRS. The LNSRS does not support Abbey South and the feedback of Councillors at the recent briefing session on the LNSRS indicated acceptance of the position of the WAPC, with no further action on this element. Whilst it is considered that the Abbey South area may have urban development potential in the long term, there are not considered to be any further compelling arguments in favour of identifying the land for urban development at this time.” I ask, what transpired between 2017 and 2019 to include the Abbey South lots in the LNSRS? What consultation was undertaken? The questions above in relation to the lack of consistency with State Planning Policy 6.1 are repeated.</p> <p>13. I have raised many issues in this submission and repeat that I vehemently oppose re-zoning this land. I ask, why was it zoned conservation in the first place and subsequently what has changed that leads to a suggestion that this should be revoked? Surely, as habitat loss continues to occur and we recognise the necessity to maintain and enhance our biodiversity,</p>		
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	we should preserve and conserve all areas zoned 'conservation'. Once it is lost, we can never get it back.		
81	1. I am concerned there hasn't been enough research into the impact it will have on the eco system that filters into the ocean and wildlife. Why has there not been an environmental impact study done.	1. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. The EPA have provided advice on the proposal and several modifications have been required to address matters raised in submissions.	1. That the submission be noted.
82	1. I am concerned there hasn't been enough research into the impact it will have on the eco system that filters into the ocean and wildlife. Will native flora and fauna be protected.	1. The site largely consists of cleared agricultural (pastoral) land. The Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. The EPA have provided advice on the proposal and several modifications have been required to address matters raised in submissions.	1. That the submission be noted.
83	1. Lots 4 and 12 are parkland cleared (Figure 2) with mature Peppermint trees present. These trees are	1. The site largely consists of cleared agricultural (pastoral) land. The	1. Modifications 1 and 3, as contained in Attachment G –

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	<p>habitat for the endangered Ringtail Possum which is a threatened species under State and Commonwealth legislation. In Western Australia the species is listed as Critically Endangered fauna under the Biodiversity Conservation Act 2016. It is incumbent upon the City to proactively protect their habitat and to strongly discourage clearing and destruction.</p> <p>2. The southern end of Lot 4 is low lying and prone to seasonal inundation. It is a Conservation Zone of the SCA (Wetland and Floodway Special Control Area). The WAPC have indicated this Conservation listed area and public open space warrants investigation for possible suitability as part of the Strategy Plan. Due to seasonal inundation and in the present climate of change this area should be considered as unsuitable for urban dwellings and should be retained as an environmental amenity and habitat into the future. It is noted that the Local Planning Scheme 21 scheme amendment removes the Landscape Value Special Control Area from the Structure Plan. This amendment should be revoked and the Landscape Value SCA be reinstated. Figure 4.</p> <p>3. Current existing strip vegetation between the lots, and road verge screening vegetation, should be retained in its current state to provide habitat corridors for wildlife, shade, erosion mitigation, maintenance of soil health and a pleasant visual vista for locals and visitors alike.</p> <p>4. Re-zoning of these Lots seems to be a foregone conclusion, so mention is made of the following for your serious consideration should the development</p>	<p>Environmental Assessment found that the majority of the Structure Plan area is capable of urban development, subject to floodway areas being provided as public open space. The management of vegetation and fauna values as part of future development of the site must be appropriately managed through the standard subdivision process. Modifications 1 and 3 are required to minimise impact on WRP habitat and to enhance environmental outcomes associated with the development.</p> <p>2. Noted. Refer point 1. Modification 3 is required to provide a 30m wide buffer around the floodway area.</p> <p>3. Proposed new road reserves linking the Site to Caves Road may have a significant impact on the species due to fragmentation of existing habitat linkages. Fragmentation of these linkages means to create a disjuncture between patches that affects the ability of animals to move, for example habitat trees separated by more than six metres. Referral under the EPBC Act may be required due to multiple road reserves fragmenting the habitat linkage. The City of Busselton has conditioned the provision of vegetated buffers to ensure appropriate visual screening and separation of development from main roads adjoining the Special Provision Area.</p>	<p>Schedule of Modifications, are required to address matters raised in the submission.</p>
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	<p>be given permission to advance. The Structure Plan Guiding Principles state that this application be landscape-led; maintain a buffer on Caves Road, be a pedestrian friendly neighbourhood, provide appropriate and safe vehicle and pedestrian egress, address the ability of people to cross from the development to Monaghans Corner to the existing shops and the beach. Minimise disruption to regional networks, i.e., traffic leaving and entering the development onto Caves Road (carrying increased traffic especially from the west as Dunsborough opens up new housing developments and acquires high rise residential and visitor developments in the near future).</p> <p>5. Concerted efforts need to be put in place by the City of Busselton to pressure the developers to adhere to these Guiding Principles when the COB is making their determination. Pressure needs to be applied by the City to Main Roads for the Vasse-Dunsborough Link be built in the immediate future. It is imperative that should this development become a Development Application, the Developers consider seriously and genuinely the aspirations listed in the Structure Plan Guiding Principles.</p> <p>6. Consideration should be given to block orientation so home builders have the opportunity to build north facing passive solar dwellings. It is time for developers to be encouraged (pressured) to consider a wider range of key factors that take into account not only a one-off profit benefit, but ongoing benefit for the environment and a place in which</p>	<p>4. Noted. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>5. Noted. Traffic modelling demonstrates that the proposal is not reliant on the construction of the Vasse-Dunsborough link.</p> <p>6. Noted. Lot layout and building siting is informed and guided by Liveable Neighborhoods and the Residential Design Codes.</p>	
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	people can thrive. Plan and build homes; not houses for profit.		
84	<p>1. It will impact on the habitat on native wildlife. We already see numerous possums die on caves road. New development and more traffic will only increase this.</p> <p>2. There will be a surplus of people using suburban roads to access the beach, creating more noise. It will negatively impact:</p> <ul style="list-style-type: none"> - The local citizens of Abbey. More and more people will be using our roads to access the beaches - Increased amounts of pollution on our local roads and beaches. This includes noise, light and rubbish pollution. - Traffic along Caves road will increase and slow down commuters. <p>3. Possums! They are already at risk and their homes are in the areas that would be under development if this plan goes through. This also includes native wildlife</p>	<p>1. Noted.</p> <p>2. It is noted that Local roads have sufficient capacity to accommodate increased traffic volumes. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>3. Noted. Several aspects of the proposal, as well as the Modifications proposed by officers, are targeted at minimising the impact of the development on WRPs and WRP habitat.</p>	<p>1. Modifications 1 and 3, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>
85	<p>1. Caves Road traffic entry points from 3 roads already difficult to navigate and pull out at peak times. In its current form this proposal, having one road entry point onto Caves Road, is dangerous in my opinion. The traffic already on Caves Road is at peak at times. I pull out onto Caves Road driving to Dunsborough for work each day & into Busselton on weekends regularly, which traffic is already bad. Let alone if another road is added on the opposite side of Caves Road as an entry point. Just to note the recent March long weekend I drove back from Augusta on the</p>	<p>1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>2. The proposal is supported by an Environmental Assessment and Management Strategy (September 2022 - Emerge Associates) and was referred to the EPA for determination prior to public advertising.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>Monday public holiday, I could not turn right into either of the 3 road entry points to Abbey beach side due to traffic banked up from Dunsborough - traffic had to stop to let me through. It would be crazy to have another road entry to Caves Road on the opposite side in the mix of a situation with a long weekend or peak school holidays. Suggestion would be a roundabout to keep the flow of traffic going (but would also bank it up more) but may be a safer way with vehicles pulling on to Caves Road from both sides of the road. Otherwise just wait until the bypass is complete before approving a traffic intersection like this for a property development.</p> <p>2. Environmentally how is this development proceeding without an environmental impact statement? The wetlands and wildlife that is in the development area needs consideration and one would think this is required before the development is put out for public comment.</p> <p>3. Please think about how this affects the small community of Abbey. We are a small community here. The owners of the Development 'Abbey Landowners' if they live here would know the affects the traffic would have on local residents using Caves Road on a daily basis - however if they do not live here and are not regular users of Caves Road then they may not realise the impact of their development proposal.</p>	<p>3. Noted.</p>	
<p>86</p>	<p>1. Geographe Bay rd is already so busy during summer with cars parked and blocking our driveways it is already dangerous for our our kids to cross the road</p>	<p>1. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a</p>	<p>1. That the submission be noted.</p>

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	<p>with obstructed views. As you are aware there is only one toilet block at the already very busy boat . We already find Toilet paper in the bush opposite our property due to lack of toilets and extra people from vasse newtown, kealy and cambridge estate already flooding this stretch of beach.The cars parking on the side of the road are damaging the bush on the verge of the road and making crossing dangerous and also backing out of our driveways.</p>	<p>new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p>	
<p>87</p>	<ol style="list-style-type: none"> 1. Traffic congestion.... Caves Road is very busy especially during the Christmas holiday period and long weekends. It can be difficult to turn into Caves Road from both directions now, let alone when 800 other people take up residence in South Abbey. Pedestrian and Cyclist safety, particularly children.... There needs to be safe crossings or at least one underground crossing for people to access the beach. It's dangerous at the moment, especially near the RAC caravan park. Will get worse with people trying to access the beach from South Abbey 2. Beach parking....Already there is damage from vehicles encroaching on the natural bush in front of the beach. There is no designated parking, except the boat ramp. More people, more damage 3. Environmental damage....Knocking down more trees and natural vegetation is reckless. Apart from animals and birds losing habitat we become part of a concrete jungle with not enough trees or parkland. With climate change happening the more trees etc. left in situ the better 	<ol style="list-style-type: none"> 1. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway. 2. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities. 3. Noted. The site is mostly cleared of vegetation. The City has worked with the proponent to retain trees however the developer is only required to provide 10% of the site area as Public Open Space and trees have generally not been retained on lots. Modifications 1, 3 and 8 are required to 	<ol style="list-style-type: none"> 1. Modifications 1, 3 and 8 as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.

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	<p>4. I am not against more development and housing but feel it needs to be addressed in a sympathetic way. Done in the right way it could be great</p>	<p>minimise impact on existing vegetation and to allow for the enhancement of buffer areas.</p> <p>4. Noted.</p>	
88	<p>1. This is advise you that I object to the application for rezoning of the affected area for rural and conservation to urban development in its present form by the developers as it will change in my view the character of Abbey in view of the high density proposed of around 1000 people.</p> <p>2. This will have serious effects on the traffic flow around Monaghans Traffic circle, especially as it is proposed to develop a shopping centre at the present site of the Shed Market Site. Existing public facilities such as Abbey boat ramp area will become totally overcrowded on public holidays.</p>	<p>1. Noted. The density range of R-20 / R40 that is proposed for the site is generally considered to be low density. The portion of the site that is proposed to be coded R60 is in accordance with the City of Busselton Local Planning Strategy 2019. For public submissions on density – R20-40 to be supported with additional requirements within Scheme 21 to address medium density requirements within areas below R30 (happy to discuss). Development standards within front setback for a minimum % requirement for soft landscaping and one tree within street setback. Look at mirroring R10 density on southern boundary of site to provide for transition and lower density environment.</p> <p>2. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes. Noted.</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>
89	<p>1. While I understand progress is a part of growing a community, please reconsider allowing this style, of Legoland subdivision to go ahead. The density and Zoning (some sneaky, R60 Zonings in there) creating further pressure on various aspects of the Vasse and surrounding environment.</p> <p>2. Roads –Monaghan’s Roundabout, Bussell Hwy, Caves Rd, this area is already a danger zone with traffic</p>	<p>1. Noted. The density range of R-20 / R40 that is proposed for the site is generally considered to be low density. The portion of the site that is proposed to be coded R60 is in accordance with the City of Busselton Local Planning Strategy 2019.</p> <p>2. The proponent, Main Roads WA and City are working on revised road designs to improve</p>	<p>1. Modification 1, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.</p>

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	<p>levels and congestion, it's like running the gauntlet through there with many near misses and accidents in this vicinity. Again, Monaghan's roundabout, travelling along the Bussell Hwy past Glenview Dr/Prise Rd, such poor signage, and street lighting, so dangerous! many accidents and near misses along this stretch of Hwy, death trap waiting to happen here, pretty much all year round now days, not just peak tourist seasons. I know this is a Main Roads issue. They have been notified but Nil action to date. Do the maths with the proposed subdivision zonings, all those extra vehicles and people on the above-mentioned roads causing a ripple effect with pedestrians, cyclist, parking....I dread to think about the chaos in peak tourist season, school pickup times etc.</p> <p>3. Beach Front - Geographe Bay Road/Roberts Rd and Newtown Beach Road, this is a shambles and has been for the past few years. Vehicles parked randomly on all angles along beachfront strip, knocking over the natural bush land, trying to find somewhere to park. It's absolute mayhem, especially in the warmer months... Do you really think adding an extra (potentially) 1000 people to the area will be healthy for the Beachfront? How will this area cope? Are the Developers prepared to fix this problem to accommodate the influx of so many people parking/walking along this stretch of beachfront?</p> <p>4. Flora and Fauna - that have inhabited the area long before us. Such a shame as to where these wetlands birds and native animals will go?... eco system</p>	<p>traffic, safety and property access outcomes as identified in Modification 1. This will also to enable the safe and efficient crossing of Caves Road and Bussell Highway.</p> <p>3. The Abbey Foreshore is located outside of the project area. It is noted that the City is undertaking a separate project to select a new site and design for a regional recreational boating facility between Abbey and Dunsborough. This will ultimately provide additional capacity and reduce pressure on existing facilities.</p> <p>4. The site largely consists of cleared agricultural (pastoral) land. The City has worked with the proponent to retain trees however the developer is only required to provide 10% of the site area as Public Open Space and trees have generally not been retained on lots. It is noted that the same outcome would be associated with a lower density residential development.</p> <p>5. The proposed development will have access to sufficient drinking water allocation.</p> <p>6. Noted. It is not ironic.</p>	
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	<p>destroyed, driven out of their natural habitat due to this densely populated proposed subdivision.</p> <p>5. Water Table - underground aquifers already getting sucked dry from large road works and infrastructure i.e. Bunbury/Busselton Bypass Road along with the general growth of the Busselton and surrounding population. Oh well we'll just pop another 1000 plus people and Commercial properties out there and worry about the long-term effects, on ground water later.</p> <p>6. It's ironic...My Husband and I visited City of Busselton, Shire Offices, Town Planning Dept. on the 8th Feb 2023. Here we sat and spoke with a young lady (Planner) and asked for some guidance in subdividing our 3ha property into 2 to 4 lots? We were told "That's not something the City of Busselton supports" We tried to keep our request for subdivision fair and reasonable (lot sizes) keeping the ambience, lifestyle, space and taking flora and fauna into consideration, but got knocked back. ...yet across the road plans are being prepared for a development of colossal proportions. Why can't this proposed subdivision be more conservative with it Zoning? Larger lots to blend in with the surrounds. Sizing in the R10 or R5 range? Similar to the Country Road Estate, The Woods and alike. Keep a more natural, nature-based look in this location. I believe people move to the Vasse precinct for a tree and sea change, escape heavy traffic and live a lifestyle with a little space. It saddens me, along with a large majority of rate paying citizens in the Vasse and surrounding</p>		
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	<p>area that you are allowing, Greed and Profiteers to go ahead with such a condensed subdivision in this location. Please reconsider the density and major impact this proposed subdivision will have now and into the future. Yes open up some land to help with the housing issues but Please DON'T turn this particular location into Legoland.</p>		
90	<ol style="list-style-type: none"> 1. I am writing on behalf of my husband and myself to let you know how worried we are about the proposed and future development to take place opposite our street. We live in Roberts Road where in summer and holiday times the traffic along Caves Road is very heavy. 2. If the residential development mainly consisted of large blocks it would be OK, but the plan showed very small blocks and rather dense living. As we are a thoroughfare to the beach, our street would become more of a race track! 3. I just ask that the Council please look at this development through the eyes of long term residents and not the property developers. 	<ol style="list-style-type: none"> 1. Noted. The proponent, Main Roads WA and City are working on revised road designs to improve traffic, safety and property access outcomes. 2. Noted. 3. Noted. 	<ol style="list-style-type: none"> 1. Modification 1, as contained in Attachment G – Schedule of Modifications, are required to address matters raised in the submission.