

Special Electors Meeting
Monday 12 August 6.30pm Civic Room, Shire of Mundaring

That Council recommend the Western Australian Planning Commission refuse Structure Plan 34 because

- Main Roads opposes SP 34 and has no plans to upgrade Great Eastern Hwy in this location. The district road network capacity is constrained and additional population from SP 34 will compromise public safety.
- SP 34's Bushfire Management Plan does not adequately address the extreme fire risk and bushfire area access
- LSIP 265 was not approved by the Western Australian Planning Commission in 1999 as indicated by the proponent, but rather, it was simply used as a guide to rezone the land within the Metropolitan Region Scheme.
- There is insufficient detail for review by community and Shire to endorse the Wastewater Treatment Plant as a concept therefore placing community and environment at risk.
- Continuity of sewage services is problematic, due to a lack of a prior WAPC approved area to build the North Stoneville Plant; further exacerbated by low filtration rates across the topography of SP34.
- The water quality of Susannah Brook and Jane Brook would be seriously comprised with potential discharges of treated water, dam leaks and the subsequent change in water runoff into the two brooks from storm water.
- SP34 is at odds with the economic development potential in the Shire of Mundaring in the area of tourism.
- The traditional owners of the land have not be adequately consulted.
- The methodologies utilised in the Environmental Assessment Report are deficient and specific assertions cannot be supported by local experts.

Main Roads opposes Structure Plan 34 and refutes Transcore's Traffic Impact Assessment which indicates that the intersection with Seaborne Road and Great Eastern Highway will be upgraded by Main Roads. Main Roads has no plans to upgrade this intersection and states that this intersection will fail if this Structure Plan proceeds in its current form.

City of Swan considers Transcores estimated additional 11,200 vehicle movements per day as low, does not take into account vehicle movements associated with 2 schools and highlights many discrepancies in estimated volumes on Cameron, Roland and Toodyay roads.

The City of Swan also highlights that the formally named Cameron Road does not connect between Roland Road and Stoneville Road as per Transcores report. There is approx. 200m of unconstructed road between Hawkstone Street and Woolhouse Lane, which is under the jurisdiction of the City of Swan and runs through a natural watercourse. The City of Swan is unsure of the feasibility of constructing this road connection from a cost or environmental point of view and questions who is going to pay for and construct this road?

The Shire Officers report recommends that Council refuse SP34 as "the traffic generated would exacerbate capacity constraints on the surrounding road network; compromising community safety".

The traffic assessment report from Cardno (WA) Pty Ltd stated that "the existing intersections along Great Eastern Highway have sufficient capacity to accommodate a maximum of 70 more dwellings, which I would think will be met by organic growth.

I have to question why this Structure Plan is even being considered when it plans for over 2000% increase of homes (21 times more) that what the intersections along Great Eastern Hwy can safely accommodate.

I urge Council be prudent when considering developer contributions as an attempt to solve the infrastructure challenges. Developer contributions are just that...contributions. The additional part of the funding will be born by the Shire of Mundaring and given that the majority of shire income is derived from rates and fees and charges, we as ratepayers want to be clear that we oppose SP34 and do not wish for one cent of current Shire income to be spent on SP34. It is ironic that the landowner of the property in question, the Anglican Diocese of Perth is exempt from paying tax and rates.

Thank you