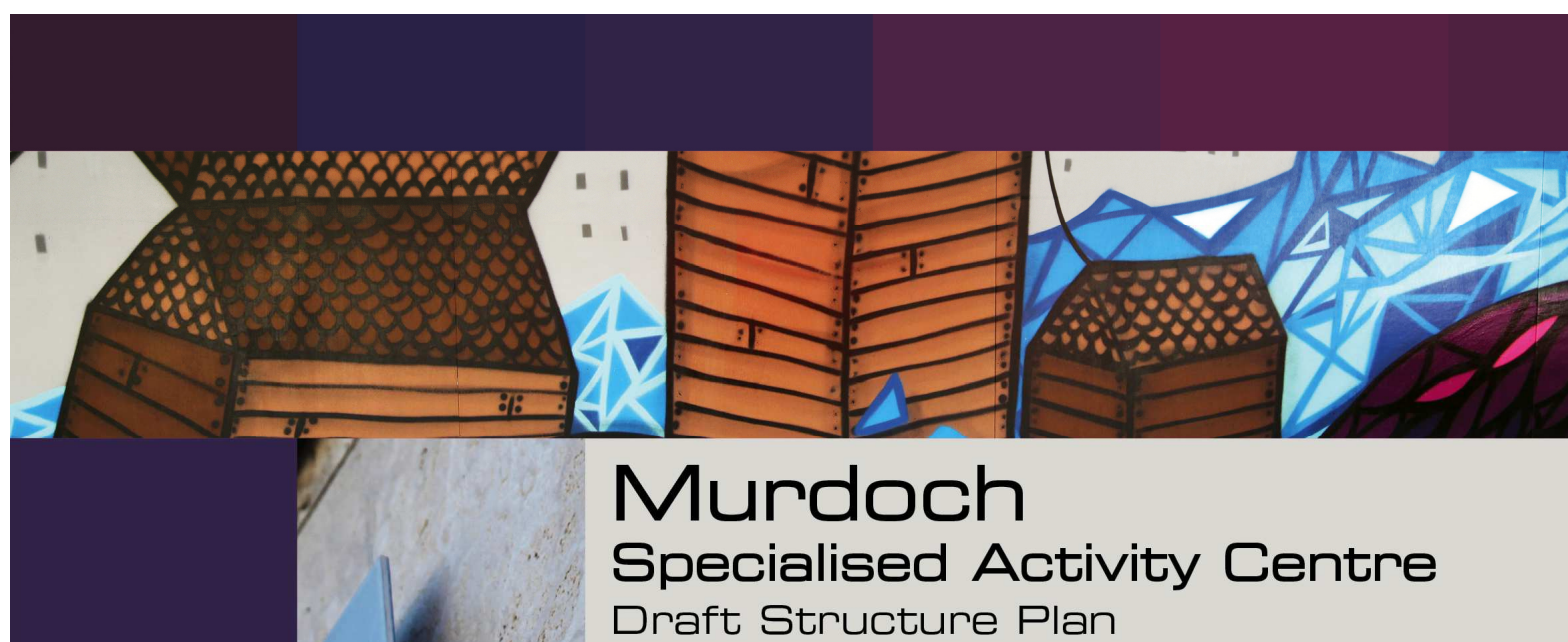


ATTACHMENT 2



Murdoch Specialised Activity Centre Draft Structure Plan **Report on Submissions**

September 2013

An abstract graphic featuring a collage of geometric shapes and colors. The top section is a solid dark purple bar. Below it, there's a horizontal band with various shapes: a brown lattice pattern, a blue and white geometric pattern, a brown wooden texture, and a blue and white geometric pattern. The bottom section is a solid light grey bar containing the title text.

Murdoch Specialised Activity Centre Draft Structure Plan



Department of
Planning



Western
Australian
Planning
Commission



City of
Melville



Murdoch
UNIVERSITY

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Table of Contents

	PAGE
1 INTRODUCTION.....	2
2 OVERVIEW OF PUBLIC SUBMISSIONS.....	3
3 OVERVIEW OF STAKEHOLDER SUBMISSIONS	4
4 KEY TOPICS AND RESPONSES TO SUBMISSIONS.....	6
5 COMPLETION OF THE STRUCTURE PLAN	9
SUMMARY OF SUBMISSIONS RECEIVED AND RECOMMENDED DETAILED RESPONSES	10

1.0 Introduction

Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon identifies the prospect of Murdoch becoming one of the largest activity centres in the metropolitan area by classifying it as a Specialised Centre. A draft Structure Plan for Murdoch Specialised Activity Centre was published by the Western Australian Planning Commission (WAPC) in November 2012.

This report reviews formal submissions lodged during the consultation period for the draft Structure Plan. A public forum was held at City of Melville's offices on 21 November 2012 to present the draft Structure Plan to the community and advise on how and when to comment. The submissions period extended over the summer and closed on 8 February 2013.

The comment period was the main opportunity for key stakeholders and the community to submit their views on the emerging spatial strategy for the centre. It forms part of the overall community consultation and stakeholder engagement program for the study.

Submissions have been reviewed by the project team and amendments to the draft plan are recommended in light of the comments received. The approach to collation and analysis of comments is as follows:

- o Submissions to the draft plan were received via mail or online submissions and have been summarised.
- o Comments have been grouped into issues and responded to on basis of these topics.
- o Submissions from government agencies and some large organisations are responded to individually as part of the key stakeholder engagement for the project.

This summary report on submissions will be published by the WAPC at the same time as the final Structure Plan and made available on the WAPC's website www.planning.wa.gov.au/murdoch

Note:

The WAPC is the principal client for this project. The WA Department of Planning is managing the project on behalf of the WAPC, with the City of Melville and Murdoch University as funding partners.

Hames Sharley is the lead project consultant commissioned to undertake the Structure Plan study. It is responsible for the preparation of the Structure Plan and management of the consultation process, under direction of the Department of Planning.

2.0 Overview of Public Submissions

2.1 Summary of Comments

54 submissions on the draft plan have been received in total, including 37 from the general public.

Common topics of concern that have featured include:

- o traffic impacts
- o road safety including pedestrian/cycle crossings
- o urban development of university land and areas close to wetlands
- o possible widening of Farrington Road to support growth of the activity centre
- o loss of native vegetation

In some cases, these concerns have been based on a misreading or misunderstanding of the plan. The Structure Plan for this specialised activity centre is formed of high level strategies for a broad area and is therefore not characterised by the type of site detail normally associated with a structure planning process. This change in style and approach can be attributed to some of the comments received on the document.

Many of the submissions from the community offered support to the Structure Plan's vision for development, its spatial plan and individual strategies, such as those advocating:

- o landscape enhancement
- o resource conservation
- o increased transit priority and public transport services
- o a compact, dense urban form
- o a mixed use active urban environment

2.2 Community Groups and Associations

Apart from individual residents from surrounding suburbs, a number of local community groups submitted comments on the plan, including Save Beeliar Wetlands, Friends of Cockburn Wetlands, St Ives Residents Association and the Murdoch Environmental Restoration Group.

Submissions were also received from university students and some local businesses within the Murdoch area. Some local employees/employers expressed support for the long term vision and growth plan for the centre.

3.0 Overview of Stakeholder Submissions

3.1 Summary of Comments

17 of the 53 submissions to the draft Structure Plan were received from stakeholder groups.

Common topics of concern are similar to those from the general public, including:

- o urban development of university land and unsuitable areas close to wetlands
- o reallocation of parks and recreation land to development
- o loss of native vegetation and habitat
- o potential impacts on groundwater resources
- o traffic access regime within the health precinct
- o lack of approved transport infrastructure to accommodate predicted population
- o unmanaged traffic impacts of further growth
- o unsafe pedestrian/cycle crossings at major intersections
- o possible widening of Farrington Road to support growth of the activity centre
- o retail development guidelines
- o urban form guidelines for precincts in the central area
- o graphic style of the plan

In some cases, again, these concerns have been based on a misreading or misunderstanding of the plan. The Structure Plan for this specialised activity centre is formed of high level strategies for a broad area and is therefore not characterised by the type of site detail normally associated with a structure planning process. This change in style and approach can be attributed to some of the comments received from stakeholders.

Several parties opposed the lack of prior environmental studies underpinning the Structure Plan and requested these to be carried out before the plan is finalised. In addition, many organisations (including some of a non-technical nature), called for additional traffic modelling to be carried out to support the plan.

Many of the stakeholder submissions provided support for the Structure Plan's vision for development, its spatial plan and individual strategies, such as those advocating:

- o landscape enhancement and green links
- o resource conservation
- o increased transit priority and public transport services
- o a compact, dense urban core
- o a mixed use active urban environment

3.2 Key Stakeholder Groups

Submissions have been lodged by a range of stakeholders, including government departments and agencies, national and local businesses and Murdoch based institutions. Many of these parties have previously been consulted by the project team on the emerging Structure Plan. Some are actively involved in the study as members of the formal Project Management Group.

The key stakeholders who submitted representations include:

- Department of Transport (also on behalf of Main Roads WA and Public Transport Authority)
- Department of Training & Workforce Development
- Department of Environment and Conservation
- Department of Finance (Office of the Government Architect)
- Department of Fire and Emergency Services
- Landcorp
- City of Melville
- City of Cockburn
- Challenger Institute of Technology
- Murdoch University Arts Board
- St John of God Hospital
- Stockland
- Western Power
- Water Corporation

Other representations were lodged by IFAP (Industrial Foundation for Accident Prevention), Beeliar Regional Park Community Advisory Committee and Shelter WA. It is noted that some of the latter committee's concerns were repeated in other submissions.

4.0 Key Topics and Responses to Submissions

In the context of the overview of submissions from both stakeholders and the general public, this section draws together the key topics that need to be addressed and common issues that have been raised by interested parties that merit an integrated response.

4.1 Murdoch South Precinct – Beeliar Regional Park and Recreational Land

There is concern about the identification of land to the south of Farrington Road/east of Bibra Drive for development. These sites are in proximity to sensitive eco-systems and are within the Beeliar Regional Park boundary as recreation use...

It is recommended that the land is shown in the plan as hatched with both Living Area and Recreational uses permitted subject to further investigations. If the land is considered for urban (residential) use at some time in the future, the Beeliar Regional Park Management Plan would require review. It is also acknowledged that land within the precinct is reserved as Parks and Recreation in the MRS. Should the land be considered for residential use in the future, there will need to be an amendment to the MRS Parks and Recreation reserve.

4.2 Murdoch South (University) Precinct

There is concern about the identification of land at the south edge of the University campus as a possible Living Area. This part of the campus is used for animal grazing and is in proximity to sensitive eco-systems adjacent to the Beeliar Regional Park. It is acknowledged that the long term suitability of this land for development is untested given its proximity to wetlands and Beeliar Regional Park.

It is recommended that the land is shown in the plan as hatched with both Living Area and Education purposes permitted subject to further investigations. Should the land be considered suitable for residential use in the future, further consultation will be required with Murdoch University, City of Melville and Department of Environment and Conservation (DEC).

4.3 Ecological Impacts – Further Studies

Notwithstanding some concerns of various stakeholders and members of the public about lack of baseline information (there have been many studies undertaken for all current and past development in Murdoch), it is recommended that the district wide studies outlined at Table 7-3 of the plan be pursued following completion of the Structure Plan and prior to any MRS amendments and/or development. It should be borne in mind that some environmental studies are seasonally based.

4.4 Transport Modelling and Major Road Proposals

In response to concerns about the lack of technical traffic analysis underpinning the plan, there has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan.

Previous traffic modelling has indicated that the proposed southern access route from Murdoch Activity Centre will not be required until after 2021. The new Structure Plan, however, does not preclude provision of this access earlier.

The DoT has requested that the Structure Plan makes clear that without the full implementation of the key road network improvements identified, in particular a suitable southern access to/from the Kwinana Freeway (the preferred option being the Roe Highway extension), the full development of the activity centre as envisioned in the new Structure Plan will not be possible.

There are no plans, nor have there existed any previous proposals, to widen Farrington Road and the previous modeling was not based on this assumption.

4.5 Transport Mode Share Targets

The Structure Plan will refer to the previous Murdoch Activity Centre Public Transport Master Plan which considers mode share targets. Based on recent analysis of the land use outputs across the proposed precincts in the draft Structure Plan, the total land use outcomes are of a similar scale to inputs to previous traffic modeling, which therefore remains valid to this new Structure Plan.

4.6 Retail Prioritisation of the Murdoch Activity Centre Urban Core

There are objections from the owner of Bull Creek shopping centre to elements of the land use strategy in Chapter 3 which seek to prioritise the urban core of Murdoch Activity Centre for future retail development over expansion (over certain scales/thresholds) at outlying shopping centres.

In light of these objections, the DoP activity centres policy team was re-consulted on the contents of Section 3.7 Retail. Following further discussions, it has been agreed to reconsider much of this section of the plan, in particular, to remove any threshold based tests for new retail development in outlying centres.

4.7 Health Precinct – Precinct Planning

Although the two major hospitals are illustrated in the Structure Plan within one precinct, it is recognised that it will be more practical for the institutions to progress with campus masterplanning individually. Any separate precinct plans submitted by/on behalf of SJOGH and FSH will meet with the precinct planning requirement stipulated in the Structure Plan.

The WAPC will ensure (through DoP) that, in reviewing any precinct plans/local structure plans that are submitted by the two hospitals in the Health Precinct, there is appropriate co-ordination, in particular where the two campuses interface at Barry Marshall Parade. A statement will be included in the final Structure Plan to reflect this position.

4.8 Mixed Use Precinct (MUP) – Precinct Guidelines

A number of concerns and queries have been raised by Landcorp, regarding the land use and urban form guidelines for the Mixed Use Precinct. However these are considered to be entirely appropriate for this part of the urban core and will not unduly inhibit completion of the current masterplan exercise for the MUP.

4.9 Governance, Implementation and Planning Delivery

It is recognised that further investigations will be required regarding governance, implementation and planning delivery mechanisms to support the Structure Plan (refer to Key Recommendations at Section 7.13 and Recommended Further Studies at Table 7-3).

5.0 Completion of the Structure Plan

The final phase of the project will be the endorsement by the WAPC and publication/release of the approved Structure Plan, one that identifies the growth potential of this significant centre and sets out a spatial plan for its development according to long term staging.

Beyond completion of the Structure Plan, the Murdoch Specialised Activity Centre project will continue growing as part of an expanding capital city.

This report on submissions will be released for public information at the same time as the final Structure Plan. Copies of the report will be available on the WAPC website www.planning.wa.gov.au/Murdoch.

All individuals and organisations that made submissions will also be advised of the availability of the report on submissions, representing the final stage of the public consultation process.

SUMMARY OF SUBMISSIONS RECEIVED AND RECOMMENDED DETAILED RESPONSES

Murdoch Specialised Activity Centre Draft Structure Plan (November 2012)

Summary of Submissions from Government Agencies & Other Stakeholders

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
1	Chairperson Beeliar Regional Park Community Advisory Committee	Support proposed green links		Proposed green links are conceptual elements of the plan's landscape strategy. The final form and composition of the links will be subject to the findings of further environmental studies (refer to Table 7-3).	No change
		Support water management strategy		Support for the proposed strategy noted (section 6.5 refers).	No change
		Support flora/fauna and traffic surveys, prefer it to be completed before plan is finalised.		- The spatial development proposals in the Structure Plan have been planned around existing baseline information of the local ecology. Any additional flora/fauna surveys are recommended to be carried out at precinct level in support of precinct plans. Surveys will support the district level Ecological Assessment referred to in Table 7-3. - It should be noted that detailed environmental assessment for part of the study area was undertaken as part of the development approval process for the proponent Fiona Stanley Hospital. - Further detailed environmental surveys will be required before any required amendments to the Metropolitan Region Scheme (MRS) and for development on land not previously identified for infill development. - There has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan. These assessments include: - Murdoch Activity Centre Access and Parking Policy (2011) - Murdoch Activity Centre Public Transport Masterplan (2010) - Murdoch Activity Centre Assessment of Transport Impacts (2010) - Murdoch Specialised Activity Centre Structure Plan- Travel Demand Assessment (2013)	Section 6.6 (page 112): 2nd para, insert new 2nd sentence to clarify that the outcomes of flora/fauna surveys will inform and be reflected in Precinct Plans. The broader context of ecology across the Structure Plan area is to be investigated through the proposed Biodiversity Assessment (refer to Table 7-3 Further Studies).
			Maps in the Structure Plan are poorly drafted and boundaries/road alignments appear inaccurate	Graphic style adopted in key maps/diagrams reflects the high level nature of the document. Precinct Plans will interpret the Structure Plan strategies into local details according to precise boundaries.	No change
			Fig 6.02 does not represent correct boundaries of Beeliar Regional Park	Amend Fig 6.02 to represent correct boundaries of Beeliar Regional Park.	Amend Fig 6.02 with correct boundaries of Beeliar Regional Park.
			Not aware of any 'rural' land in the Structure Plan	Amend text and figures containing 'Rural' land and replace with 'Agricultural'.	Replace 'Rural' to 'Agricultural' in relevant text and figures.

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
			Concern regarding inadequate traffic data	- There has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan. These assessments include: - Murdoch Activity Centre Access and Parking Policy (2011) - Murdoch Activity Centre Public Transport Masterplan (2010) - Murdoch Activity Centre Assessment of Transport Impacts (2010) - Murdoch Specialised Activity Centre Structure Plan- Travel Demand Assessment (2013)	No change
			Concern regarding timing for groundwater studies	The spatial development proposals have been planned around existing baseline information. Any further detailed study regarding groundwater will be pursued once the strategic framework has been finalised in this Structure Plan. Refer to recommendation in Table 7-3.	No change
			Inconsistent with DoP Structure Plan Preparation Guidelines	The format of this hybrid Activity Centre Structure Plan has been agreed with the DoP in the context of the Western Australian Planning Commission (WAPC) Guidelines for Structure Plans.	No change
			Inconsistent with Beeliar Regional Park Management Plan (Use of recreational land for urban development)	The future development potential of the recreational land to the east of Bibra Drive has been investigated in this Structure Plan at the request of the landowner, the WA Planning Commission. Notwithstanding, the Structure Plan report will be amended to reflect that the existing recreational uses will remain for the foreseeable future and that the Beeliar Regional Park Management Plan would need to be reviewed and amended if future urban use is permitted.	- Key Diagram (page VII) and Section 2.6 Precinct Guidelines (page 32): Murdoch South Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Parks & Recreation. - Section 2.6 Precinct Guidelines (page 32): Add the following statement under Precinct 7: "It is acknowledged that Murdoch South is within the Beeliar Regional Park boundary and that the easternmost part of the precinct is zoned as Parks and Recreation in the MRS. Should the land be considered for urban (residential) use in the future, there will need to be an amendment to the MRS Parks and Recreation reserve as well as a review of the Beeliar Regional Park Management Plan".
			Translocation of flora and fauna is not supported	There are no proposals in the Structure Plan for translocation of flora and fauna.	(NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05) No change
			Murdoch South urban development not supported as likely to have drainage problems, mosquito problems, bushfire risk, impact on groundwater (will result in degradation of wetlands)	The BRPCAC's concerns are noted. The Murdoch South urban areas are identified as long term options pending further detailed investigations.	- Key Diagram (page VII) and Section 2.6 Precinct Guidelines (page 32): Murdoch South Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Parks & Recreation. - Section 2.6 Precinct Guidelines (page 32): Add the following statement under Precinct 7:

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
					"It is acknowledged that Murdoch South is within the Beeliar Regional Park boundary and that the easternmost part of the precinct is zoned as Parks and Recreation in the MRS. Should the land be considered for urban (residential) use in the future, there will need to be an amendment to the MRS Parks and Recreation reserve as well as a review of the Beeliar Regional Park Management Plan". (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05) No change
2	A/Manager Regional Parks Unit (Swan Region) Department of Environment and Conservation (DEC)	- Little value in green link between Murdoch West playing field to conservation areas - Support other green links	Concern urban development on Farrington Road will create pressure to widen or illuminate the road (nocturnal wildlife crossing)	- There are no plans to widen Farrington Road and the previous transport modelling for the Activity Centre is not based on an assumption that Farrington is widened. - The proposed green links can offer a number of benefits to this developing urban centre including recreational and landscape as well as ecological value. - Support welcomed.	No change
		Murdoch South (university) urban development cells are within the minimum 50m wetland buffer of Melaleuca Swamp (conservation category wetland). This buffer should be depicted on all relevant figures		DEC advice noted. It may not be appropriate (or legible) to delineate the buffer zones in the Key Diagram and other figures in the plan, given the extent and scale of the Structure Plan area. DEC buffers are highlighted within Section 6.7 (page 113). Precinct Plans/Local Structure Plans are the most appropriate vehicle for addressing these detailed planning issues.	No change
			Murdoch South (WAPC land) proposed future use for urban development is not in accordance with Beeliar Park Regional Management Plan	The development potential of the recreational land to the east of Bibra Drive has been investigated in this Structure Plan at the request of the landowner, the WAPC. The Murdoch South urban areas are identified as long term options pending further investigations.	- Key Diagram (page VII) and Section 2.6 Precinct Guidelines (page 32): Murdoch South Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Parks & Recreation. - Section 2.6 Precinct Guidelines (page 32): Add the following statement under Precinct 7: "It is acknowledged that Murdoch South is within the Beeliar Regional Park boundary and that the easternmost part of the precinct is zoned as Parks and Recreation in the MRS. Should the land be considered for urban (residential) use in the future, there will need to be an amendment to the MRS Parks and Recreation reserve as well as a review of the Beeliar Regional Park Management Plan". (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05)

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
			Proposed extension of Baptist College campus (Fig 3.08) into fauna protection area (Fig 16 Murdoch University Masterplan) is not supported	The existing college is depicted as part of an Education/Living area within the Murdoch University Western Precinct. Precinct planning will investigate the land's suitability for development and proposals within this part of the campus will be subject to planning and sustainability tests including impacts on environmental assets as identified in the University's masterplan.	No change
		Relocation of animal pens near Melaleuca swamp requires further investigation into nutrient loading (Fig 3.16)		Comments noted. The Structure Plan envisages the long term relocation of animal pens out of the area to facilitate future development. Proposals in the southern part of the University campus will be subject to assessment of impacts on local ecology.	No change
		Need to amend text on page 104: Murdoch Swamp is known as Chelodina Wetland (Not Roe Swamp)		Amend text on page 104 as highlighted.	- Page 104: Amend text at Para 5 to rename Murdoch Swamp as Chelodina Wetland. - Page 104: Delete text at Para 5, "(otherwise known as Roe Swamp and adjacent sump land)".
		No drainage infrastructure should be placed within the boundaries of Beeliar Regional Park (nor direct discharge of drainage waters).		Noted. A district drainage management strategy is to be subject of a further study as per Table 7-3	No change
			Fig 6.02: Lots 1, 5, 551 and 550 Farrington Road should be identified as Beeliar Regional Park. Lot 117 should be shown as a conservation reserve.	Review the location of Lots identified by DEC relative to the Regional Park boundary and conservation reserve. Note that this Structure Plan does not prescribe land uses for individual lots, rather it prescribes spatial activity according to homogenous precinct areas.	Page 106: Figure 6.02 - Amend to show correct boundaries of Beeliar Regional Park.
		Supportive of flora and fauna surveys, although advise surveys should have been undertaken prior to preparation of the Structure Plan		- Support noted. The spatial development proposals in the Structure Plan have been planned around existing baseline information of the local ecology. Any additional flora/fauna surveys are recommended to be carried out at precinct level in support of local structure plans. Surveys will support the district level Ecological Assessment referred to in Table 7-3. - It should be noted that detailed environmental assessment for part of the study area was undertaken as part of the development approval process for Fiona Stanley Hospital. - Further detailed environmental surveys will be required before any required amendments to the Metropolitan Region Scheme and for development on land not previously identified for infill development.	No change
			Threatened flora should be protected in situ. Translocation are the responsibility of the proponent (approval sought from DEC)	The Structure Plan does not propose that any flora is translocated out of the area.	No change
		Page 114: Green corridors with pedestrian paths are susceptible to edge effects (weeds, rubbish, predation, disease, fire, erosion)		Noted. Include an acknowledgement of the need to manage pedestrian impacts on the natural landscape within text at Section 6.8 Open Space Structure and Links.	Section 6.8, Page 115 - Insert under 'Circulation' the following sentence: "The built and natural environs of the activity centre will need to be supported by a suitable management and maintenance regime to control the impacts of increased pedestrian accessibility and foot traffic, as in any major urban centre".

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
			Page 113: 50m minimum wetlands buffers are to be protected and determination of this width may be impacted by threats posed by adjacent land uses	The current situation and DEC guidelines are reflected adequately on page 113.	No change
			Page 114: Reconsideration should be given to positioning of active transport routes through conservation reserves	The Structure plan does not contain any proposals for directing transit routes through conservation reserves. Transit priority routes, as shown, follow existing routes or roads under construction. The only exception is a possible long term diversion of the transit spine through the University campus (Fig 7.09) which does not traverse any conservation reserves.	No change
			Page 115: Picnic facilities are not considered appropriate for areas of conservation priority	Noted. Delete wording from page 116	Page 116: Delete “, and picnic facilities” from 1st bullet under heading Open Space Priorities.
		Ecology and biodiversity surveys to be undertaken by qualified consultants (DEC advisory role)		Noted and agreed.	No change
		A memorial has been placed on Murdoch University's certificate of title notifying of potential (soil and groundwater) contamination from asbestos-containing roof materials		Noted	No change
		Future potential urban development along Farrington Road may be subject to noise impacts from road traffic. Will need to company with WAPC SPP 5.4 (Road and Rail noise)		Noted	No change
		Any clearing of native vegetation requires a clearing permit from DEC (except exemptions)		Noted. The Structure Plan contains limited proposals to clear native vegetation. The majority of proposed future development areas occupy existing urban areas or animal paddocks.	No change
		Likely an acid sulphate soils management plan will be required (high to moderate risk in area)		Noted. This will be considered within the scope of the proposed ecological assessment, as per Table 7-3.	No change
		Fire management requirements should be taken into account. Perimeter roads are recommended between conservation areas and urban development to suppress fire		Recommendation noted. The Structure Plan should acknowledge this planning consideration. Precinct plans should reflect this advice in layout designs.	Section 6.7 Conservation Areas and Regional Landscapes - add a new sentence to 2nd paragraph to read as follows: “Fire management should be taken into account in precinct planning. Perimeter roads are recommended between conservation areas and urban development to suppress fire”.
3	Chairman Murdoch University Arts Board	Murdoch Activity Centre will create a town centre/village to separate it from UWA and Curtin (ghost towns at night/weekends)		Support for/recognition of the need for a more active place is welcomed.	No change
		Eastern precinct fine mix of urban structures, technical and health uses centred around Murdoch Square is a fine idea		Support welcomed for Murdoch Square as a new focal point of Murdoch Activity Centre.	No change

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
		- Rapid transit route and existing train line are important elements, especially with increased frequency of services (lower car use in area-pedestrian use of streets-living village) - Well thought out plan for the future (attention to wetlands, mixed use precinct and denser housing)		Comments noted and welcomed, particularly in relation to increasing pedestrian priority with Murdoch Activity Centre.	No change
				Support for these elements of the plan welcomed.	No change
			- Ensure Murdoch Drive does not act as a bisector- create inviting pedestrian connections across - Could create a pedestrian underpass and develop the space within the underpass (retail, café, gallery, etc)	Acknowledge that pedestrian connections across Murdoch Drive are a future design challenge and welcome creative ideas in this regard.	Section 4.6 Pedestrian and Bicycle Movement: under 'Route Types' insert in para 2, after 2nd sentence: "In this regard, improving cycle and pedestrian connections across Murdoch Drive is a future design challenge to achieve better integration across the activity centre (Figure 4.13)".
		Murdoch University art collection of ~1000 works has been built to be of a high quality and provides visual stimulus to the community. Keen for collection to add a stimulating element in new urban area		Important to include a strong public art element in the urban realm of the activity centre. This should be pursued through Precinct Planning.	No change
		A creative village could incorporate high definition screens, gallery spaces, sculpture and studio facilities		Agree that public art and other creative design facilities will complement the urban realm of this specialised activity centre. These elements should be pursued through Precinct Planning.	No change
4	Water Corporation	No current service concerns. Due to possible increase in demand, upgrading of existing works or services may be required in the future.		Noted.	No change
		Major drainage and sewerage mains are located within the subject area and need to be protected at all times. The developer is required to fund the full cost of protecting or modifying any of the existing infrastructure which may be affected.		Noted.	No change
		Urban Water management should be addressed in accordance with the State Water Strategy 2003, State Water Plan 2007, and Department of Water (DoW) document Better Urban Water Management.		Noted. Table 7.3 to refer to all documents.	Table 7-3 (page 139) - update 1st asterix to refer to the "State Water Strategy 2003 and State Water Plan 2007" in addition to DoW guidelines.

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
5	Landcorp (on behalf of Industrial Foundation for Accident Protection (IFAP))	Lot 128 Farrington Road, North Lake is occupied by IFAP. Landcorp and IFAP have investigated the potential redevelopment of the site in the event of relocation of the testing/training facility. Request to consider rezoning for residential purposes in the future.		Noted and agreed. Refer to Submission No. 12 by IFAP. Precinct land uses can be amended to reflect future potential of site for Living/residential use.	- Section 2.6 Precinct Guidelines (page 32): Add the following statement under Precinct 6: "It is acknowledged that the section of the Training and Technology Precinct (South of Farrington Road) contains the IFAP site. Should this land use be relocated in the future, the primary land use should be reviewed for potential residential land use". - Amend Key Diagram (Page V) to show the IFAP site as hatched Mixed Business/Living Area to reflect existing and potential future use.
6	WA Department of Training & Workforce Development (DTWD)	- The Challenger Institute of Technology (CIT) campus at Murdoch is a significant state training facility. There are plans to further expand the campus to accommodate decanting of the Institute's Beaconsfield campus. - There is a long term commitment to the site to provide training to service the growth of Perth's population, with a particular focus on providing a facility for a highly skilled workforce within Murdoch and the wider SW Metro area. - Noted that the campus is situated within the proposed Training & Technology Precinct. DTWD will comply with the planning guidelines in the Structure Plan and would welcome additional options to improve public transport for students as the activity centre develops.		- Noted. The campus masterplanning for Challenger has been taken into account in the Structure Plan. - Noted and welcomed. - Noted and welcomed. As additional public transit services are introduced at Murdoch over the next 20 years, this should benefit expanding facilities such as the CIT.	No change
7	Development Manager Stockland Commercial Property		The Structure Plan unnecessarily and inappropriately allocates new retail development to Murdoch and constrains future development of other surrounding centres (Bull Creek and Kardinya shopping centres) which will limit the growing needs of the local catchments	- The Structure plan proposes to prioritise the establishment of Murdoch Activity Centre as the major urban centre in this part of the metropolitan area. A sufficient priority would be beneficial in support of new retail development to complement the growth of the centre. The Structure Plan does not seek to constrain or cap the development of other centres. These are permitted to grow subject to assessment of the impact on the trading capacity of the Murdoch Activity Centre urban core, particularly where development is of a scale above a recognised industry threshold. - Notwithstanding, following a review with the DoP, it has been decided to remove the proposed prioritisation and impact tests for expansions over 15% GLA at Bull Creek and Kardinya Shopping Centres. Proposals at these centres will be subject to Retail Sustainability Assessment in accordance with the WA	- Section 3.7: Retail (pages 52-53) – this section to be re-written including in particular text under 'Activity Nodes' and 'Prioritisation Controls' - Amend Table 3-1 and Section 3.7 (pages 52-53): delete references to expansions over 15% or 500sq m GLA at Bull Creek and Kardinya Shopping Centres being subject to an Retail Needs Assessment and insert following statement: "Development proposals at Bull Creek and Kardinya Shopping Centres will be subject to Retail Sustainability Assessment in accordance with State Planning Policy 4.2."

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				Planning Commissions's SPP4.2- Activity Centres for Perth and Peel.	
			No basis for constraining development at Bull Creek shopping centre. A Retail Needs Assessment /Retail Sustainability Assessment will determine whether Bull Creek shopping centre can be supported by the market and not adversely impact Murdoch Activity Centre	The Structure Plan does not seek to constrain the development of other centres but to prioritise the establishment of the urban core within Murdoch Activity Centre. See comments and proposed alterations to Section 3.7 outlined above.	See above
			Do not support the need to demonstrate retail development cannot occur within the 'Urban core'	See comments and proposed alterations to Section 3.7 outlined above.	See above
			Do not support the 15% expansion guideline, as it is not in line with SPP 4.2 principles (removal of floorspace controls)	Following a review with DoP, it has been decided to remove the prioritisation and impact tests for expansions over 15% GLA at Bull Creek and Kardinya Shopping Centres. Proposals at these centres will be subject to Retail Sustainability Assessment in accordance with SPP4.2.	See above
		Support greater diversity of uses above retail uses for expansion beyond 15%, but not if unnecessarily restricted to only office.		The Structure Plan guidelines do not restrict the expansion of smaller shopping centres within the wider activity centre to offices only. Mixed use is encouraged in line with SPP4.2.	No change
			Acknowledge in the Structure Plan, that Bull Creek shopping centre will not take on the form of a traditional town centre and provide more direction for the future of Bull Creek shopping centre (building height, parking ratios, residential density, plot ratio)	The potential future structure, form and composition of Bull Creek Shopping Centre should be determined through an Activity Centre (Local) Structure Plan for this district centre in accordance with SPP4.2.	No change
			Acknowledge in the Structure Plan that the most viable short term land use will be retail, but this will develop into other uses in the long term	The Structure Plan provides for encouragement of mixed uses over time in accordance with Policy SPP4.2.	No change
8	Project Director Metropolitan Activity Centres Landcorp	Generally support the Structure Plan		Support welcomed	No change
			Do not support Mixed Use Precinct being shortened to MUP or Murdoch Mix	Noted. Minor amendments required to Structure Plan terminology in report.	Amend references to "MUP" and "Murdoch Mix" to Mixed Use Precinct throughout the report.
			Update all figures in the Structure Plan report that show the internal road system of the Mixed Use Precinct to reflect the current road layout (Fiona Wood Drive no longer forms a 4 way intersection with Barry Marshall Parade) (Fig 4.17, 6.12, 7.03)	The Structure Plan reflects the broad long term structure of transport routes around Murdoch Activity Centre and reflects the road layout in the existing Structure Plan for the Murdoch Health Precinct. Internal road layouts are to be taken forward in Precinct Plans, as is presently occurring. The strategic diagrams of the Structure Plan do not need to reflect local masterplanning details.	No change

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			The Mixed Use Precinct boundary shape is also out of date and should be updated on all figures (to include Lot 110 - hospital site)	The boundary of Urban Core at the Mixed Use Precinct already includes lot 110 (refer to Fig 2.21). However, shading of the Mixed Use Precinct area in some diagrams needs to include lot 110.	Figs. 2.18, 2.19 (Precincts 2 and 3) - amend these diagrams to shade lot 110 as per the Mixed Use Precinct. NB: additional Figures in the Structure Plan will require amendment accordingly
		While there is no objection to rezone the Mixed Use Precinct in the MRS to City Centre, currently it is being rezoned to Urban.		- Noted - Future MRS classifications for the Murdoch Activity Centre will be subject to further investigation by the DoP/WAPC.	No change
		Support the Mixed Use Precinct being a gateway to the centre in the Vision statement, although the vision also suggests the university town will be at the core (of which the Mixed Use Precinct is later referred to as being in the core) and the Square will be the centrepiece. Request clarification regarding this		Correctly interpreted. Murdoch Square and Mixed Use Precinct together form the urban core of Murdoch Activity Centre. The Mixed Use Precinct is at the gateway to Murdoch Activity Centre. Murdoch Square is spatially at the centre or focal point of Murdoch Activity Centre.	No change
			Suggest upgrade Fig 1.06 to represent new Mixed Use Precinct layout, correct FSH scale and include Murdoch Square development	An amendment of the sketch image of the broader Murdoch Activity Centre urban core (Fig. 1.06) to reflect ongoing precinct planning details is unnecessary at this stage.	No change
			Structure Plan suggests the only significant change in the next five years will be the opening of FSH. The Mixed Use Precinct Stage 1 will be built within 5 years, bringing with it potentially significant employee/resident volumes	Amend Section 2.1 to reflect potential development of Mixed Use Precinct 1st phase.	Section 2.1 (page 14): Amend 3rd para, to read, "In the short term, the significant changes in the activity centre's population in the next five years will arise from the 1st phase development of the Mixed Use Precinct and the opening of Fiona Stanley Hospital, which will double the present workforce (currently estimated at 5,500 employees)".
		The concept of an innovative centre is supported, although the assumptions underlying the three scenarios in Figure 2.01's are not fully explained.		The assumptions were explained during Structure Plan stakeholder workshops. Section 2.1 is to be modified and simplified to remove much of the background project context in the Final Structure Plan document.	Section 2.1 (page 14): delete Figure 2.01 as part of a rationalisation of Chapters 1 and 2 in the Final Structure Plan document.
			Acknowledge the advancement of the Mixed Use Precinct activity centre local structure planning, and note that no further precinct planning will be required as the local structure plan will satisfy these requirements	As per Section 2.6 of the Structure Plan, a Precinct Plan (or Local Structure Plan) will be required for each precinct. Advancement of the Mixed Use Precinct Structure Plan will meet the requirements of the Activity Centre Structure Plan. No individual acknowledgement of compliance is appropriate in the Activity Centre Structure Plan.	No change
			Section 2.6: Modify the function of the Mixed Use Precinct to be a true mix of uses rather than the narrow 'to support the hospitals' purpose	Agree to amend text description for Precinct 3 - Mixed Use Precinct on page 30	Page 30: Amend text under Precinct 3 – Mixed Use Precinct to read, "The mixed use precinct, located adjacent to the Health precinct, will contain associated health care and accommodation facilities. Its broader function, as part of Murdoch Activity Centre's diverse urban core, will be a key arrival gateway between

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					Murdoch Station and the central area of the activity centre. Its urban setting adjacent to the rail station and freeway also lends to the development of a mix of offices, retail and entertainment amenities which will support an intense workforce throughout the day and night.”
			Review Table 2-3, noting the amount of commercial and retail floorspace for the Mixed Use Precinct (based on a retail needs assessment and economic strategy by Landcorp) will be significantly lower than the amounts proposed in the Structure Plan.	The long term strategic capacities of the Structure Plan do not need to be revisited at this juncture to reflect the emerging outcomes of current detailed precinct planning.	No change
		Do not support quarantining of land within the Mixed Use Precinct, should development proposals not meet the targets in Table 2-3 (may cause land to be left vacant, compromising the viability of the Murdoch Activity Centre)	It is a legitimate planning approach to reserve land for future investigation as to its development potential, particularly when dealing with uncertain long term planning horizons. There is no evidence that such an approach may compromise the viability of the activity centre. However, the economic development strategy study recommended in Table 7-3 should consider such matters.	No change	
		In Section 3.7 is it unclear if the 500m2 limit to individual tenancies within the central area will apply to the Mixed Use Precinct	In the Central Area of Murdoch Activity Centre (as delineated at Figure 2.20), the 500sqm specified is not intended as a limit on retail development, but as a threshold beyond which the impacts on the trading capacity of Murdoch Activity Centre’s urban core should be assessed. This threshold is also seeking to foster a finer grain of retail development. The wording of text on page 52 and in the accompanying table could be improved to clarify the position of the Structure Plan.	Section 3.7 (page 52): Amend last two sentences of para under Central Area as follows, “A RSA will be required to justify a retail expansion”.	
		Suggest that 80dwellings/gross ha should be described as high density	80 dwellings/gross ha is a mid residential density.	No change	
		Amend statement that suggests the Mixed Use Precinct master planning is considering options for the Park and Ride. This statement is misleading- PTA and DoT are conducting the study (Page 77)	Amend text on page 77 to clarify the responsibilities.	Section 4.7 (page 77): Amend 2nd sentence, 2nd para to read “The master planning for the Mixed Use Precinct is considering development over this area and, as a result, the PTA is investigating the potential options to relocate the car park or provide replacement capacity”.	
		Height parameters identified in the Structure Plan are overly prescriptive and a maximum will not be imposed in the Mixed Use Precinct. The potential for high rise buildings within the Mixed Use Precinct will generally be available on most sites subject to meeting urban design and built form outcomes. Jandakot Airport flight path will impose a limit to this height.	The Structure Plan urban form guidelines (Table 5.1 and Figure 5.15) advocate a general height range between 4-8 storeys in the urban core and an upper limit of 15 storeys in the Mixed Use Precinct. This is considered to be flexible, not overly prescriptive, and allows for appropriate high rise buildings at this gateway location. The Structure Plan sets these urban design guidelines to ensure high quality and integrated built form outcomes across the urban core of the activity centre, not just within one precinct. Any height restrictions imposed by the flight contours of the nearby airport are not an urban design justification for building to these scales.	No change	

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			Do not support specific development criteria outlined in Table 5-1. Should be seen as generic as more detail will be developed at precinct plan stage with design guidelines	The Structure Plan sets these urban design guidelines to ensure high quality and integrated built form outcomes across the urban core of the activity centre, not just within one precinct. The strategic guidelines in Table 5-1 are not development criteria and allow for further design detail to emerge through precinct plans.	No change
			The building height limit in the core (4-8 storeys up to 15) is too low scale for the aspirational centre targets	The strategic targets for this activity centre can be met in a number of ways. The Structure Plan proposes that population and employment growth in this activity centre is accommodated principally within a dense urban core and across a linear transit corridor. The spatial plan promotes containment of development, efficiency of site coverage and a density of urban form that will meet the growth targets for the centre, without the need to promote unlimited high rise built forms across the urban core which would be undesirable in terms of the urban design concept of the overall place.	No change
			It should be acknowledged that the Mixed Use Precinct MRS Amendment is progressing in parallel to the Structure Plan (not after the Structure Plan has been finalised)	It is not appropriate to include reference to current MRS amendments processes in the Structure Plan.	No change
			Suggest changing permitted land uses to contemplated/desired in Table 7-2 as not all land uses contemplated in the Mixed Use Precinct are listed (ie. Short stay accommodation)	Agree to amend Table 7-2 to advise on primary land uses within each precinct.	Section 7.6 (page 126): Delete "permitted" from headings in columns 2 and 3 in Table 7-2.
		Would hope that all landowners work together to not saturate the market with land release resulting in a sub-optimal outcome		Land release within Murdoch Activity Centre should be guided by the economic development strategy, subject of the study recommendation in Table 7-3.	No change
9	Executive Director Integrated Transport Planning Department of Transport (on behalf of PTA, MRWA)	Transport portfolio supports the development of Murdoch as a specialised centre and key transport node		Support from the transport portfolio is welcomed.	No change
			Clarification of mode share targets are required	- The Structure Plan strategy has been developed within the capacity of the planned road network and parking restrictions in the WAPC endorsed Murdoch Activity Centre Access and Parking Policy. This policy was formulated on the basis of previously identified mode share targets for trips associated with the Murdoch Activity Centre. - DoT has advised in subsequent correspondence that the Structure Plan should refer to the existing Murdoch Activity Centre Public Transport Master Plan (DoP) which considers mode share targets.	Section 4.8 (page 79): insert new sentence to state, "Previous modelling underpinning the existing Murdoch Activity Centre Public Transport Master Plan is based on land use assumptions that are similar in scale to the land use proposed in the Structure Plan, and therefore remains valid to this new Activity Centre framework".
			An integrated transport model should be prepared prior to finalising the Structure Plan to identify transport infrastructure required	Preparation of an integrated transport management strategy (based on a single traffic model) is a recommendation of the Structure Plan, as per Table 7-3.	No change

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				- There has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan. These assessments include: - Murdoch Activity Centre Access and Parking Policy (2011) - Murdoch Activity Centre Public Transport Masterplan (2010) - Murdoch Activity Centre Assessment of Transport Impacts (2010) - Murdoch Specialised Activity Centre Structure Plan- Travel Demand Assessment (2013)	
			Structure Plan should acknowledge that Roe Hwy extension, a key enabler to achieving Murdoch Activity Centre, is not committed by Government	- The status of Roe Hwy extension, and its importance to Murdoch Activity Centre as a project, is reflected in Section 7.8 (pages 135/136) of the Structure Plan. - In subsequent correspondence, the DoT has requested that the Structure Plan makes clear that without the full implementation of the key road network improvements identified in Section 7.8, the full development of Murdoch Activity Centre as envisioned in the new Structure Plan will be constrained.	Section 7.8 (page 132): insert new sentence before 4th para, "Without the full implementation of the key road network improvements identified, in particular a suitable southern access to/from the Kwinana Freeway (the preferred option being the Roe Highway extension), the full development of Murdoch Activity Centre as envisioned in the new Structure Plan will be constrained".
		Further work is required to determine if there is adequate reservation width to accommodate a rapid transit service (bus lanes/queue jumps) along South Street (especially if Roe Hwy extension is not built)		- Noted. This is detailed design work that can be carried out following the Structure Planning of Murdoch Activity Centre. Any implications can be incorporated into a future review of this Structure Plan or relevant precinct plans. - This matter is being resolved as part of the current subdivision proposal for the Mixed Use Precinct.	No change
			Structure Plan does not give much direction to the future of the transport network, given most infrastructure is built to ultimate layout	- It is assumed that the comment from DoT refers to road infrastructure being built to its ultimate layout. Structure Plan seeks to enhance alternative travel modes to road based vehicles. The transport strategy of the Structure Plan advocates a more comprehensive management of travel demand around the future activity centre as opposed to simply building more infrastructure capacity. Measures include promoting improvements in the walking and cycling networks, applying restraints on vehicular access and parking supply, increasing levels of public transit and other service improvements including priority travel lanes for active and rapid transit (refer to page 69). - Other long term public transport enhancements have been proposed for inclusion in the Structure Plan, but omitted in response to position from DoT where these proposals are not reflected in the DoT's proposed Public Transport Masterplan for Perth in 2031	No change
			Reference to priority public transport linkage between Murdoch and Perth Airport is misleading	Agree. Change text to acknowledge importance of airport link, and refer to current State Government plans to provide a heavy rail connection to the Airport via the Midland line.	Section 4.3 (page 64): Amend 1st para to replace "priority" with "important" public transport linkages. In 2nd bullet (Perth Airport) last sentence, amend to reflect comment.

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			Some feeder bus services will continue to run along South Street West of the station. Amend sections 4.4 and 4.5 and associated figures	Agreed to amend Section 4.3 and associated figures to refer to some feeder bus services continuing to run along South Street West of Murdoch station.	Section 4.3 (pages 66/67): Amend Sections 4.3 and associated figures to refer to some feeder bus services continuing to run along South Street West of Murdoch station.
			Internal CAT bus system implies a free service. Funding mechanisms should be noted	Remove all references to CAT and refer to an Internal Shuttle Bus (ISB) service.	Section 4.3 (page 67): 1st sentence, 1st para, delete "a central area transit (CAT) or" and insert "an" before "internal shuttle bus".
			All transport initiatives outlined are to be investigated, costed and funding outlined before being committed	During stakeholder engagement for the new Structure Plan, a number of conceptual proposals have been promoted to build more infrastructure capacity into the public transit network. However, some ideas to support long term growth of the centre (e.g. extended heavy rail links, 2nd rail station, light rail) have been opposed by representatives of the transport portfolio on grounds of unproven viability or unknown cost. It has been challenging, against this backdrop, to engage in long term integrated strategic planning of Murdoch Activity Centre's urban environment whilst simultaneously being constrained by the short term practicalities of funding transport initiatives.	No change
			Figure 4.11 does not provide enough detail regarding, for example, South Street crossings	Design details (such as for a new pedestrian crossing) are not within the scope of this strategic Activity Centre Structure Plan. Appropriate options can be investigated through specific studies within the context of the managed transport strategy and travel priorities set out in the Structure Plan.	No change
10	Director Planning & Strategy St John of God Hospital Murdoch		Disagree with the statement that there is little rationale for the location of the institutions. SJoGH responded to a need for a major hospital in the southern suburbs.	Agree to remove this statement in Structure Plan.	Remove statement from Structure Plan.
		- Generally supportive of the Structure Plan - Murdoch's development as a specialised centre presents an exciting future, resulting in expanded opportunities for further collaboration and synergies that benefit the community		Welcome support and positive comments.	No change
		Support east west rapid transit corridor	Support low speed bus transport along Barry Marshall Parade (BMP), but not as a key route for cars not accessing the hospitals. Concerned about width of BMP which represents a physical divide and risk to pedestrian safety.	Agree that BMP should not be a key route for cars and must act as a pedestrian friendly and transit priority thoroughfare between the hospitals and linking to the rail/bus station. The road design and proposed traffic circulation in and around the Health Precinct has been subject of previous transport modelling and structure planning in association with the new Fiona Stanley Hospital and pre-dates this new Structure Plan. As this road infrastructure is now in place, it is recommended that a future traffic management study be pursued following finalisation of this plan, as per Table 7-3, to review transport priorities through the area.	No change

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			Request BMP be local traffic only with bus priority (unclear if the road reservation can accommodate rapid transit service)	BMP has been designed with some bus priority measures and a future traffic management study can address the local access regime. The suitability of BMP for adaption to future (as yet undefined) rapid transit services is a detailed transport design matter which should be investigated through an appropriate study independent of this Structure Plan. This matter is being addressed through the current subdivision process	No change
		Encourage early commitment to southern access road infrastructure (esp. Roe Hwy extension)		- The proposed Roe Highway extension and southern access road are important elements of the transport network around Murdoch Activity Centre, but they remain uncommitted government projects. The Structure Plan reflects this status by including these road projects within the long term timeframe between 2021- 2031 (page 135). - Previous traffic modelling has indicated that the proposed southern access route from Murdoch Activity Centre will not be required prior to 2021. The new Structure Plan, however, does not preclude provision of this access earlier.	No change
			Concern that precinct plan requirements suggest additional compliance components to already extensive DoP Development Application requirements	- The Structure Plan does set overall planning objectives and urban design principles for the activity centre, but organises guidelines on a precinct basis to allow major landowners to progress with precinct plans and site masterplans. - Although the two major hospitals are contained within one precinct, it is recognised that it will be more practical for the institutions to progress with campus masterplanning individually. Any separate precinct plans submitted by/on behalf of SJOGH and FSH will meet with the precinct planning requirements stipulated in the Structure Plan. - The overall urban design guidance set out in this Structure Plan will help to foster improved integration of urban design across institutional boundaries and ensure that any precinct plans/local structure plans submitted by the two hospitals in the Health Precinct provide appropriate co-ordination of the two campuses, particularly where they interface at Barry Marshall Parade".	Section 2.6 (page 30): Insert new para under Precinct 2 – Murdoch Health, as follows, “Although the two major hospitals are contained within one precinct, it is recognised that it will be more practical for the institutions to progress with campus masterplanning individually. Any separate precinct plans submitted by/on behalf of SJOGH and FSH will meet with the precinct planning requirements stipulated in the Structure Plan. The overall urban design guidance set out in this Structure Plan will help to foster improved integration of urban design across institutional boundaries and ensure that any precinct plans/local structure plans submitted by the two hospitals in the Health Precinct provide appropriate co-ordination of the two campuses, particularly where they interface at Barry Marshall Parade”.
		Wish to maintain capacity to mix additional relevant commercial development to campus (i.e. childcare centre)	Do not support restrictions on SJOGH land uses	Both medical and ancillary amenities within the Murdoch Health Precinct have been allowed for in the Structure Plan, particularly where new facilities can be located within the urban core with opportunities to interface with the primary transit route (BMP). The proposed City Centre area (Key Diagram - Page VII) which includes the Health Precinct will have the land use flexibility for complementary activities to establish within the hospital campus.	No change

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			Table 7-2 should be guidance rather than permitted uses	Agree to amend Table 7-2 to advise on primary land uses within each precinct.	Section 7.6 (page 126): Delete “permitted” from headings in columns 2 and 3 in Table 7-2.
			SJoGH is also a tertiary teaching hospital (not just FSH)	Amend text where appropriate to clarify point.	Section 3.4 (page 44): amend 1st sentence of 3rd para to read, “Both Fiona Stanley and St John of God, being tertiary teaching hospitals, present logical opportunities for the provision...”
		Supportive of increased public transport trips to centre to reduce vehicle usage, but note that many hospital patients are too unwell to use PT. Many staff also work early/late hours		Comments noted. Future transport and parking provision within Murdoch Activity Centre must necessarily promote and offer a more balanced choice of modes of travel, across the working day/night, if congestion levels on the road network are to be successfully managed to ensure access to core services. It will become incumbent on larger institutions to undertake comprehensive travel planning and to actively encourage staff with public transport or other transport options, to use alternative modes to the private car.	No change
			Remain opposed to imposition of parking restrictions (cannot retain flexible use for future)	Noted. See above comments. The Murdoch Activity Centre Parking and Access Policy is now an approved WAPC document which is based on a transport study that pre-dates this Structure Plan.	No change
		Note that the Murdoch Activity Centre Interim Access and Parking Policy remains a draft without statutory weight and is reliant on uncommitted and unfunded public transport infrastructure		The Murdoch Activity Centre Access and Parking Policy is no longer an interim policy of the WAPC. It is acknowledged that the policy and strategy for Murdoch Activity Centre is based on key transport projects which formed part of the decision making for the Murdoch Activity Centre Access and Parking Policy but remain uncommitted and unfunded. This is common for long term strategic planning that needs to consider short term government financial prioritisation.	Section 4.5 (page 71): 3rd bullet, amend reference to Murdoch Activity Centre Access and Parking Policy to delete “Interim”. (NB: Apply to other entries in the document).
			Transport infrastructure proposed for 2021 should have been built before FSH opened		No change
			Emergency vehicle access to SJoGH main entry access point without delay or obstruction is essential	A significant amount of transport planning for the new FSH and surrounding road network preceded this Structure Plan. It is considered that the proposed road network within the Structure Plan will provide efficient access for the hospitals.	No change
		Request that SJoGH be a fully participating member of any representative body that is established		Noted. Welcome SJoGH commitment to a full representative management body for Murdoch Activity Centre.	No change
11	Environmental Coordinator City of Melville		Maps in the Structure Plan can be quite small and generalised	Graphic style is in keeping with strategic nature of the activity centre plan. However, the presentation size and scale of plans could be more consistent throughout document.	Recommend to DoP publications team that plans of the Murdoch Activity Centre area displayed throughout the Structure Plan document are presented consistently at one or two sizes/scales on the page.

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			Beeliar Regional Park boundaries are not represented correctly (Fig 6.02)	- Noted, as per comments from BRPCAC and DEC. - Amend Fig 6.02 to represent correct boundaries of Beeliar Regional Park.	Amend Fig 6.02 with correct boundaries of Beeliar Regional Park.
			Strongly recommend studies into regional vegetation and linkages, endangered species, habitat corridors/linkages and ground/surface water investigations are undertaken before the Structure Plan is finalised	- Detailed studies on aspects such as flora, fauna and groundwater, are proposed once the strategic framework has been set by the Structure Plan. - The broader context of ecology across the Structure Plan area is to be investigated through the proposed Biodiversity Assessment (refer to Table 7-3 Further Studies).	Section 6.6 (page 112): clarify in Structure Plan that Level 2 flora/fauna surveys are to be carried out in support of precinct planning.
			Further study into wetland buffer zones are recommended before local planning/subdivision stage	Agreed. These studies to be pursued at precinct planning stage.	No change
			Further research is needed into best practice management of wetland areas and examples of successful integration into high density urban areas	Agreed. Research will be independent of this Structure Plan but any findings can be incorporated into future reviews or taken into account in Precinct Plans and campus Management Plans.	No change
			High density housing is not supported on wetland areas (reserved Parks & Recreation in MRS). Also unsuitable due to mosquito problems and fire risk	- The Structure Plan does not propose any development within conservation wetlands. The proposed Living Areas located east of Bibra Drive within the Murdoch South Precinct (Key Diagram – Page VII) are associated with severance of the parks and recreation land by future road connections to the Roe Highway Extension and potential future relocation of recreation uses. These areas are subject to future investigation as to their suitability. - Fire risk and mosquito habitats are legitimate issues to be considered. Other concerns have been raised by stakeholders to these potential Living Areas in proximity to Beeliar Regional Park. It has therefore been agreed to amend related Figures for Murdoch South Precinct to reflect the existing Parks and Recreation use and Living Area to reflect a possible future use.	- Key Diagram (page VII) and Section 2.6 Precinct Guidelines (page 32): Murdoch South Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Parks & Recreation. - Section 2.6 Precinct Guidelines (page 32): Add the following statement under Precinct 7: "It is acknowledged that Murdoch South is within the Beeliar Regional Park boundary and that the easternmost part of the precinct is zoned as Parks and Recreation in the MRS. Should the land be considered for urban (residential) use in the future, there will need to be an amendment to the MRS Parks and Recreation reserve as well as a review of the Beeliar Regional Park Management Plan".
			Urban development planned in the Structure Plan will impact on local wetlands with potentially polluted groundwater	If carefully designed and properly managed as part of a District Water Management Strategy (DWMS), the proposals for development of Murdoch Activity Centre should not adversely impact on the groundwater resources of the locality. Preparation of a DWMS is one of the key recommendations of the Structure Plan (Table 7-3).	(NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05) No change
			Translocation had limited success for FSH clearing. Strongly suggest flora surveys undertaken before MASCP finalised so development can be planned around endangered/threatened species.	The Structure Plan does not propose that any fauna is translocated out of the area. The spatial development proposals have been planned around existing baseline information of the local ecology. Flora and fauna surveys are recommended to be carried out at precinct level to support a district wide Ecological Assessment	No change

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
				(recommended in Table 7-3).	
12	Managing Director Industrial Foundation for Accident Prevention (IFAP)	Broadly supportive of Structure Plan, viewed as a positive for the locale	- IFAP's vehicle movements along Farrington Road should be taken into consideration - Request a bus service along Farrington Road (east of Murdoch Drive) to cater for IFAP visitors that do not have access to personal transport - Consider pedestrian and bicycle paths along the southern edge of Farrington Road to the Freeway	- Support welcomed. - Traffic movements from this singular site unlikely to be of significance to the Structure Plan transport strategy. - Unlikely that specific public transport services could be justified to serve a single site or landowner of this scale. However, the Structure Plan does promote future increases in public transit along the Farrington Road corridor to service potential development precincts along the catchment of this route. - Agreed that pedestrian and cycle connections along Farrington Road could be strengthened, particularly where they cross the intersection with the Freeway slip roads.	- Section 4.6 (page 72): under Route Types, highlight potential for improved pedestrian/cycle routes along the Farrington Road corridor within text, in particular pedestrian and cycle crossings at the existing roundabout intersection of Murdoch Drive and Farrington Rd. - Section 4.6, Figure 4.13 (page 74): insert additional annotation at intersection of Murdoch Drive and Farrington Rd to highlight improved crossing priority.
		- IFAP may change internal road layout to one-way direction, exiting at southern boundary onto Allendale Entrance - IFAP may consider land exchange by 3rd quarter of 2013 (if suitable, granted freehold title and IFAP will not suffer a commercial disadvantage)		- Access arrangements to a single site of this scale are not material to this strategic Structure Plan. These issues are best examined through local or precinct planning or in discussions with the local authority. - The proposed precinct structure within the Murdoch Activity Centre Structure Plan should be robust to direct and respond to both short and expected long term changes in land use across various sites. There may be merit in reviewing the primary land use proposed around the IFAP site on the basis that it is desirable to facilitate a relocation of the current use onto a more suitable site away from residential areas. The details would be studied through an appropriate precinct plan.	- Section 2.6 Precinct Guidelines (page 32): Add the following statement under Precinct 6: "It is acknowledged that the southern-most section of the Training and Technology Precinct contains the IFAP site. Should this land use be relocated in the future, the primary land use should be reviewed for potential residential land use". - Amend Key Diagram (Page V) to show the IFAP site as hatched Mixed Business/Living Area to reflect existing and potential future use.
13	Senior Architecture Officer Office of the Government Architect	- OGA welcomes the release of the Structure Plan. Note the rigour of research and high levels of stakeholder engagement that underpin the document - Support idea of new urban core between hospitals and university, serviced by rapid transit		- Support of the OGA and recognition of prior research and engagement welcomed. - Support for this key concept of the plan welcomed.	No change

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
		Support approach of a new strategic document that is more than a spatial framework		Support for strategic approach in the document is welcomed.	No change
		Encourage a commitment to high quality built environment		Fostering a high quality built environment commensurate with the high natural environmental quality of the Murdoch area is one of the key challenges and priorities of the Structure Plan	No change
		Ensure the Structure Plan is consistent with, the Western Australian Built Environment Policy 'Better Places and Spaces'.		The new Built Environment Policy can be referenced in Chapter 1 Introduction or Chapter 5 Urban Form.	Section 1.2 (page 3): insert at 2nd para an appropriate reference to the new Western Australian Built Environment Policy 'Better Places and Spaces'
			Include high-level urban design principles in the document, such as those in the Australian Urban Design Protocol, to guide decision making.	The plan currently includes a number of key strategic design principles or interventions, as outlined in Chapter 2: Structure Plan Strategy. Inclusion of high level generic urban design principles in the plan is not favoured, although appropriate reference can be made in the Structure Plan to the national Urban Design Protocol.	Section 1.2 (page 3): insert at 2nd para an appropriate reference to the Australian Urban Design Protocol.
			Encourage more ambitious 'Urban Form' be referenced under '5.3 Townscape Typology and Character'. (i.e East Perth and Subiaco centro are not, good exemplars for what is trying to be achieved for the Murdoch Activity Centre)	Unclear as to 'ambitious' in the context of urban form – greater density, scale, architectural expression? The two 'new urbanist' typologies referred to at Subiaco and East Perth are simply to provide a local comparator in terms of scale and facadism, rather than highlight these urban developments as exemplars.	No change
			Recommend reviewing the content of section '5.4 Built Form Guidelines', '5.5 Architectural Style', '5.6 Street Interface' and 5.8 'Public Space' for more clear articulation of high-level urban design and built form principles.	The Structure Plan currently includes a number of key strategic design principles or design interventions in Chapter 2: Structure Plan Strategy. Inclusion of high level generic urban design principles in the plan is not favoured.	No change
		All the recommendations in Section 7.13 are supported, especially #1: Support the intent for a Design Review Advisory Panel as part of the future governance for the Murdoch Activity Centre development. OGA is happy to assist with future governance arrangements. #5: Support a sub-regional Rapid Transport route connecting Murdoch Activity Centre with Fremantle and to other Activity Centres (well-considered integration of public transport into the urban design will enhance the quality of the public realm)		Support welcomed and offer of assistance with design review noted.	No change
14	Strategic Network Development Manager Western Power	An additional transformer will be required at the Murdoch Zone Substation in 2019/20 to cater for forecast increase in power		Noted. It is understood that the existing Western Power compound on Murdoch Drive has capacity for expansion.	No change

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
		demand. Various distribution power lines will require upgrading and new assets will be constructed			
		- Murdoch Zone Substation will remain in long term use. 132kV transmission lines on Murdoch Drive will remain. 132kV line through North Lake may be impacted by Roe Hwy extension - Local distribution network will require modification, upgrading or new construction as development occurs and will be customer funded		Noted. Detailed proposals for electricity infrastructure will be subject to future planning assessment and approval through the normal processes.	No change
				This detail not relevant to the Structure Plan. Precinct Plans and Development Applications will address such matters.	No change
			Do not support being included in Training and Technology precinct. Would like to become Public Purpose reserve to reflect long term use and protect the land. A substation should be a permitted use in this area	Noted. Inclusion of the substation in a wider precinct area in this Structure Plan does not threaten the current or future use of the site. The site is currently zoned Urban in the MRS and this will be reviewed by the DoPWAPC in the context of any rezoning proposals for the activity centre that are brought forward after the Structure Plan is finalised.	Add 'power sub-station' as an 'other land use' for the Training and Technology Precinct in Table 7-2.
		New road works around Murdoch Drive/Roe Hwy extension may require movement of high voltage transmission lines which will be customer funded		Noted	No change
		New development surrounding the substation site will need to have regard to visual impact, noise, security and traffic management		Noted. These details are for subsequent stages of the planning and design process.	No change
		Access to a minimum of two street frontages is required for the Murdoch substation		Such details are for subsequent stages of the planning and design process.	No change
		Supportive of alternative power generation sources, also non network solutions being established to meet demand in Structure Plan area		Support welcomed. Western Power encouraged to lead further planning for low carbon and renewable energy alternatives for the activity centre.	No change
15	Executive Officer Shelter WA	Commented on the release of the Structure Plan		Support for the plan welcomed.	No change
			Increases in zoning can make the cost of housing unaffordable. 3-4 storeys is an optimal affordable housing goal	Unclear what the comment about zoning is implying in relation to the effects on housing affordability. If the comment relates to concerns about increases in residential density (R-codes) in the suburbs adjoining Murdoch, then there is broad scope to provide a wide range of new housing and more affordable types of accommodation within the activity centre, particularly within the urban core and transit corridor where a built form of minimum 3-4 storeys is desirable (Figure 5.15)	No change
			Consider planning incentives like inclusionary zoning which promotes use of density bonuses and other	Such measures may be appropriate for this activity centre. Incentivisation and other levers to facilitate more affordable housing types should be investigated	No change

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
			developer incentives to facilitate affordable housing contributions	as part of the recommended study into Temporary Accommodation and Affordable Housing (Table 7-3)	
		Diverse range of housing options will need to be available: Reduce restrictions for persons (students) to reside in ancillary dwellings and provide mechanisms for elderly to downsize or 'age in place'.		Such measures may be appropriate for this activity centre and should be investigated as part of the recommended study into Temporary Accommodation and Affordable Housing (Table 7-3).	No change
			Support creation of housing demonstration project	Noted. Shelter WA should participate in planning, design and identifying possible funding for such a project.	No change
		Shelter WA would like to participate in planning for 'Temporary accommodation and affordable housing strategy' and 'Local housing regeneration Strategy'		Agreed and welcomed. Shelter WA should liaise with DoP, DoH and City of Melville in this regard.	No change
16	A/Superintendent - South Coastal Department of Fire and Emergency Services (DFES)		DFES would like assurance that the current site of the Murdoch Fire Station, which has remained for 30 years, will be retained	The Structure Plan provides strategic guidance across a number of precincts and does not set out direction for detailed areas or individual sites. The fire station sits alongside other emergency services within the proposed Murdoch Health Precinct and future precinct planning for this area can determine the best use of the site in consultation with DFES.	No change
			Structure Plan should note conditions as per planning policies for building in Bushfire prone areas	Agreed. The Structure Plan should include appropriate statements to this effect.	Insert appropriate references to bushfire policies and fire management considerations in local structure planning in Chapter 2.
17	LATE SUBMISSION Manager Strategic Planning City of Cockburn		Note that Roe Highway extension is uncommitted and cannot be relied upon (City of Cockburn does not support the extension)	- The status of Roe Hwy extension, and its importance to Murdoch Activity Centre as a project, is reflected in Section 7.8 (pages 135/136) of the Structure Plan. - In further correspondence, the DoT has requested that the Structure Plan makes clear that without the full implementation of the key road network improvements identified in Section 7.8, the full development of Murdoch Activity Centre as envisioned in the new Structure Plan will be constrained.	Section 7.8 (page 132): insert new sentence before 4th para, "Without the full implementation of the key road network improvements identified, in particular a suitable southern access to/from the Kwinana Freeway (the preferred option being the Roe Highway extension), the full development of Murdoch Activity Centre as envisioned in the new Structure Plan will be constrained".
			Detailed traffic (including cyclist and pedestrians) investigations need to be undertaken before the Structure Plan is finalised. Specifically: if the Murdoch Activity Centre cannot proceed to full development if the Roe Hwy extension is not built	- There has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan. These assessments include: - Murdoch Activity Centre Access and Parking Policy (2011) - Murdoch Activity Centre Public Transport Masterplan (2010) - Murdoch Activity Centre Assessment of Transport Impacts (2010) - Murdoch Specialised Activity Centre Structure Plan- Travel Demand Assessment (2013)	No change

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
				There may be ways to support growth of the centre with a range of transport options, including alternatives to Roe Highway extension.	
			Do not support duplication or widening of Farrington Road due to potential environmental impacts on adjacent regional park	The Structure Plan does not contain any proposals to widen Farrington Road.	No change
			Require more detail on pedestrian connectivity crossing Farrington Road	The Structure Plan is not the place for this detail. However, the importance of safe pedestrian crossings along Farrington Road should be emphasised in the plan at Section 4.6.	- Section 4.6 (page 72): under Route Types, highlight potential for improved pedestrian/cycle routes along the Farrington Road corridor within text, in particular pedestrian and cycle crossings at the existing roundabout intersection of Murdoch Drive and Farrington Rd. - Section 4.6, Figure 4.13 (page 74): insert additional annotation at intersection of Murdoch Drive and Farrington Rd to highlight improved crossing priority.
			Detailed environmental studies need to be undertaken before the Structure Plan is finalised	The spatial development proposals in the Structure Plan have been planned around existing baseline information of the local ecology. Any additional flora/fauna surveys are recommended to be carried out at precinct level in support of precinct plans. Surveys will support the district level Ecological Assessment referred to in Table 7-3.	No change
		Support introduction of minimum green building ratings		Noted and welcomed. Green and other building parameters will be set more appropriately through Precinct Plans and campus masterplans.	No change
		Consideration should be given to alternative energy generation		Agreed. This should be subject of a study into alternative low/zero carbon/renewable power sources to service Murdoch Activity Centre as it grows. This could be a multi-agency initiative (refer to recommendation in table 7-3).	- Table 7-3 (page 139): under Resource Conservation, amend 1st entry to read "Next Generation Plant and Alternative Energy Feasibility Study". - Section 6.2 (page 107): at end of 1st para, insert reference to study recommended in Table 7-3.
		Note that utility infrastructure can be incorporated to enhance building design		Noted. Comment on building design too detailed for the Structure Plan.	No change
			Recreation land south of Farrington Road needs to be retained and protected for future population sporting needs (land would also be subject to traffic noise, access issues and too isolated from core to be considered appropriate for high density)	The development potential of the recreational land to the east of Bibra Drive has been investigated in this Structure Plan at the request of the landowner, the WAPC. The Murdoch South urban areas are identified as long term options pending further investigations. If in the future, the recreation land is severed by the proposed road alignments connecting to Roe Highway extension, then it may be an opportunity to reconsider the optimal use of the land and best location for the sports fields and other parkland in this area, so that it can be accessed from the wider community.	- Key Diagram (page VII) and Section 2.6 Precinct Guidelines (page 32): Murdoch South Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Parks & Recreation. - Section 2.6 Precinct Guidelines (page 32): Add the following statement under Precinct 7: "It is acknowledged that Murdoch South is within the Beeliar Regional Park boundary and that the easternmost part of the precinct is zoned as Parks and Recreation in the MRS. Should the land be considered for urban (residential) use in the future, there will need to be an amendment to the MRS Parks

No.	Name and contact	Supporting or Neutral Comments:	Opposing Comments/Amendments Sought:	Recommended Response:	Recommended Change(s) to Plan
					and Recreation reserve as well as a review of the Beeliar Regional Park Management Plan".
		More certainty required surrounding delivery mechanisms.		It is acknowledged that further investigations will be required regarding governance, implementation and planning delivery mechanisms to support the Structure Plan (refer to Key Recommendations at Section 7.13 and Recommended Further Studies at Table 7-3)	(NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05) No change
		City of Cockburn TPS amendments will not take place during consideration of draft Structure Plan		It is expected that any revisions to the TPS will be promoted within the context of amendments to the MRS following completion of the Structure Plan.	Agreed. All similar timeframes in Table 7-1 will be reviewed.
			Indicate more logical urban frame boundaries (North Lake Road, Farrington Road, Karel Avenue, Sommerville/Parry Ave)	The boundaries at North Lake Road and Farrington Road appear straightforward and sound. The boundaries on the western and northern edges of the plan are less defined, but follow recognisable local features. Precise boundaries can be identified/confirmed through subsequent Precinct Plans and the TPS.	No change

Murdoch Specialised Activity Centre Draft Structure Plan (November 2012)

Summary of General Public Submissions

No.	Location:	Interest:	Support:	Change/Improve:	General comments:	Recommended Response:	Recommended Change to Plan
1	Email submission	Local resident/ student/ employee	Support improved bus services to Murdoch station	- Concern at loss of university land that is used for education purposes - Concerned at traffic management now and in the future		- There are no proposals to dispose of Murdoch University land in the Structure Plan. Areas of the campus, such as the extensive animal paddocks and grazing fields, are re-prioritised for a mix of uses consistent with a specialised activity centre of this type. - The University campus is depicted across four compact development precincts, each with an Educational/City Centre/Living Area emphasis. However, in light of representations received, the Murdoch University (South) precinct will be amended to depict Education and Living Area to reflect its possible future use. - The Structure Plan strategy has been developed having regard to capacity of the road network, as determined by traffic modelling that has informed the precinct parking restrictions in the WAPC's Murdoch Activity Centre Access and Parking Policy. This policy was formulated on the basis of previously identified mode share targets for trips within Murdoch Activity Centre. - Preparation of an integrated transport management strategy (based on a single traffic model) is a recommendation of the Structure Plan, as per Table 7-3.	- Key Diagram (page V) and Section 2.6 Precinct Guidelines (page 25): Murdoch South (University) Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Education. - Section 2.6 Precinct Guidelines (page 25): delete the last sentence of 1st para under the guidelines for Precinct 7 (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05)
2	Email submission	Murdoch University student		- Concern at loss of vet paddocks and conservation areas - Concern lack of publicity of plan - Concern at large Structure Plan footprint		- There are no proposals to develop conservation areas within Murdoch University's campus. The extensive animal paddocks and grazing fields are re-prioritised for a mix of uses consistent with a specialised activity centre of this type. - The University campus is depicted across four compact development precincts, each with an Educational/City Centre/Living Area emphasis. However, in light of representations received, the Murdoch University (South) precinct will be amended to depict Education and Living Area to reflect its possible future use.	- Key Diagram (page V) and Section 2.6 Precinct Guidelines (page 25): Murdoch South (University) Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Education. - Section 2.6 Precinct Guidelines (page 25): delete the last sentence of 1st para under the guidelines for Precinct 7 (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05)
3	Email submission	St Ives Residents	Rapid transit route and it's exit at	Need for better North-South access between Murdoch Dr and North Lake Road		Support welcomed for rapid transit route diversion through the University campus	Key Diagram (page V) and Section 2.6 Precinct

No.	Location:	Interest:	Support:	Change/improve:	General comments:	Recommended Response:	Recommended Change to Plan
		Association Local resident	Prescott Dr/South St intersection	Concern regarding rat-running through St Ives and Murdoch University parking areas to the Baptist college		to the intersection of South Street and Prescott Drive. This long term option should be accompanied by a clearer note about the current status and viability of this possible diversion. It is important to ensure that accessibility around the activity centre is enhanced as it develops to its full potential. Sound traffic management of the road network and through traffic across the University campus to minimise local impacts, will be critical to this. Preparation of an integrated transport management strategy is a recommendation of the Structure Plan, as per Table 7-3.	Guidelines (page 25): Precinct 5 Murdoch University West – insert new sentence after 1st para to clarify status of transit route, “The long term diversion of the western part of the transit boulevard through the university campus is shown only as an indicative planning option at this time. The proposal remains to be tested through a detailed study of optimal re-alignment options taking into account transport, civil engineering, environmental and urban design merits”.
4	Cassidy Place Murdoch	Local resident	- Support noise walls (Murdoch Dr/Sth St) - Support downgrading Farrington Rd once Roe Hwy extension built	- Concern at untidy rental properties - Object to Prescott Dr light rail intersection		- The concern regarding untidy rental properties is noted, but it is not an issue for the Structure Plan - The Key Diagram includes a long term proposal to divert the proposed rapid transit spine from Discovery Way along the western part of the University campus to the intersection of South Street and Prescott Drive. This long term option should be accompanied by a clearer note about the current status and viability of this possible diversion. - The status of the proposed Roe Hwy extension, and its importance to Murdoch Activity Centre as a project, is reflected in Section 7.8 (pages 119/120) of the Structure Plan.	- Key Diagram (page VIIV) and Section 2.6 Precinct Guidelines (page 25): Precinct 5 Murdoch University West – insert new sentence after 1st para to clarify status of transit route, “The long term diversion of the western part of the transit boulevard through the university campus is shown only as an indicative planning option at this time. The proposal remains to be tested through a detailed study of optimal re-alignment options taking into account transport, civil engineering, environmental and urban design merits”.
5	Anonymous	Local resident		- Does not support 'elite' specialised centres - Waste of tax payers money		Noted. Murdoch Activity Centre has the ability to become a major contributor to the Western Australian economy.	No change
6	Parkinson Lane Kardinya	Local business			Would like meeting/conference room facilities for public to hire	The Structure Plan does not deal with detailed proposals, however defines development precincts where these types of facilities could be built.	No change
7	Coglan Close Murdoch	Local resident		- Concern regarding potential traffic congestion at Murdoch Dr/South St intersection (grade separation should be a priority) - Concern regarding limited amount of parking in the centre (Multistorey parking encouraged (especially for station Park and Ride))		- Current upgrading of the intersection is taking place to provide more road capacity. The status and appeal of the option to grade separate South St/Murdoch Dr is outlined on page 120 of the Structure Plan report. - Precinct based parking restrictions are contained within the Murdoch Activity	No change

No.	Location:	Interest:	Support:	Change/improve:	General comments:	Recommended Response:	Recommended Change to Plan
						Centre Access and Parking Policy (WAPC). Chapter 5: Urban Form encourages a move towards more integrated, including multi-storey, forms of parking which is preferred over land inefficient at-grade car parks.	
8	Sudbury Court Leeming	Local resident		- Concerned at provision of low quality entertainment uses (pubs will encourage unruly behaviour) - Concern that fast food outlets cause rubbish to litter the streets - Concern regarding traffic congestion on both roads and public transport - Concern regarding cars rat-running through the centre - Concern not enough Park and Ride parking - Concern that increase of population will cause traffic, crime and, noise issues. - Concerned there will be not enough community facilities for the increased population - Does not support 15 storey development, prefers 6 storeys	Support dining options that include many cuisines, small bars and cinemas Support quality entertainment land uses to boost vitality	- Acknowledged that there will be a need to manage the impacts of a growing urban centre. There are other planning mechanisms and government services which address these community matters. - The proposed City Centre precincts will facilitate development of a variety of amenities to support the activity centre as it grows. - It is important to ensure that accessibility around the activity centre is enhanced as it develops to its full potential. Sound traffic management of the road network and traffic across the University campus to minimise local impacts, will be critical to this. Preparation of an integrated transport management strategy is a recommendation of the Structure Plan, as per Table 7-3. - Much of the built form across the activity centre is planned at 4-8 storeys. Development up to 15 storeys is proposed for the Mixed Use Precinct only.	No change
9	Westerway Tce North Lake	Local Resident	Support long term planning for centre	- Concern there will be too many competing interests in centre - Concern increasing the population as making Murdoch a city could cause local dislocation - Suggest Better east west road links are needed (currently grid-locked) - Suggest more thought into solving/mitigating transport issues - Suggest under/overpass across Freeway to Leeming - Suggest introduction of activity nodes outside of core (ie Bullcreek centre) - Suggest a hire pool of hybrid vehicles be provided - Suggest mixed use development along major road spines - Suggest providing a freight drop off area outside of activity centre - Suggest longer term parking on edges of the centre - Suggest residential developments with no parking (and incentives) - Suggest appointments and meetings booking system with ticketed transport	Suggest annexing the centre from Local Government to be controlled by a Murdoch City Authority	- Competition is important to creating an intense and successful specialised urban centre. - The plan already puts in a place a spatial strategy to develop activity nodes along a transit corridor, including Bull Creek centre. - It is important to ensure that accessibility around the activity centre is enhanced as it develops to its full potential. Sound traffic management of the road network and through traffic across the University campus to minimise local impacts, will be critical to this. Preparation of an integrated transport management strategy is a recommendation of the Structure Plan, as per Table 7-3. - At this stage, a under/overpass is not contemplated. - Precinct based parking restrictions are contained within the Murdoch Activity Centre Access and Parking Policy (WAPC). Chapter 5: Urban Form encourages a move towards more integrated, including multi-storey, forms of	No change

No.	Location:	Interest:	Support:	Change/improve:	General comments:	Recommended Response:	Recommended Change to Plan
				included		parking which is preferred over inefficient at-grade car parks. Mechanisms to minimise parking demand and provide alternative means of local travel can be explored through subsequent precinct planning. Welcome the suggestion of a dedicated planning organisation for Murdoch Activity Centre.	
10	Animal Resources Centre (ARC)	Chairman & A/CEO ARA	- Endorses vision and commends foresight and effort - A workforce hub based on education and medical research is sound thinking	- Concern regarding Animal Research Centre's long term viability - ARC is opposed to relocation- would cost \$20M and are well located (close to future WA Institute for Medical Research site)	ARC is considered to be well suited to future uses in the Murdoch Activity Centre. Would prefer to stay in current location	- Support welcomed - The future viability of the ARC and its location within the University's eastern precinct is a matter for the ARC and Murdoch University.	No change
11	McNess Glade Salter Point	Landowner Business Operator	General support for plan to accommodate growing population and ease traffic congestion	Would like to see more multistorey development	Murdoch Activity Centre will become a world class city	- Support welcomed - Much of the built form across the activity centre is planned at 4-8 storeys with opportunities for some higher buildings within the urban core.	No change
12	Email submission	Friend of Cockburn Wetlands		- Concern at plan to complete a flora and fauna survey after plan is finalised - Concern that polluted road run-off water will make its way into the local wetlands		- The spatial development proposals in the Structure Plan have been planned around existing baseline information of the local ecology. Any additional flora/fauna surveys are recommended to be carried out at precinct level in support of precinct plans. Surveys will support the district level Ecological Assessment referred to in Table 7-3. - A district drainage management strategy is to be subject of a further study as per Table 7-3.	Section 6.6 (page 100): 2nd para, insert new 2nd sentence to clarify that the outcomes of flora/fauna surveys will inform and be reflected in Precinct Plans. The broader context of ecology across the Structure Plan area is to be investigated through the proposed Biodiversity Assessment (refer to Table 7-3 Further Studies).
13	Briar Court Leeming	Local resident		- Concerned for safety of school children that ride bicycles to attend Baptist College on Farrington Road. - Murdoch Drive/Farrington Road intersection has long delays and is dangerous to cross	Suggest provide pedestrian overpass over Murdoch Drive (near Farrington Road intersection)	Acknowledge that safe and convenient pedestrian/cycle connections across Murdoch Drive are a future design challenge.	- Section 4.6 Pedestrian and Bicycle Movement: under 'Route Types' insert in para 2, after 2nd sentence: "In this regard, improving cycle and pedestrian connections across Murdoch Drive is a future design challenge to achieve better integration across the activity centre (Figure 4.13)". - Section 4.6 (page 60): under Route Types, highlight potential for improved pedestrian/cycle routes along the Farrington Road corridor

No.	Location:	Interest:	Support:	Change/improve:	General comments:	Recommended Response:	Recommended Change to Plan
							within text, in particular pedestrian and cycle crossings at the existing roundabout intersection of Murdoch Drive and Farrington Rd. Section 4.6, Figure 4.13 (page 62): insert additional annotation at intersection of Murdoch Drive and Farrington Rd to highlight improved crossing priority.
14	Lewington Gardens Bibra Lake	Local resident		- Concern that Murdoch Dr would connect with Bibra Dr and traffic would impact on residents lifestyles - Traffic Impact surveys have not been undertaken		- A connection between Murdoch Drive and Bibra Drive is not proposed as part of the road re-alignments connecting to the planned Roe Highway extension. - There has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan.	No change
15	Windelya Rd Murdoch	Local resident		- Concern regarding unsustainability of vegetation clearing (production of oxygen and absorption of carbon dioxide) - Concerned where 22,000 new residents and 33,000 new workers will be located in the activity centre - Concern regarding development on Murdoch University land (Square, East, South)- and if these plans are supported by the Uni Senate - Concern at loss of bushland for new Murdoch Drive (southern) alignment - Concern regarding loss of habitat for red tailed cockatoos and bandicoots (quendas)		- The Structure Plan contains no proposals for clearing designated conservation areas or protected habitat. Outside of designated conservation areas, the impact of development proposals on native vegetation should be considered through Precinct Plans or new road plans, as appropriate. - There is sufficient land capacity within the activity centre to accommodate growth at these scales, but housed within a more dense, efficient and active urban form. - Murdoch University's campus is depicted across four compact development precincts where a mix of uses is promoted, consistent with a specialised activity centre of this type. The University supports the Structure Plan and is progressing with further Precinct Planning. However, in light of representations received, the Murdoch University (South) precinct will be amended to depict Education and Living Area to reflect its possible future use.	- Key Diagram (page V) and Section 2.6 Precinct Guidelines (page 25): Murdoch South (University) Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Education. - Section 2.6 Precinct Guidelines (page 25): delete the last sentence of 1st para under the guidelines for Precinct 7 (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05)
16	Email submission	Local resident and student	Notes the importance of the local bush setting, promotes conservation and protection		- Urban agriculture for local food production could be located on vet paddocks. Could create local compost and supply food to hospitals, universities and local community. - Would like to write a	- Support for landscape approach to the spatial plan for Murdoch is welcomed - There is significant potential for urban agriculture within the centre given Murdoch University land and horticultural activities within Challenger Institute's campus.	No change

No.	Location:	Interest:	Support:	Change/improve:	General comments:	Recommended Response:	Recommended Change to Plan
					Masters thesis on local food production for Murdoch		
17	Nolan Way Bateman	Local resident	- Very comprehensive and easy to understand - Well-structured - Support provision of specialist medical suite office space (prevent moving into residential areas)	- Provide a northbound exit lane off Freeway to Farrington Road - Support Roe Hwy extension to link with Murdoch Drive which will ease pressure off South St/ Murdoch Dr intersection	Overall a well presented document to guide future development.	- Support for the legibility and structure of the plan for Murdoch is welcomed. - Development of an exit slip road on the south side of the Freeway/Farrington Road is not the preferred option due to adverse impacts on the conservation area.	No change
18	Bibra Drive Bibra Lake	Local resident		Concern that Murdoch Dr would connect with Bibra Dr and traffic would impact on residents lifestyle		A connection between Murdoch Drive and Bibra Drive is not proposed as part of the road re-alignments connecting to the planned Roe Highway extension.	No change
19	Email submission	Local resident		- Plan is an over conceptualised vision, not a practical, credible plan - Unsustainable urban nodes on uni land will lead to local habitat fragmentation and overwhelming (undermining) adjacent regional park - Concern that Murdoch Dr would connect with Bibra Dr - Presumptuous assuming Roe Hwy extension will be built - Concerned flora and fauna surveys have not been undertaken - Concerned traffic surveys have not been undertaken - Concern regarding lack of water management details - Schematics are too stylistic (darkening outside of Murdoch Activity Centre makes it seem self-contained, not having impact on outside parks and residential areas)		- The plan is a high level spatial strategy embedded within a new type of strategic Structure Plan. Detailed planning is to be pursued through Precinct Plans. - Comments on graphic style are noted. - The spatial strategy is based on an economic analysis of the potential to create urbanisation nodes to support the existing specialised institutions. - The spatial development proposals in the Structure Plan have been planned around existing baseline information of the local ecology. Any additional flora/fauna surveys are recommended to be carried out at precinct level in support of precinct plans. Surveys will support the district level Ecological Assessment referred to in Table 7-3. - The status of the proposed Roe Hwy extension, and its importance to Murdoch Activity Centre, is reflected in Section 7.8 (pages 119/120) of the Structure Plan. - A connection between Murdoch Drive and Bibra Drive is not proposed as part of the road re-alignments connecting to the planned Roe Highway extension. - There has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan. - A district drainage management strategy is to be subject of a further study as per Table 7-3.	Section 6.6 (page 100): 2nd para, insert new 2nd sentence to clarify that the outcomes of flora/fauna surveys will inform and be reflected in Precinct Plans. The broader context of ecology across the Structure Plan area is to be investigated through the proposed Biodiversity Assessment (refer to Table 7-3 Further Studies).
23	Stedman Parkway Leeming	Local Resident		Suggest a walkway over Freeway to Envall Way Leeming to allow increased local	Locals will have decreased access to	The Structure Plan sets out a long term approach to development of the activity	No change

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				access to centre	Murdoch station as not enough funds are committed to surrounding road infrastructure	centre. As such, the short term practicalities of funding transport initiatives are not relevant when considering long term integrated strategic planning of Murdoch Activity Centre's urban environment. Providing enhanced accessibility to Murdoch Station from the suburbs on the south-east side of the Freeway is a future challenge. The development of the Mixed Use Precinct will result in the reorganisation of car parks and access in and around the station.	
24	Beamish Avenue Mount Pleasant	Local resident; environmental scientist; biodiversity and black cockatoo conservationist	- Support precinct or centre-wide approach to conserving natural resources to be pursued to provide Murdoch with a more sustainable basis for growth - Support the vision which will embrace best practice in environmental care, resource conservation, sustainable land use and transport planning	- Would like to see the final Structure Plan outline clear requirements and reserve areas for long-term biodiversity conservation and black cockatoo protection - Do not support insufficient environmental and traffic surveys prior to plan development - Do not support removal of native vegetation (Carnaby's cockatoo habitat) on MU campus and the Baptist college - Two native vegetation remnants (previously used as Tammar wallaby enclosures) are flagged in the Structure Plan for clearing for "Overflow Office Expansions", while weed-infested and nutrient-rich farmland to their South is flagged for a conservation link between the Banksia Woodland/Chelodina Wetland and the Melaluca Swamp. The prior Tammar enclosures would make excellent conservation links and would be ideal for restoration. They also have within them numerous Banksias and Eucalypts currently used as a food source for the Black Cockatoos, unlike the sparsely treed farmland - Do not support Murdoch South urban development (will contribute to drying vegetation from bore irrigation draw down)	- Could be a best practice and transformational Plan with some relatively minor amendments. - A concentrated solar power plant and water treatment plant located within the proposed Murdoch South (University) living area would fit with the intentions of the Plan and be more compatible with the adjacent conservation areas than residential development.	- Support for the precinct structure for Murdoch is welcomed. - Support for the landscape-led and resource conservation approach in the plan is welcomed. The plan seeks to promote and foster best practice. - The spatial development proposals in the Structure Plan have been planned around existing baseline information of the local ecology. Additional surveys will support and inform the district level Ecological Assessment referred to in Table 7-3. - The University's Precinct Planning is the best process to consider the existence of local vegetation types outside of strategic conservation areas.. - There has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan. - The Structure Plan contains no proposals for clearing designated conservation areas or protected habitat. Outside of designated conservation areas, the impact of development proposals on native vegetation should be considered through Precinct Plans or new road plans, as appropriate.	- Section 6.6 (page 100): 2nd para, insert new 2nd sentence to clarify that the outcomes of flora/fauna surveys will inform and be reflected in Precinct Plans. The broader context of ecology across the Structure Plan area is to be investigated through the proposed Biodiversity Assessment (refer to Table 7-3 Further Studies). - Key Diagram (page V) and Section 2.6 Precinct Guidelines (page 25): Murdoch South (University) Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Education. - Section 2.6 Precinct Guidelines (page 25): delete the last sentence of 1st para under the guidelines for Precinct 7 (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05)
25	Abraham Place Murdoch	Local resident and worker at Murdoch Uni	Support walking, running and bike trails through the University precinct. These should be shaded by trees where possible to encourage pedestrians to use them in summer.	Would like to see solutions for safe pedestrian access crossing heavily-trafficked Murdoch Drive. Perhaps a safe underpass?		- Support for additions to the network of paths and trails is welcomed and noted. - Acknowledge that safe and convenient pedestrian/cycle connections across Murdoch Drive are a future design challenge.	Section 4.6 Pedestrian and Bicycle Movement: under 'Route Types' insert in para 2, after 2nd sentence: "In this regard, improving cycle and pedestrian connections across Murdoch Drive is a future design challenge to achieve better integration across the activity centre

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							(Figure 4.13)". - Section 4.6 (page 60): under Route Types, highlight potential for improved pedestrian/cycle routes along the Farrington Road corridor within text, in particular pedestrian and cycle crossings at the existing roundabout intersection of Murdoch Drive and Farrington Rd. - Section 4.6, Figure 4.13 (page 62): insert additional annotation at intersection of Murdoch Drive and Farrington Rd to highlight improved pedestrian crossing priority.
26	Email submission	Landowner	Support the rapid transit route to aid traffic congestion	Would like to see the rapid transit route extended to Stock Road, which would capture Kardinya Park catchment and local industrial area workers	Would like to see the submissions correlated and presented at a forum	- Support for transit route noted. The Draft Public Transport Masterplan for Perth includes proposals to upgrade the corridor west of Murdoch (South Street) as the rapid transit route to Fremantle, via Kardinya. - The WAPC will consider issues raised in the submissions when approving the final Structure Plan. - The report on submissions will be provided on the WAPC's Murdoch website	No change
27	Email submission	Local resident		- Access to the Baptist College on Farrington Road cause an unacceptable level of congestion during the morning peak. Traffic is banked back through the North Lake Rd intersection to the west, Bibra Drive intersection to the South and the Kwinana Freeway to the east of the site. Windelya Rd becoming a through road will do little to reduce the congestion from the east and the south of the site. Alternative access points off Farrington Rd to service these schools are required. - The current access arrangement to St John of God Hospital via Barry Marshall Pde creates safety concerns. The weave distance from Murdoch Drive to the Hospital entrance is 47m which is not sufficient distance to allow for traffic turning right from Murdoch Drive into Barry Marshall Pde to merge and then turn left into the hospital. To resolve this issues the left slip lane on Murdoch Drive to Barry Marshall Pde should be modified to give way to vehicles turning right into Barry	Would have liked information pertaining to the impact the proposed development will have on the surrounding road network	- It is important to ensure that accessibility around the activity centre is enhanced as it develops to its full potential. Sound traffic management of the road network and traffic access across the University campus to minimise local impacts such as those experienced on Farrington Road, will be critical to this. - Preparation of an integrated transport management strategy for the activity centre is a recommendation of the Structure Plan, as per Table 7-3. In the meantime, local congestion spots are the responsibility of the relevant local authorities. - There has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan. - The road design and proposed traffic circulation in and around the Health Precinct has been subject of previous	No change

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				Marshall Pde. A safety audit should be undertaken along this section of road.		transport modelling and structure planning in association with the new Fiona Stanley Hospital and pre-dates this Structure Plan for Murdoch Activity Centre. As this road infrastructure is now in place, it is recommended that a future traffic management study be pursued following finalisation of this plan, as per Table 7-3, to review accessibility and transport priorities through the area. The suggested safety audit is a matter for the relevant road authority.	
28	Email submission	Landowner	Support the Structure Plan as it will benefit local business and rapid transit route will allow easier access	Note that new businesses will want to locate in 'Living Area' zone	Landowner intends to transform current land use from radiology to a medical consultative practice incorporating several specialists. This business will rely on the proposed rapid transit route	- Support for rapid transit route noted. - The precincts are depicted on the Key Diagram in terms of their primary uses. Small business uses within a Living Area may be compatible and considered as ancillary to the overall character of the area. These matters will be assessed through Precinct Plans and the local planning process.	No change
29	Email submission	Local resident		- Would like to see a more defined outer boundary for the Structure Plan - Would like a schedule of what happens next (i.e. detail on road structure, housing density and social aspects, who has responsibility, and a time frame). - Would like a better process for notifying people of community meetings. Did not receive a brochure in the local area drop. Newspaper advertising is more relevant over two weeks	Local residents are interested in short timeframes, not 2031. Acknowledge that the City of Melville will provide the detail that will affect residents. Would like to know when the City of Melville will inform their residents and how residents can ensure they know about the next step	- The outer boundary to the activity centre is relevant to its fit within the local planning framework and its alignment is not critical to the strategic planning goals or the general pursuit of a more sustainable approach to land use planning. - Information on implementation of the plan's strategies, further masterplanning, development focus areas and major infrastructure is contained within Chapter 7 of the Structure Plan. The draft plan will be amended in response to submissions and a final version endorsed and published by the WAPC. - The consultation program for the Structure Plan has involved three public forums in 2011-12. Notifications of meetings have been published in the local newspapers. A local mail drop was carried out to advertise the release of the draft Structure Plan in November 2012.	No change
30	Winnacott St Willagee	Frequent visitor to the area		- The Structure Plan threatens the fragile environment of North Lake Reserve. - Do not support fragmentation of Murdoch Uni Campus - Do not support Murdoch South urban development (will contaminate groundwater) - Do not support urban development along Farrington Road as this will place pressure on the road to be widened or illuminated which will impact nocturnal migration of		- There is no evidence that the plan will threaten North Lake reserve. - The spatial development proposals in the Structure Plan have been planned around existing baseline information of the local ecology. A district level Ecological Assessment is recommended to be carried out in support of a sustainable approach to staged development of the area (Table 7-3). - Murdoch University's campus is depicted	Section 6.6 (page 100): 2nd para, insert new 2nd sentence to clarify that the outcomes of flora/fauna surveys will inform and be reflected in Precinct Plans. The broader context of ecology across the Structure Plan area is to be investigated through the proposed Biodiversity Assessment (refer to Table 7-3 Further Studies).

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				wildlife. The Structure Plan should be consistent with EPA bulletin 517 Object to the removal of native trees (Carnaby's cockatoo habitat) on MU campus		across four compact development precincts where a mix of uses is promoted, consistent with a specialised activity centre of this type. However, in light of representations received, the Murdoch University (South) precinct will be amended to depict Education and Living Area to reflect its possible future use. The Structure Plan contains no proposals for clearing designated conservation areas or protected habitat. Outside of designated conservation areas, the impact of development proposals on native vegetation should be considered through Precinct Plans or new road plans, as appropriate.	- Key Diagram (page V) and Section 2.6 Precinct Guidelines (page 25): Murdoch South (University) Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Education. - Section 2.6 Precinct Guidelines (page 25): delete the last sentence of 1st para under the guidelines for Precinct 7 (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05)
31	Raffaele Place Murdoch	Local resident	Supports the Structure Plan	- Suggest a major hotel in the Structure Plan in the near future for business travellers (Perth has a shortage of hotels) - Do not support grade separating Murdoch Drive/South Street. Support routing FSH/ Murdoch Activity Centre traffic to/from the freeway via southern connections proposed in the Structure Plan		- Support for Structure Plan noted. - There is scope for new types of accommodation facilities to complement the economic activities in the centre. - Current upgrading of the South St/Murdoch Dr intersection is taking place to provide more road capacity. The status and appeal of the option to grade separate South St/Murdoch Dr is outlined on page 120 of the plan. - The importance of a southern road connection from Murdoch Activity Centre to the Freeway network is acknowledged in the Structure Plan.	Section 7.8 (page 116): insert new sentence before 4th para, "Without the full implementation of the key road network improvements identified, in particular a suitable southern access to/from the Kwinana Freeway (the preferred option being the Roe Highway extension), the full development of Murdoch Activity Centre as envisioned in the Structure Plan will be constrained".
32	Email submission	Local resident	Support new development	Would like to see more parking around the station (possibly multi-storey)		- Support for Structure Plan noted. - Precinct based parking restrictions are contained within the Murdoch Activity Centre Access and Parking Policy (WAPC). Chapter 5: Urban Form encourages a move towards more integrated, including multi-storey, forms of parking which is preferred over land inefficient at-grade car parks.	No change
33	Email submission	Local resident and landowner		- Would like to know if residents in the suburb of North Lake within the Murdoch Activity Centre will experience a transfer of land to the City of Melville - Would like to know what the benefits for residents living within the Murdoch Activity Centre are compared to residents living adjacent to and just outside of the Murdoch Activity Centre? - Would like to know why the area of Leeming east of the Kwinana Fwy all the way to Karel Ave also been included within		- The Structure Plan does not consider land transfer between local government areas. - The benefits of a location within Murdoch Activity Centre include proximity to increasing services, more urban lifestyle and a more enabling planning framework encouraging redevelopment of land along a sustainable transit corridor. - The area around the South Street route to Karel Avenue is part of the transit oriented approach to development in the	No change

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				the Murdoch Activity Centre plan?		plan, where growth is promoted along this transit corridor and within the walk catchment of Murdoch station.	
34	Save Beeliar Wetlands	Local advocacy group for the Beeliar Wetlands	- Support increasing frequency and diversity of public transport through and to the Murdoch Activity Centre - Support limiting the expansion of car parking facilities at Murdoch train station (rather than encouraging Park and Ride) - Strongly support Light rail east-west corridor - Support creation of shuttle bus service - Support inclusion of 'Green links' - Support the vision which will embrace best practice in environmental care, resource conservation, sustainable land use and transport planning	- Opposed to construction of Roe Hwy extension. Route will run in and over Roe Swamp and will impact groundwater system of all interconnected Beeliar wetlands. Protect ecological, social and historical values of these wetlands - The groundwater impact of the Structure Plan should be assessed before any development takes place - Do not support diversion of bus services from South Street through the university as this will disadvantage the current patronage catchment - Do not support fragmentation of Murdoch university wetland reserves (impeding on buffer zones) and Beeliar Regional Park by all pockets of Murdoch South urban development. This land will be subject to risk from bushfire, mosquitos, drainage problems and groundwater contamination - Do not support urban development along Farrington Road as this will place pressure on the road to be widened or illuminated which will impact nocturnal migration of wildlife. The Structure Plan should be consistent with EPA bulletin 517 - Do not support planting of deciduous trees in Murdoch Activity Centre as they drop high amount of leaf litter which add high nutrient loads to wetlands and do not support wetland conservation - Provide clear, comprehensive maps of wetland buffer zones - Provide examples of urban wetland corridors that ensure wildlife habitat and ecological functions are maintained - Do not support flora and fauna, and traffic studies being undertaken after the Structure Plan is finalised - Translocation of flora and fauna is not supported due to limited success - Beeliar Regional Park boundaries are not represented correctly (Fig 6.02)	- Murdoch station needs more bus service routes to ensure optimal levels of public transport access. - Consider the inclusion of an east -west Greenway which could be constructed along the Roe Hwy extension road reserve linking Murdoch with Fremantle. Greenway would be a mix of bush reserves, open space, bicycle paths, recreational facilities (playgrounds, sporting areas) and revegetated corridors. The Greenway would also provide ecological linkages for remnant bushland and would be inhabited by flora and wildlife including endangered species such as the Carnaby's cockatoo and the Graceful Sun Moth.	- Support for various Structure Plan strategies noted. - Roe Highway Extension is subject to a planning, design and approval process separate from this Structure Plan. However, the status of the proposed Roe Hwy extension, and its importance to Murdoch Activity Centre as a transport project, is reflected in Section 7.8 (pages 119/120). - The proposed transit spine is part of a sustainable approach to growth of the centre. The reallocation of transport services around major roads in the centre is already taking place. Some bus services will be maintained along South Street. - If carefully designed and properly managed as part of a District Water Management Strategy (DWMS), the proposals for development of Murdoch Activity Centre should not adversely impact on the groundwater resources of the locality. Preparation of a DWMS is one of the key recommendations of the Structure Plan (Table 7-3). - The spatial development proposals in the Structure Plan have been planned around existing baseline information of the local ecology. A district level Ecological Assessment is recommended to be carried out in support of a sustainable approach to staged development of the area (Table 7-3). - Murdoch University's campus is depicted across four compact development precincts where a mix of uses is promoted, consistent with a specialised activity centre of this type. However, in light of representations received, the Murdoch University (South) precinct will be amended to depict Education and Living Area to reflect its possible future use. - There are no plans to widen Farrington Road and the previous transport modelling for the Activity Centre is not based on an assumption that Farrington is widened. - The Structure Plan contains no proposals for clearing designated conservation	- Key Diagram (page V) and Section 2.6 Precinct Guidelines (page 25): Murdoch South Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Parks & Recreation. - Section 2.6 Precinct Guidelines (page 25): Add the following statement under Precinct 7: "it is acknowledged that Murdoch South is within the Beeliar Regional Park boundary and that the easternmost part of the precinct is zoned as Parks and Recreation in the MRS. Should the land be considered for urban (residential) use in the future, there will need to be an amendment to the MRS Parks and Recreation reserve as well as a review of the Beeliar Regional Park Management Plan". (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05) - Section 6.6 (page 100): 2nd para, insert new 2nd sentence to clarify that the outcomes of flora/fauna surveys will inform and be reflected in Precinct Plans. The broader context of ecology across the Structure Plan area is to be investigated through the proposed Biodiversity Assessment (refer to Table 7-3 Further Studies). - Key Diagram (page V) and Section 2.6 Precinct Guidelines (page 25): Murdoch South (University) Precinct - change the land use

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						areas or protected habitat. Outside of designated conservation areas, the impact of development proposals on native vegetation should be considered through Precinct Plans or new road plans, as appropriate. - There has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan. - It may not be appropriate (or legible) to delineate the buffer zones in the Key Diagram and other figures in the plan, given the extent and scale of the Structure Plan area. Department of Environment Regulation (DER) buffers are highlighted within Section 6.7 (page 101). Precinct Plans/Local Structure Plans are the most appropriate vehicle for addressing these detailed planning issues. - There are no proposals in the Structure Plan for translocation of flora and fauna. - Agree to amend Fig 6.02 to represent boundaries of Beeliar Regional Park.	proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Education. 25Section 2.6 Precinct Guidelines (page 25): delete the last sentence of 1st para under the guidelines for Precinct 7 (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05) - Key Diagram (page V) and Section 2.6 Precinct Guidelines (page 25): Precinct 5 Murdoch University West – insert new sentence after 1st para to clarify status of transit route, “The long term diversion of the western part of the transit boulevard through the university campus is shown only as an indicative planning option at this time. The proposal remains to be tested through a detailed study of optimal re-alignment options taking into account transport, civil engineering, environmental and urban design merits”. - Amend Fig 6.02 with correct boundaries of Beeliar Regional Park.
35	Email submission	Murdoch Environmental Restoration Group volunteer		- Do not support flora and fauna, and traffic studies being undertaken after the Structure Plan is finalised - Translocation of flora and fauna is not supported due to limited success - Do not support fragmentation of Murdoch university wetland reserves (impeding on buffer zones) and Beeliar Regional Park by pockets of Murdoch South urban development. This land will be subject to risk from bushfire, mosquitos, drainage problems and groundwater contamination - Object to the removal of conservation reserves (Carnaby's cockatoo habitat) on MU campus and the Baptist college - The Structure Plan should be protecting		- The spatial development proposals in the Structure Plan have been planned around existing baseline information of the local ecology. A district level Ecological Assessment is recommended to be carried out in support of a sustainable approach to staged development of the area (Table 7-3). - There has been substantial transport assessment already undertaken by the Department of Planning for the Murdoch Activity Centre which is considered sufficient to support the Structure Plan. - There are no proposals in the Structure Plan for translocation of flora and fauna. - The Structure Plan contains no proposals for clearing designated conservation	Section 6.6 (page 100): 2nd para, insert new 2nd sentence to clarify that the outcomes of flora/fauna surveys will inform and be reflected in Precinct Plans. The broader context of ecology across the Structure Plan area is to be investigated through the proposed Biodiversity Assessment (refer to Table 7-3 Further Studies)

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				30% of the area to preserve biodiversity and ecological functions		areas or protected habitat. Outside of designated conservation areas, the impact of development proposals on native vegetation should be considered through Precinct Plans or new road plans, as appropriate.	
36	Danzil Street Willagee	Member of Fiona Stanley Hospital Reference Group		- Do not support Fiona Wood Drive as it will destroy excellent condition bushland on Challenger Institute of Technology site and Fiona Stanley Hospital bush offset site - Maintain bushland connectivity through Challenger IT site - Manage retained bushland (Quenda wetland will be impacted by Murdoch Drive/South Street intersection upgrade) - Do not support loss of bushland for Carnaby's cockatoo habitat on Murdoch University and college's land - Do not support loss of bushland that is Grand Spider Orchid habitat at the South East corner of Kwinana Fwy/South St intersection		- The road design and proposed traffic circulation in and around the Health Precinct has been subject of previous transport modelling and structure planning in association with the new Fiona Stanley Hospital and pre-dates this Structure Plan for Murdoch Activity Centre. It is recommended that a future traffic management study be pursued following finalisation of this plan, as per Table 7-3, to review accessibility and transport priorities through the area. - Local accessibility through campuses should be considered through Precinct Plans. - The Structure Plan contains no proposals for clearing designated conservation areas or protected habitat. Outside of designated conservation areas, the impact of development proposals on native vegetation should be considered through Precinct Plans or new road plans, as appropriate. - Current upgrading of the South St/Murdoch Dr intersection is taking place to provide more road capacity. The status and appeal of the option to grade separate South St/Murdoch Dr is confirmed on page 120 of the plan.	No change
37	Corn Way Bibra Lake	Local resident		- Use of public transport should be promoted to ease pressure on local roads - Resist widening of Farrington Road, as it will threaten wildlife - Do not support housing (Murdoch South) near Melalauca wetland due to mosquito, fire and building movement risks - Retain pleasant rural setting of veterinary paddocks for visual amenity - Do not support Quenda wetland being impacted by road widening		- The Structure Plan strategy has been developed having regard to capacity of the road network, as determined by traffic modelling that has informed the precinct parking restrictions in the WAPC's Murdoch Activity Centre Access and Parking Policy. This policy was formulated on the basis of previously identified mode share targets for trips within Murdoch Activity Centre. - The Structure Plan promotes increased public transport services as a priority for the centre and, over time, seeks to establish public transit as the primary mode of travel within the urban core. - The rural setting and amenity provided by the animal paddocks is not compatible with the strategic priorities to develop the full potential of this specialised urban	- Key Diagram (page V) and Section 2.6 Precinct Guidelines (page 25): Murdoch South Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Parks & Recreation. - Section 2.6 Precinct Guidelines (page 25): Add the following statement under Precinct 7: "It is acknowledged that Murdoch South is within the Beeliar Regional Park boundary and that the easternmost part of the precinct is zoned as

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						centre. Other areas of the University campus will still be retained in their natural environmental state and offer visual and landscape benefits to the Murdoch area. - Concerns are noted. The Murdoch South urban areas are identified as long term options pending further investigations. - Current of the Murdoch Dr/South St intersection is taking place to provide more road capacity. The status and appeal of the option to grade separate South St/Murdoch Dr is confirmed on page 12036 of the plan.	Parks and Recreation in the MRS. Should the land be considered for urban (residential) use in the future, there will need to be an amendment to the MRS Parks and Recreation reserve as well as a review of the Beeliar Regional Park Management Plan". (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05) - Section 6.6 (page 100): 2nd para, insert new 2nd sentence to clarify that the outcomes of flora/fauna surveys will inform and be reflected in Precinct Plans. The broader context of ecology across the Structure Plan area is to be investigated through the proposed Biodiversity Assessment (refer to Table 7-3 Further Studies). - Key Diagram (page V) and Section 2.6 Precinct Guidelines (page 25): Murdoch South (University) Precinct - change the land use proposal for this sub-precinct from Living Area on the Key Diagram to hatched Living Area/Education. - Section 2.6 Precinct Guidelines (page 25): delete the last sentence of 1st para under the guidelines for Precinct 7 (NB: other diagrams showing precincts to be amended in document e.g. Fig 7.05)