

**CITY OF
MANDURAH**

NOTICE OF MEETING

**Planning and Community Consultation Committee
Meeting**

Members of Committee are advised that a meeting will be held in the
Council Chambers, 83 Mandurah Terrace, Mandurah on:

Tuesday 8 September 2026 at 5:30 pm

CASEY MIHOVILOVICH
Chief Executive Officer
2 September 2026

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1 OPENING OF MEETING AND ANNOUNCEMENT OF VISITORS

2 ACKNOWLEDGEMENT OF COUNTRY

3 APOLOGIES

4 DISCLAIMER

Members of the public are advised that the decisions of this Committee are referred to Council Meetings for consideration and cannot be implemented until approval by Council. Therefore, members of the public should not rely on any decisions of this Committee until Council has formally considered the resolutions agreed at this meeting.

5 RESPONSE TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil

6 AMENDMENT TO STANDING ORDERS

Modification to *Standing Orders Local Law 2016* – electronic attendance at meeting.

7 PUBLIC QUESTION TIME

Public Question time provides an opportunity for members of the public to ask a question of Committee. For more information regarding Public Question Time, please visit the City's website [About Council Meetings](#) or telephone 9550 3787.

8 PRESENTATIONS

Nil

9 DEPUTATIONS

Any person or group wishing to make a Deputation to the Committee regarding a matter listed on this agenda for consideration must complete an application form. For more information regarding making a deputation, please visit the City's website [About Council Meetings](#) or telephone 9550 3787.

10 CONFIRMATION OF MINUTES

10.1 Planning and Community Consultation Committee Meeting held on 18 August 2026

RECOMMENDATION

That the Minutes of the Planning and Community Consultation Committee Meeting held on 18 August 2026 be confirmed.

Minutes are available on the City's website [Agendas and Minutes](#)

11 DECLARATIONS OF INTERESTS

12 QUESTIONS FROM COMMITTEE MEMBERS

12.1 Questions of which due notice has been given

12.2 Questions of which notice has not been given

13 BUSINESS LEFT OVER FROM PREVIOUS MEETING

Nil

14 REPORTS

Subject: 14.1 Lakelands Town Centre Precinct Structure Plan: Amendment 2 (Lot 2102 Lake Valley Drive, Lakelands)

Summary

Council is requested to consider a proposed amendment to the Lakelands Town Centre Precinct Structure Plan which has been proposed by the landowner of Lot 2102 Lake Valley Drive, Lakelands. The amendment to the Precinct Structure Plan primarily seeks to facilitate the development of a Woolworths supermarket and smaller supporting tenancies in the precinct.

The proposed amendment was advertised for a period of 42 days, with five submissions received. Two submissions in support of the proposal, and three submissions in objection.

This report forms the basis of the 'local government report' on the proposal and responses to submissions for forwarding to the Western Australian Planning Commission, who will make a determination on the proposal.

It is considered that the proposed amendment to the Precinct Structure Plan is consistent with the intent of the Lakelands Town Centre Precinct Structure Plan and the provisions of *State Planning Policy 4.2 – Activity Centres in Perth and Peel* with regard to the proposed location of the additional retail provision within the precinct.

City officers, however, have concerns regarding whether the indicative concept plan that has been provided with the proposal, in respect to its ability to deliver an integrated, walkable and high-quality town centre outcome. In particular, concerns relate to the positioning of built form, the dominance of car parking, pedestrian connectivity through and across the site, safe vehicle access arrangements, the residential interface with Cobaki Brace, and the extent to which the current Precinct Structure Plan provisions provide sufficient guidance for a future development application.

For this reason, City officers recommend that the amendment be supported subject to modifications to the Precinct Structure Plan as submitted, to improve the site-specific planning controls for Lot 2102 Lake Valley Drive.

Disclosure of Interest

Nil

Location



Previous Relevant Documentation

G./3/4/21	27 April 2021	Council adopted a modification to Lakelands Town Centre Precinct Structure Plan for final approval
G.19/12/17	19 December 2017	Council adopted the Lakelands Town Centre Activity Centre Plan for final approval

Background

The original Lakelands Activity Centre Structure Plan was approved by Council in July 2014. At that time, Activity Centre Plan's did not require endorsement by the Western Australian Planning Commission ('WAPC'). The introduction of the *Planning and Development (Local Planning Schemes) Regulations ('Regulations')* in 2015 included this requirement.

The 2017 version of the Lakelands Activity Centre Plan updated the 2014 plan to be consistent with the Regulations, and the WAPC endorsed the plan in October 2018, subject to modifications to make it consistent with Scheme 12, including an updated title as 'Precinct Structure Plan' ('Structure Plan').

In the 2017 version of the Structure Plan, Lot 2102 Lake Valley Drive (formerly Lot 9124) was originally designated as 'Mixed Use' on the basis of a residential development concept layout.

In May 2022, the WAPC approved Modification 1 to the Structure Plan which changed the designation of Lot 2102 to create a 'Mixed Business' Precinct to provide for showroom style development outcome together with a residential frame along Cobaki Brace.

Since 2022, the site has been subdivided to create the residential lots fronting Cobaki Brace and to create two parcels of land along the eastern boundary, fronting Badgerup Avenue. Lot 1, on the corner of Lake Valley Drive and Badgerup Avenue, has been developed for a childcare centre and Lot 9000 Badgerup Avenue remains vacant.

In March 2023, an application was approved by the Development Assessment Panel for the development of a 9,800m² large format (bulky goods) retail precinct on the subject site.

Comment

Proposal

The proposed amendment to the Structure Plan ('Amendment 2') seeks to redesignate Lot 2102 Lake Valley Drive from a 'District Centre - Mixed Business' to a 'District Centre – Core Retail' sub-precinct, to facilitate the development of a full-line supermarket and smaller supporting retail tenancies totalling 6,060m², with a 306-bay car park and associated landscaping.

In support of this proposal, the applicant has submitted the following information:

- A Planning Report providing rationale for the proposed modification to the structure plan;
- An indicative concept plan (refer Attachment 1) to indicate how the site could be developed for these purposes;
- A Traffic Impact Assessment; and
- A Retail Analysis and Net Benefit Test.

This amendment is necessary because a 'Shop' land use is currently classified as an 'Incidental' use within the current 'Mixed Business' zone, meaning it is only permitted where it supports another permitted use. By amending the site designation to 'Core Retail', where 'Shop' is a Permitted use, the proposed development will be permitted under the Structure Plan.

The Amendment 2 does not, however, approve the actual detailed design for the site, it solely proposes changes to the planning framework to allow for this type of use on this site and to include relevant design provisions associated with that use.

Should the structure plan amendment be approved, a development application would follow to seek approval for the proposed development on the site.

Assessment of the Proposal

The City's role upon the lodgement of a Structure Plan Amendment is to provide comment to the WAPC and includes the following:

- Advertise the proposal as submitted;
- Provide a Schedule of Submissions and a Local Government response to the Submissions;
- An assessment of the proposal based on appropriate planning principles;
- A recommendation by the local government on whether the proposed precinct structure plan should be approved by the Commission, including a recommendation on any proposed modifications.

Consistent with the *Regulations*, the originally submitted proposal was advertised for a period of 42 days.

In addition, City officers sought independent third-party design advice to assist in determining whether the current provisions of the Precinct Structure Plan requires any modification or supplementation to provide sufficient design tools to achieve a positive outcome on the subject site, both in terms of the overall built form design, but also how it fits into its context. The outcomes of this approach are considered later in the report.

As a result of the advertising period, five submissions were received as follows:

- one from IFM Investors, the current owners of Lakelands shopping centre;
- one from the owners of Meadow Springs Shopping Centre;
- two in support from residents;
- one from Main Roads WA.

The details of the matters raised in the submissions are noted in the relevant sections below.

Following discussions to address the matters raised in the City officer's initial assessment and through public consultation, the applicant has subsequently submitted updated information, as follows:

- An updated Planning Report providing rationale for the proposed modifications to the structure plan;
- A modified indicative concept plan (refer Attachment 2) to indicate how the site could be developed for these purposes; and
- Supplementary Economic Response to the matters raised through public consultation.

The principal considerations at this stage in the planning process are as follows:

- Will the proposed increase in retail floorspace have any adverse impact on the Lakelands District Centre or undermine any other surrounding activity centres?
- Is the proposed location the optimum outcome for the integration of additional retail land uses to support the growth of the District Centre and the continuation of the walkable environment that currently exists within Lakelands Town Centre?
- Will the likely development outcome on the subject site support and create a pedestrian oriented, community-focused main-street town centre, consistent with the objectives of the current Precinct Structure Plan and *State Planning Policy 4.2 – Activity Centres in Perth and Peel* (SPP4.2)?
- Will the provision of additional retail on the subject site have any adverse impacts on the traffic network or on the surrounding residential amenity?
- Do the current provisions of the Structure Plan require any modification or supplementation to provide sufficient design tools to achieve a positive outcome on this site, for this type of use?

State and Local Planning Framework

SPP4.2 contains the current guidance for a proposal of this nature and sets the parameters for the distribution, function, broad land use and urban design criteria for activity centres, and their coordinating land use and infrastructure planning.

One of the objectives of SPP4.2 is to '*plan for the sustainable growth and development of activity centres ensuring development intensity is appropriate to a centre's position in the activity centre hierarchy*'. Within the hierarchy of activity centres, Lakelands is designated as a District Centre. These centres are suggested to service a population catchment of 20,000 – 50,000 people.

Council's *Local Planning Strategy 2022* ('Strategy') identifies a clear strategic objective to focus further retail and commercial activity within identified activity centres, allowing for the development of intense nodes of activity that will foster the development of mature local economies. The Strategy indicates up to 20,000m² of retail floorspace as a guide for district centres to achieve an understanding of scale in relation to other centres, however, this is not a set target or threshold.

It is understood that the Lakelands Activity Centre currently accommodates approximately 23,000m² of retail floorspace. This Amendment 2 would increase the retail floorspace to approximately 29,000m². The Structure Plan indicates an estimated commercial floorspace threshold of 30,000m².

The proposed introduction of an additional supermarket within the structure plan area is consistent with the intended role of a District Centre. In District Centres, it is not uncommon to have two to three full line supermarkets operating alongside each other.

Retail Needs Assessment and Net Benefit Test

Consistent with the requirements of SPP4.2, the proponent submitted a Retail Needs Assessment and Net Benefit Test, dated February 2026 to assess the demand, need and net benefit of the proposed PSP amendment. The submitted report examines the trade area, current and projected population, retail spending levels and the retail structure within the surrounding region.

SPP4.2 requires decision-making for activity centres to consider the role and function of centres within the hierarchy, the distribution of activity centre uses, the supportable level of retail and commercial floorspace, and the potential impacts and benefits of significant development proposals.

The relevant test is not whether an individual business or centre owner may experience commercial competition. Rather, the planning question is whether the proposal would unreasonably and detrimentally affect the activity centre hierarchy, the existing or planned function of centres, committed public or private investment, or the community's level of access to services.

The applicant's Retail Needs Assessment and Net Benefit Test concludes that there is demand for an additional full-line supermarket within the Lakelands main trade area. The assessment identifies a main trade area population of approximately 56,039 persons in 2025, increasing to 85,639 persons by 2046, and estimates additional supermarket floorspace demand of approximately 11,600 square metres over that period.

The applicant's assessment forecasts total retail sales of approximately \$58.3 million in 2027/28, including approximately \$44 million from the Woolworths supermarket. The highest identified impacts are on Singleton Village, Meadow Springs and Secret Harbour, with the Lakelands Town Centre experiencing a net positive uplift because the subject site forms part of that centre. The applicant's position is that these impacts are either within ordinary competitive ranges or would be ameliorated by sustained population and expenditure growth, and that no existing or proposed centre would cease to operate or lose its established role.

Overall, the analysis states that the development delivers a clear net community benefit by improving access to essential services, increasing consumer choice and competition, supporting employment, and strengthening the role and performance of the Lakelands Town Centre in accordance with SPP4.2.

Notwithstanding the above, two of the five submissions received are from current landowners of existing shopping centres within the vicinity of the site, being Lakelands Shopping Centre (IFM Investors) and Meadow Springs Shopping Centre who have concerns with the proposal.

IFM Investors (owners of Lakelands Shopping Centre) have indicated that they have no objection in principle to the provision of an additional supermarket in Lakelands District Centre and acknowledge the retail need for such development, but question whether the cumulative implications of potential future supermarket development on Lot 2101 have been properly assessed.

Lot 2101 is a currently vacant site to the north-east of Lakelands Town Centre, bounded by Banksiadale Gate, Badgerup Ave and Seppings Parade, which remains within the ownership of IFM Investors and is designated 'Mixed Use' within the current PSP (a supermarket would be a permissible use).

On behalf of owners of Meadow Springs Shopping Centre, Solve Property have undertaken a peer review of the retail needs assessment. The submission challenges the trade area, population growth assumptions, retained expenditure assumptions and estimated trading impacts on Meadow Springs. The peer review accepts that the applicant's methodology is broadly recognised, that the data sources used are generally of good quality, and that the report closely complies with SPP4.2, subject to some departures it characterises as minor. The substantive concerns relate primarily to the extent of the trade area, treatment of Karnup and Parklands, assumed retained expenditure, lack of sensitivity testing, and the potential for higher impacts on Meadow Springs, if alternative assumptions are adopted.

To address the above concerns, the proponent has subsequently submitted a supplementary economic response. This supplementary analysis states that the matters raised warrant clarification but do not establish a different economic or planning outcome.

It provides additional explanation on the trade area, including reliance on mobile visitation evidence showing overlapping catchments for Lakelands and Meadow Springs, and argues that SPP4.2 indicative service population ranges should not be treated as fixed trade area limits. It also notes that the peer review's updated population data identifies a higher 2025 trade area population than the original applicant assessment and particularly strong recent growth in the primary sector.

The Retail Needs Assessment and Net Benefit Test submitted by the applicant has been reviewed having regard to the requirements of SPP4.2 and the matters raised in submissions. The assessment identifies a growing population catchment, an emerging requirement for additional supermarket floorspace, and a net community benefit arising from improved retail choice, competition, local employment and reinforcement of the Lakelands Town Centre.

Submissions from existing centre owners raise legitimate issues concerning the extent of the trade area, the treatment of future growth and supply at Karnup, retained expenditure assumptions, impacts on Meadow Springs and the potential role of Lot 2101 within the same Activity Centre. These matters have been considered, together with the applicant's supplementary economic response.

The treatment of longer-term Karnup growth and future Karnup centres is a legitimate sensitivity issue. However, the applicant's supplementary response clarifies that the proposal does not rely on longer-term Karnup development to establish the short to medium-term case, and that existing and committed growth around Lakelands and Madora Bay is sufficient to support the need for additional supermarket provision.

While the peer review identifies alternative assumptions that may result in higher estimated impacts on Meadow Springs, the material does not demonstrate that the proposal would result conclusively in the loss of a supermarket service, the failure of Meadow Springs Shopping Centre, or an unreasonable and lasting impact on the activity centre hierarchy. The higher impact scenarios are best understood as sensitivity tests rather than definitive forecasts of likely trading outcomes.

On balance, the applicant's Retail Needs Assessment and Net Benefit Test substantially addresses the core economic assessment matters expected by SPP4.2 for a proposal of this nature. The assessment material supports the conclusion that there is a planning and market basis for an additional full-line supermarket within the Lakelands Town Centre. This conclusion is not materially disputed by IFM Investors and is supported by the existing role of Lakelands as a District Activity Centre, the growth occurring and the scale of forecast supermarket floorspace demand.

City officers therefore consider that the retail economic submissions are warranted to the extent that they identify matters requiring discussion and clarification, but they do not warrant refusal of Amendment 2 on retail need or net benefit grounds. The proposal is considered capable of satisfying the relevant economic considerations of SPP4.2, subject to Council being satisfied that appropriate structure plan controls are introduced to secure an integrated, walkable and high-quality built form outcome for Lot 2102.

Proposed Location for additional 'Core Retail' Land Use

In general terms, SPP4.2 promotes the development of activity centres with a variety of land uses, in a compact urban form. The development of district centres with a well-formed structure consisting of small, walkable blocks, with buildings that address the streets to maximise pedestrian flows, is encouraged.

The current 'Mixed Business' designation for the site was established to facilitate bulky goods retail development, separated from the remainder of the centre by Lake Valley Drive. In this regard, it is noted that bulky goods retail is a land use that generally requires a level of separation to everyday shop retail uses such as supermarkets, given its different built form, scale, traffic generation, parking and customer trip characteristics. This typically results in such uses being located at the outer edges of activity centres or in separate designated commercial precincts.

Conversely, 'Core Retail' is considered to be a higher intensity use, compared to a 'Mixed Business' designation.

Whilst the subject site is located within the boundary of an established activity centre, aligning with SPP4.2's objective to concentrate retail and commercial uses in designated centres, it is located on the periphery of the activity centre.

The site is also located on the opposite side of Lake Valley Drive from the existing Lakelands Shopping Centre, adjacent to the Mandurah Road/Lake Valley Drive signalised intersection and a roundabout at the corner of Lake Valley Road/Seppings Parade. Lake Valley Road, across the frontage of the site, includes multiple turning lanes, no on-street parking and serves as a connection for traffic accessing the signalised intersection with Mandurah Road from established and emerging residential estates to the east.

The submission received from IFM Investors (current owners of Lakelands Shopping Centre) suggests that the subject site is an inappropriate location for this form of shop retail development, with the potential to compromise the desired urban form and distribution of land uses within the centre. They argue that a more appropriate location for this development is on available vacant land (Lot 2101 Banksiadale Gate) which is located to the north-eastern corner of the precinct and is currently appropriately zoned for this use.

Development of this nature on Lot 2101 could provide a consolidated, well integrated activity centre, providing customers with safe and convenient pedestrian connection options adjacent to the two existing supermarket anchors and supporting retail specialties.

Notwithstanding the above, the applicant has indicated that the alternate landholding, Lot 2101 Banksiadale Gate, as identified in the IFM submission, is not considered suitable for the proposed development for the following reasons:

- Discussion between the applicant and IFM (previously ISPT) regarding a Woolworths development on Lot 2101 began in March 2024 but stalled in 2025. Multiple proposals were submitted to IFM, however, the parties were unable to reach a compromise to suit Woolworths' requirements. An alternative site was subsequently identified in 2025 (being Lot 2102, the subject site) which better suited Woolworths' requirements.
- The plans proposed by IFM provided insufficient amenity and dedicated at-grade car parking for a Woolworths development.
- Woolworths' proposal for a dedicated service vehicle access point was rejected due to its close proximity to existing residential areas. IFM's counter-proposal suggested a close alignment of pedestrian walkways, customer vehicles and service vehicles, which created an unacceptable safety risk for pedestrians.

- The requirement, on Lot 2101, to position the retail component toward the town square forces the parking and service areas toward the residential boundary. In contrast, Coles benefits from a dedicated service vehicle access directly off Mandurah Road. The Coles car park faces inward toward their supermarket, whereas the proposed IFM plans for Lot 2101 would immediately disadvantage the Woolworths store.

Both perspectives are noted, however, development of this nature on the subject site could be considered acceptable subject to appropriate built form integration into the structure of the centre and if suitably designed to promote walkability and an integrated pedestrian friendly environment. It should be designed as a continuation and completion of the town centre and not as a separate entity.

Precinct Integration, Built Form and Urban Design

SPP4.2 seeks to ensure the urban form of activity centres enables the primary focus of activity to be on the street, in the public realm and connected to public open spaces. Street design and the urban structure should be conducive to and prioritise access by walking, cycling and public transport.

State Planning Policy 7.2: Precinct Design ('SPP7.2') encourages a legible, interconnected layout to achieve accessibility and connectivity via walking and cycling between existing residents and the activity centre core and recommends that planning should prioritise the provision of direct pedestrian links within larger blocks to improve walkability.

One of the objectives of the current Structure Plan is to achieve a pedestrian oriented, community-focused main-street town centre – this is distinct from a continuous enclosed suburban shopping mall. The stages of development currently function in this way with a main-street, plaza, externally accessible retail, food and beverage and community facilities.

Given the above policy context, City officers have the following concerns with the modified concept layout (Attachment 2). These concerns are also supported by independent third-party design advice:

- The indicative concept plan does not sufficiently demonstrate that the proposed development will present as an integrated extension to the Lakelands Town Centre main street environment.
- Whilst it is acknowledged that the concept layout provided is indicative only, it does indicate an intention that the urban form of the likely development will retreat from the street, creating a supermarket in a car park.
- The entry point to the supermarket is positioned towards the rear of the site. This is a suburban approach that is largely car-based, and the indicative urban form would not contribute to the generation of street life and pedestrian activity that is sought to support the remainder of the town centre precinct.
- Pedestrian access through the site is provided to allow access to the district centre core, by residents from the south. This connection is not, however, considered to be a sufficiently generous and meaningful connection. The indicative development remains largely vehicle-oriented, and the layout gives limited consideration to pedestrian movements between the proposed development, the existing shopping centre, public transport facilities and surrounding residential areas.
- The continuation of Seppings Parade to the south is a key requirement, in order to achieve integration with the remainder of the precinct. The indicative concept layout indicates an internal access road off the existing roundabout which seems to terminate abruptly, constraining access to the main area of car bays. This is likely to be problematic from a traffic safety perspective, particularly at peak times.

- Additionally, the specialist retail and pad site elevations adjacent to Lake Valley Drive are unlikely to function as a genuine street frontage, given the existing road environment and the absence of on-street parking. A repositioning of these buildings could internally create a continuation of the successful mixed use, pedestrian friendly environment that exists to the north.
- Whilst the landscape zone (on the corner of Lake Valley Drive and the access road into the site) is welcomed, it is disconnected from the built form and main entry point to the supermarket. As such, it is questionable whether it would be used as a breakout space or casual seating area.

The modified indicative concept plan is, therefore, not supported in its current form.

City officers consider that the clearest way to ensure a successful planning outcome, in the interests of orderly and proper planning, is to provide a plan with site specific requirements to address the built form intentions for this site within the current Structure Plan. This plan would give Council confidence, should a 'Core Retail' designation be approved for the site, that a genuine centre outcome can be achieved.

City officers have prepared an alternate plan to visually demonstrate a preferable development outcome (refer Attachment 3). It is recommended that this plan be included within the structure plan amendment to provide guidance and direction to the key design principles for this specific site.

Structure Plan provisions are also recommended to be modified and supplemented.

This includes additional provisions to improve pedestrian connectivity, strengthen the built form interface and activation, and ensure that the development better aligns with SPP4.2 objectives relating to walkability, centre cohesion and high-quality urban design.

The recommended additions/changes to the precinct structure plan text are detailed in the relevant section below.

Long-Term Cycle Network (LATN)

In the Council's Integrated Transport Strategy (ITS) and the Department of Transport and Major Infrastructure (DTMI), Lake Valley Drive is identified as a 'Secondary Route' in the Long-Term Cycle Network (LATN) and a key action of the ITS (AT6) is to "ensure cycle facilities and end of trip facilities are considered in key landscape master plan upgrades, community infrastructure projects and within development assessment of major proposals".

Notwithstanding the above, Mandjoorgoordap Drive (and Mandurah Road) are identified as a Primary Route. Since the delivery of Mandjoorgoordap Drive, Main Roads WA and DTMI have investigated its delivery, and it is not practical to deliver a Primary Route in this corridor due to topography, safety and vegetation clearing.

In the recent months, DTMI have engaged with relevant agencies and City officers to investigate alternative options to the delivery of a primary route along Mandjoorgoordap Drive, which is identified as a critical gap in the cycling network, including progressing to concept design. This has included exploring network planning principles, user profiles, road functionality and form of the path network.

The connection between Mandurah Road and Mandjoorgoordap Drive, via Lilydale Drive and Lake Valley Drive, has been identified as a priority and a favoured option to provide network improvements to enable connections between Lakelands and Mandurah Stations, the Kwinana Freeway Principal Shared Path, key activity centres and the coast.

The next phases of this project will progress to concept design on the basis that it:

- Must be a shared separated path
- Path width should be 3m (2.5m for localised narrowing)

- Provide for improved crossings at intersections potentially with path priority at crossings

In relation to the subject site, a standard concrete 2.0m wide path is currently provided on the property boundary edge and navigates itself around the roundabout at the end of Seppings Parade. By changing the nature of the development of the site from car-based showroom development to retail activity centre, the proposal should seek to integrate the outcomes of the LATN project at this stage.

DTMI have recommended a 3-metre shared path across the frontage of the subject site, separated from the carriageway by a vegetation strip that can accommodate tree planting and provide shade for path users. Where possible, the path alignment should be refined to create smoother curves and minimise sharp angles. This has been reflected in the City's preferred development outcome (refer Attachment 3). Further work will be required to examine the layout in further detail.

Traffic Impact Assessment

The applicants have prepared a traffic impact assessment to contemplate the traffic impact of the proposal on the external road network, in comparison to its previous capability under the Mixed-Business zoning.

The original indicative concept plan indicated that the primary vehicular access to the site is proposed from the existing roundabout at Seppings Parade and Lake Valley Drive, with a right-in access for service vehicles from Lake Valley Drive to the east of the roundabout and a left-in, left-out access point to the west of the roundabout, adjacent to the intersection of Lake Valley Drive and Mandurah Road. No vehicle access is proposed to Cobaki Brace.

The report concludes that the proposed amendment will have no material impact on the performance of surrounding intersections. The subject site access and the intersections assessed in the report will operate with a satisfactory level of service, in post-development, as well as 10-year post-development scenarios. Overall, it is considered that the impacts of the proposed amendment on the surrounding transport network can be suitably managed.

In their submission, Main Roads WA ('MRWA') have indicated that they have the following concerns with the proposal:

- Lakelands Town Centre's commercial and retail footprint, as well as the accelerated uptake of residential subdivisional opportunity in the planning precinct, has significantly outgrown and exceeded previous development assumptions and traffic modelling, which informed network planning requirements and intersection operational controls to date. MRWA recommends that the traffic analysis for the District Centre be reviewed and that a detailed network analysis for Mandurah Road corridor be undertaken to determine future network impacts.
- Traffic analysis for the Lake Valley Drive/Mandurah Road junction has been undertaken in isolation of adjoining network junctions, and no updated analysis was undertaken for the Banksiadale Gate/ Mandurah Road junction, which is the other primary access to the district centre.
- The traffic analysis has not properly considered the future potential mix of land use and development potential of Lot 2101 and the associated traffic demands.
- The proposed Left In-Left Out (LILO) access, located within the left turn treatment on Lake Valley Drive, is inconsistent with Main Roads' access policy and is not supported in principle due to the potential for traffic conflicts to occur which will detract from the safety and function of the intersection.

- The Traffic Impact Assessment (TIA) suggests that queuing within the right turn lane from Mandurah Road to Lake Valley Drive is close to spilling out into the through lanes northbound. The analysis in respect to the right turn lane has also not considered the requirement for deceleration into the turning lane, which means that the lane length is deficient. Main Roads would, on a without prejudice basis, support the proposal if a second right turn lane is provided northbound from Mandurah Road into Lake Valley Drive, funded by the developer.

In response, the City's officers consider the following:

- The TIA demonstrates that the immediately adjacent intersections and proposed site access arrangements are generally capable of accommodating the development based on the modelling undertaken. The analysis results indicate acceptable operation of the Mandurah Road/Lake Valley Drive intersection, Lake Valley Drive/Seppings Parade roundabout and the proposed site access points in both the opening year and 10-year horizon scenarios.
- That said, MRWA's concerns regarding the scope of the assessment are understood and acknowledged. Whilst the TIA focuses on the Lake Valley Drive interfaces, it does not appear to assess the broader Mandurah Road corridor, including Banksiadale Gate and other nearby access points serving the town centre. Given the proximity of the Lake Valley Drive and Banksiadale Gate intersections (approximately 425 m apart), these locations effectively operate as part of the same commercial access corridor and are likely influenced by the same traffic demands.
- Banksiadale Gate already accommodates relatively strong movements associated with the activity centre, particularly right-turn movements onto northbound Mandurah Road. As additional commercial floorspace is introduced, some redistribution of traffic between Lake Valley Drive and Banksiadale Gate would be expected.
- There would be merit in a broader network assessment to better understand these corridor and network effects, rather than limiting the analysis to the intersections immediately surrounding the site. However, this is a wider corridor/regional issue that is not necessarily considered the responsibility of the applicant to address.
- In relation to the proposed LILO access within the Lake Valley Drive left-turn treatment, City officers have similar concerns regarding accesses located within the turning lane environment and the potential for driver confusion and vehicle conflicts. Restricting this access to service vehicles only and limiting turning movements would likely reduce conflict exposure and the frequency of use.
- With respect to the request for a second northbound right-turn lane on Mandurah Road, City officers do not consider that the current TIA provides sufficient information to determine whether this upgrade is warranted solely as a consequence of the proposed development, as per the requirements of *SPP3.6 Infrastructure Contributions*.

In response to the above, the applicant has commented as follows:

- MRWA comments regarding the pace of urban development along the Mandurah Road corridor are acknowledged, however this is a wider corridor/regional issue that should be investigated and modelled by MRWA, in collaboration with the City of Mandurah. Traffic modelling for the Mandurah Road should consider the staging and cumulative impact of many different local structure plans, the development of Karnup Station and associated housing, the timing and form of Road B, and many other factors which are beyond the scope of this relatively minor local structure plan amendment.
- It is emphasised that the subject Amendment 2 is minor in nature and represents an overall reduction in retail floor space on the subject site from approx. 9,000m² to approx. 6,600m², when

compared to the approved structure plan uses. The scale of the transport impact assessment and associated traffic modelling is therefore appropriate for the localised potential impacts of this minor change in land use and traffic generation.

- As Amendment 2 only contemplates changes to one parcel of land on the southern side of Lake Valley Drive, traffic impacts related to this are anticipated to be localised to Lake Valley Drive, with minimal influence on other roads within the wider Lakelands Activity Centre such as Banksiadale Gate, which is located on the far northern boundary of the centre.
- The proposed crossover to Lake Valley Drive near the western boundary of the site, can be confined to “left-out” movements only, and restricted to use by service/delivery vehicles, staff parking and some ‘direct to boot’ customers.

The limited volumes and restricted movements mean that this crossover is unlikely to have any material impact on the safety and function of the signalised intersection, and no impact at all on Mandurah Road. A modified indicative concept plan has been submitted to indicate this change, however, whilst the modified access is indicated on the indicative concept plan, it is not detailed in the text provisions of the structure plan. It is recommended, therefore, that this be added to the site-specific requirements for this particular site.

The conclusions of the transport impact assessment demonstrate that the increased traffic generated by Amendment 2, and 10 years of background traffic growth, can be accommodated within the capacity of the Mandurah Road/Lake Valley Drive intersection with no modifications required. This 10-year horizon is consistent with the requirements of WAPC Transport Assessment Guidelines. Growth in background traffic volumes beyond this scope and timeframe should be considered by MRWA as part of longer-term planning for the widening of Mandurah Road to 6 lanes and construction of Road B.

In regard to parking, the existing Structure Plan establishes a car parking standard of 4 bays per 100m² for commercial uses. Detailed car parking analysis has not been completed as part of this proposal, as this would be undertaken at development application stage. However, the applicants have indicated a provision of 5 bays per 100m² (consistent with Woolworths requirements).

WA Planning Manual – Non-Residential Car Parking Rates in Perth or Peel (November 2024) recommends, for district centres, the provision of a minimum car parking rate of one parking space per 100m² of floor area and a maximum car parking rate of one parking space per 25m² of floor area. This is consistent with the current Structure Plan provisions. No commentary has been provided within the amendment documentation to justify why a variation is warranted in this instance.

The provision of excessive car parking can have a detrimental effect on built form outcomes and pedestrian oriented outcomes. As such, given the space on the subject site and the provision of parking that is available for reciprocal use in the vicinity, it is considered likely that parking levels will be compliant.

Residential Amenity Impact

The indicative concept plan indicates that the proposed supermarket building and service vehicles access road to the loading dock and service areas (facing Mandurah Road) would back directly onto existing residential dwellings along Cobaki Brace, separated by an existing masonry wall.

This is similar to the layout for the approved large format, bulky good development application. However, a full-line supermarket and supporting retail tenancies has a fundamentally different amenity profile to bulky goods retailing type uses including, but not limited to, longer trading hours. Early morning deliveries and shelf-stocking, extended trading hours, refrigeration plant, waste compactors and higher traffic volumes all have the potential to directly impact the adjoining residential properties.

Commercial activity is likely to occur seven days per week and requires the ingress and egress of service vehicles along the rear laneway directly behind existing residential properties on Cobaki Brace.

The current Structure Plan provisions required the submission of a noise assessment report at development application stage, and the applicants have stated that the revised Structure Plan provisions, on the basis of the amended proposal, will retain a requirement for a noise assessment report to assess the potential impact of the proposal at development application stage. Detailed design can then address and/or mitigate any potential issues raised.

A waste management plan will be required upon lodgement of any development application for a 'Core Retail' use.

Recommended Modifications to Precinct Structure Plan

As part of Amendment 2, the proponents have recommended the following provisions be modified, and new provisions be inserted, into Part One of the Structure Plan. City officers support a number of the modifications proposed by the applicant, but not all.

As such, City officer comment is provided against each of the proposed modifications.

Section	Action	Applicant Proposed - Structure Plan Amendment	Officer Comment <i>modified wording in italics and underlined for clarity</i>
Executive Summary	Modify the table located on page iv to remove reference to 'Mixed Business'	Change "Commercial / Mixed Business: 10.2 hectares" to "Commercial: 10.2 hectares."	Supported
Section 5.1 – Activity Centre Precincts	Remove dot point 3 referring to 'District Centre: Mixed Business'	Delete: "District Centre – Mixed Business"	Supported
Table 1 – Zoning Table	Remove column 4 – District Centre: Mixed Business	Delete column 4: "District Centre: Mixed Business"	Supported
5.7 Signage (e)	Delete	Delete: "The proposed locations for signs in the Core Retail precinct shall be nominated at the time of application for development approval."	Not Supported – recommend modifying section 5.7 (e) <i><u>"The proposed locations for signs in the Core Retail precinct on Lot 2102 Lake Valley Drive shall be nominated at the time of application for development approval."</u></i>
5.8 Pedestrian Access (b)	Modify this section to remove reference to Mixed Business and include reference the subject site (Lot 2102 Lake Valley Drive)	Change to: "The pedestrian environment within the 'Core Retail' precinct should include street trees, footpaths seating, lighting, shade and connection to the wider pedestrian environment, to ensure pedestrian comfort and promote walkability. Development is to provide safe, convenient and legible pedestrian connections between the Core Retail	Supported.

Section	Action	Applicant Proposed - Structure Plan Amendment	Officer Comment <i>modified wording in italics and underlined for clarity</i>
		Precinct, Lake Valley Drive, the existing Lakelands Town Centre and surrounding residential neighbourhoods”	
5.10 Noise Attenuation (c)	Remove references to ‘Mixed Business Precinct’ and replace with ‘Core Retail’	Change to: “A solid masonry wall, between the Core Retail Precinct and the Residential Frame along Cobaki Brace, will be required to be constructed prior to the commencement of use of any development within the Core Retail Precinct. The height of the wall shall be determined through the submitted acoustic assessment report.”	Supported
5.10 Noise Attenuation (d)	Modify this section to remove reference to Mixed Business and include reference the subject site	Change to: “For development within Lot 2102 Lake Valley Drive, an Acoustic Report will need to be prepared by a qualified acoustic (noise) consultant to confirm that the development complies with the requirements of the Environmental Protection Noise Regulations 1997. The Acoustic Report will be required to accompany an application for development approval.”	Supported
5.13 Transport Impact Assessment	Remove reference to Mixed Business Sub-precinct	Change to: “An Updated Transport Impact Assessment to the satisfaction of the City of Mandurah and Main Roads Western Australia is to be prepared prior to subdivision or development of the Core Retail Sub-precinct. Any recommendation of the Transport Impact Assessment is to be implemented prior to subdivision clearance or commencement of development.”	Supported
5.14 – Site Specific Requirements (Lot 2102 Lake Valley Drive)	Insert section	Insert a new section titled “5.14 Site Specific Requirements (Lot 2102 Lake Valley Drive)”. The new section shall contain site-specific development requirements relating to building height, frontages, setbacks, pedestrian access, vehicle access, parking and servicing, landscaping and sustainability, substantially in accordance	Part supported: The addition of a new section to include site specific requirements is supported, however officers do not support the wording of the proposed provisions. As such, modified wording is provided in the table below.

Section	Action	Applicant Proposed - Structure Plan Amendment	Officer Comment <i>modified wording in italics and underlined for clarity</i>
		section 5.1.1 of this amendment report.	
Precinct Structure Plan Map Zoned 'District Centre – Mixed Business'	Amend the Structure Plan map to remove the 'Mixed Business' Precinct and amend the map to include the subject lot as 'Core Retail'		Supported
Structure Plan – Plan Notes	Reword plan note 6 referencing Mixed Business Precinct to reference the updated Core Retail Precinct	Change to: "Core Retail Precinct provided with vehicular access from the existing roundabout on Lake Valley Drive and developed in a manner to minimise impact on the adjacent residential, while accommodating a north-south pedestrian link to the activity centre."	Not Supported. Recommend change to: <i><u>"Core Retail Precinct provided with vehicular access from the existing roundabout on Lake Valley Drive, designed with an entry boulevard, as a continuation and completion of the town centre, with appropriate built form, landscape and pedestrian integration and to minimise impact on the adjacent residential."</u></i>

The applicant refers to a table within section 5.1.1 of the Amendment (extracted below) which indicates the proposed site-specific design guidance/provisions. Again, City officers support a number of the amendments proposed by the applicant, but not all. As such, City officer comment is provided against each of the proposed provisions.

The recommended inclusion of a new section titled "Site Specific Requirements (Lot 2102 Lake Valley Drive)" is supported, where the design provisions are entirely site-specific. However, where possible, new provisions are recommended to be inserted and integrated within the relevant sections of the existing precinct structure plan text.

To ensure clarity, the following wording is also recommended to be included within the introduction of new section 7:

"Development on Lot 2102 Lake Valley Drive shall be designed and assessed in accordance with the following site-specific requirements, in addition to the other applicable provisions of this Precinct Structure Plan. Where there is any inconsistency between this section and the general provisions of the Precinct Structure Plan, the provisions of this section shall prevail to the extent of that inconsistency."

Item	Applicant Proposed Control	Officer Comment <i>modified wording in italics and underlined for clarity</i>
Height	Development within the site shall have a maximum two-storey built form appearance when viewed from Lake Valley Drive. Architectural features, screening elements, parapets and roof projections may extend above the maximum building height.	Insert into new Section 7 Site Specific Requirements for Lot 2102 - 'Development within the site shall have a <u>minimum</u> two-storey built form appearance when viewed from Lake Valley Drive. Architectural features, screening elements, parapets and roof projections may extend above the maximum building height

Item	Applicant Proposed Control	Officer Comment <i>modified wording in italics and underlined for clarity</i>
		<u>and shall reflect the architectural form of the existing District Centre buildings.</u> <u>The corner of Lake Valley Drive and Mandurah Road shall be designed with a similar architectural form as the shopping centre to the north, to read as an integrated and cohesive built form. The internalised continuation of the 'main street' shall reflect the design of the existing main street precinct at a more human scale using elements such as frontage glazing, weather protection, on-street parking, landscaping and articulation.'</u>
Frontages	The following design details for frontages are to be implemented:	Insert into new Section 7 Site Specific Requirements for Lot 2102:
	- Development along the Lake Valley Drive frontage shall be designed to provide visual interest, including the provision of landscaping, building articulation and use of a variety of materials. - Minimum of 50% of ground floor windows of unobscured glass are required to be provided along all Lake Valley Drive elevations with the exception of Mandurah Road. - A canopy or awning shall be provided to all ground floor	'Development along the Lake Valley Drive frontage shall be designed to provide visual interest, including the provision of landscaping, building articulation and use of a variety of materials. <u>Development shall be arranged to present as an integrated extension of the Lakelands Town Centre Main Street, as per Plan 2 and shall avoid a layout where buildings are substantially separated from the street by large expanses of car parking.</u> <u>Large-format core retail building elevations shall be articulated through changes in materials, colours, wall plane, roof form, glazing, awnings, landscape integration or public art to reduce perceived bulk and provide visual interest.</u> <u>Ground floor tenancies, where identified on Plan 2, shall provide active and visually permeable frontages, including clear glazing, identifiable entries and direct pedestrian access.</u> <u>A minimum of 75 per cent of the ground floor frontage to the internalised main street and the sleeving specialty retail tenancies shall comprise unobscured glazing, display windows, active tenancy frontage or other visually permeable treatment, with the exception of Mandurah Road. Continuous blank walls to Lake Valley Drive, Mandurah Road, the north-south pedestrian link or key internal pedestrian routes shall not be permitted, except where unavoidable for servicing, plant or supermarket operational requirements and where appropriately treated through articulation, public art, landscaping or screening.</u> - A canopy or awning shall be provided to all ground floor tenancies adjacent to a street <u>or primary pedestrian route</u>, to a minimum height

Item	Applicant Proposed Control	Officer Comment <i>modified wording in italics and underlined for clarity</i>
	tenancies adjacent to a street, to a minimum height of 3m	of 3m, <u>to support pedestrian comfort and year-round usability.</u>
	• Corner sites to address both frontages (if applicable) • Loading, Plant and Waste storage areas shall not be visible from Lake Valley Drive. (Excluding Home delivery and Direct to Boot)	• Corner sites to address both frontages (if applicable) • Loading, Plant and Waste storage areas shall not be visible from Lake Valley Drive. (Excluding Home delivery and Direct to Boot)
Setbacks		Insert into new Section 7 Site Specific Requirements for Lot 2102:
	• A minimum nil setback applies, consistent with the District Centre for commercial precincts. • Where development is proposed along Lake Valley Drive it should establish attractive presence to Lake Valley Drive through a combination of built form, active frontages and/or attractive landscaped pedestrian areas or feature art treatments. • Where setbacks are proposed, they should be utilised for landscaping, pedestrian movement, outdoor dining or public realm improvements rather than extensive vehicle circulation areas	• Delete. (Note: Given the contents of Plan 2, a nil setback on Lake Valley Drive is not seen as practical to achieve other design outcomes in the Structure Plan.) • Where development is proposed along Lake Valley Drive, <u>or primary pedestrian routes</u>, it should establish attractive presence through a combination of built form, active frontages and/or attractive landscaped pedestrian areas or feature art treatments. • Where setbacks are proposed, they should be utilised for landscaping, pedestrian movement, outdoor dining or public realm improvements rather than extensive vehicle circulation areas
Pedestrian Access	• Pedestrian linkages through the site are to be provided generally were located on the Structure Plan map. Routes identified are considered indicative and demonstrate one possible way of providing a pedestrian connection through the site. • Designated pedestrian linkages are to be provided directly to the northern district centre, and generally in accordance with the following: - Be continuously sheltered and/or tree lined; - By a typical width of 2m; - Wayfinding to be provided; and - Be well lit and provided seating where appropriate.	<u>Recommend supplementing existing section 5.8 Pedestrian Access with the following additional sections (c) to (f):</u> • <u>A safe, direct, legible and universally accessible north-south pedestrian connection shall be provided through the site between Cobaki Brace and Lake Valley Drive, connecting to the existing Lakelands Town Centre.</u> • <u>The north-south pedestrian connections shall be a minimum 3 metres in width, open to view, well-lit, shaded through trees or structures, and designed as a meaningful public realm element with appropriate wayfinding, rather than a residual pathway through car parking areas.</u> • <u>Pedestrian routes shall be clearly separated from vehicle circulation areas through grade separation, paving treatment, landscaping,</u>

Item	Applicant Proposed Control	Officer Comment <i>modified wording in italics and underlined for clarity</i>
		<u><i>bollards, raised plateaus/crossings or other appropriate measures.</i></u> <u><i>All other pedestrian linkages around a site are to be provided as shown on the Plan 1 and 2 at the proponent's cost.</i></u>
Vehicle Access	Vehicle access arrangements are to generally accord with the concept plan and demonstrate: - Minimisation of pedestrian and vehicle conflict points; - Consolidation of crossover locations wherever practical; - Protection of active frontage opportunities along Lake Valley Drive; - Safe access for servicing and loading activities	Insert into new section 5.15 Site Specific Requirements for Lot 2102: Vehicle access arrangements are to generally accord with Plan 2 and demonstrate: - <u><i>Primary customer vehicle access shall be provided from the existing Lake Valley Drive/Seppings Parade roundabout unless an alternative access arrangement is supported by the local government and Main Roads Western Australia.</i></u> - Minimisation of pedestrian, <u><i>cyclist</i></u> and vehicle conflict points; - <u><i>Protect the function of Lake Valley Drive and Mandurah Road, and support the safe operation of the surrounding road network;</i></u> - Consolidation of crossover locations wherever practical; - Safe access for servicing and loading activities - <u><i>The western access to Lake Valley Drive, indicated on Plan 2, shall be restricted to left-out movements only and shall be limited to service vehicles, staff parking and direct-to-boot or similar low-volume operational movements, unless otherwise approved by the local government and Main Roads Western Australia.</i></u> - <u><i>No vehicle access shall be provided to Cobaki Brace.</i></u>
Parking and Servicing	• Parking rates for the site is required to be 5 bays per 100m² of GLA and demonstrate: • Car parking visible from Lake Valley Drive is to incorporate landscaping and canopy trees to minimise visual dominance.	• Not supported. It is recommended that car parking be provided in accordance with the existing provisions of section 5.9 Car Parking, which are consistent with <i>WA Planning Manual – Non-Residential Car Parking Rates in Perth or Peel (November 2024)</i>, as no detail has been proposed within the amendment to justify why a variation is warranted. • Not supported. The existing provisions of section 5.11 Landscape Design are considered sufficient for this purpose. • It is recommended that the following provisions be inserted into new section

Item	Applicant Proposed Control	Officer Comment <i>modified wording in italics and underlined for clarity</i>
		<u>5.15 Site Specific Requirements for Lot 2102: Car parking shall be located, designed and landscaped to reduce visual dominance when viewed from Lake Valley Drive, Mandurah Road and key pedestrian routes.</u> • <u>Large uninterrupted areas of open car parking shall be avoided through the use of canopy tree planting, pedestrian paths, landscape islands, shade structures and safe pedestrian desire lines.</u>
	• Bicycle parking is to be provided adjacent to building entries.	• There are currently no bicycle parking provisions within the precinct structure plan. It is recommended that the following provisions be inserted into new section <u>5.15 Site Specific Requirements for Lot 2102: Bicycle parking is to be provided at a rate of 1 space per 500m² above 1000m² of floor space. Bicycle parking shall be provided in convenient, visible and weather-protected locations close to building entries and key pedestrian routes. End-of-trip facilities shall be provided where required by the local government.</u>
	• A servicing bay and loading dock is proposed to face Mandurah Road to prevent any amenity impacts on adjoining developments.	• It is recommended that the following provisions be inserted into new section <u>5.15 Site Specific Requirements for Lot 2102: Any servicing, loading dock and general back-of-house facilities shall be designed to face Mandurah Road to prevent any amenity impacts on adjoining developments. Loading docks, waste storage areas, plant, staff parking and servicing areas shall be screened from public streets and residential properties through building placement, acoustic treatment, landscaping, fencing, architectural screening or a combination of these measures.</u>
	• A waste management plan is required to be prepared as part of the Development Application process.	• <u>Servicing and loading activities shall be designed and managed to minimise adverse noise, light, traffic and amenity impacts on adjoining residential properties along Cobaki Brace.</u> • Supported for inclusion in section 5.15 Site Specific Requirements for Lot 2102.
Landscaping	• The site is required to provide a minimum 4% landscaping, including the following provisions:	• Not supported – recommend consistency with existing section 5.11 Landscape Design of the existing Structure Plan (which requires 10% landscaping).

Item	Applicant Proposed Control	Officer Comment <i>modified wording in italics and underlined for clarity</i>
	- Canopy tree planting is to be provided throughout unshaded car parking areas and along pedestrian routes; - Water Sensitive Urban Design principles should be incorporated where practical; - All landscaped areas shall utilise waterwise species and demonstrate water efficient design. - A landscape concept plan is to be submitted at Development Application stage.	- It is recommended that the following provisions be inserted into section <u>5.15 Site Specific Requirements for Lot 2102:</u> <u>Canopy tree planting shall be provided throughout uncovered car parking areas, along pedestrian routes, adjacent to Lake Valley Drive and Mandurah Road, and along the southern residential interface of Lot 2102 Lake Valley Drive.</u> - <u>Development shall include at least one usable landscaped public or semi-public plaza, forecourt or seating area that is connected to the pedestrian network, visible from active frontages and supported by shade and seating.</u> - <u>It is recommended that section 5.11 Landscape Design be supplemented with the following additional provisions:</u> <u>“Water Sensitive Urban Design principles shall be incorporated into the site layout, car parking areas and landscape design, including stormwater infiltration, shade, permeable surfaces and waterwise planting where practicable.</u> <u>Landscape species shall be waterwise, durable and suited to the local climate, with preference for species that contribute to shade, biodiversity and long-term canopy cover.</u> <u>A landscape concept plan is to be submitted at development application stage and shall demonstrate how landscaping contributes to pedestrian comfort, urban heat reduction, residential interface treatment, public realm quality and visual amenity.’</u>
Sustainability	A sustainability report is to be prepared and submitted at development application stage demonstrating a minimum 4.5 Star NABERS Energy and Water Certification	Supported. Recommend addition of a new Section 7 to detail the following for all development within the Core Retail Precinct: (a) <i>A Sustainability Report shall accompany any development application and shall demonstrate how the development incorporates passive design, energy efficiency, water efficiency, waste minimisation, sustainable materials, urban heat reduction and active transport support.</i> (b) <i>Development shall investigate and, where practicable, incorporate photovoltaic panels, including opportunities for solar shade structures over car parking areas.</i>

Item	Applicant Proposed Control	Officer Comment <i>modified wording in italics and underlined for clarity</i>
		(c) <i>Electric vehicle charging infrastructure shall be provided or provision made for future installation in convenient and appropriately located car parking areas.</i> (d) <i>Development shall demonstrate how building orientation, shading, glazing, materials and roof design assist in reducing energy demand and improving user comfort.</i>

The following existing sections, not proposed by the applicant, are also recommended to be modified or supplemented as follows:

Section	Action	Officer Proposed Modification/Addition:
Section 2 Objectives	Delete the last dot point	Delete: <i>"To facilitate development of large format retail in accordance with the role of a district centre"</i>
Table 1 – Zoning Table	Modify the heading of column 2 in the zoning table to ensure that the land uses within that column are applicable for both the core retail zone and the main street zone.	Change the heading "District Centre: Main Street" to 'District Centre: Core Retail/Main Street' to the heading at the top of the 'District Centre – Main Street' column in the zoning table
Section 5.7 Signage	Modify section 5.7 (a)	Change to <i>"No pylon signs are to be permitted within the Lakelands Activity Centre, unless architecturally designed as part of the built form."</i>
5.14 Site Specific Requirements (Lot 2102 Lake Valley Drive)	Insert section	Insert within the introduction of new section titled "Section 7 Site Specific Requirements (Lot 2102 Lake Valley Drive) as follows: <i>"Development on Lot 2102 Lake Valley Drive shall be designed and assessed in accordance with the following site-specific requirements, in addition to the other applicable provisions of this Precinct Structure Plan. Where there is any inconsistency between this section and the general provisions of the Precinct Structure Plan, the provisions of this section shall prevail to the extent of that inconsistency."</i>

All of the above new and modified provisions are intended to ensure that any future 'Core Retail' development on the site achieves an integrated, walkable and high-quality town centre outcome, appropriately manages the residential interface, and addresses the built form and urban design concerns identified through assessment of the amendment.

MEAG Comment

This item does not have significant impact on the natural environment and therefore has not been referred to Mandurah Environmental Advisory Group for comment.

Consultation

The proposed Precinct Structure Plan amendment was advertised in accordance with Clause 18(3A) of the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 42 days.

This advertising took place on the City's engagement website between 11 May 2026 and 22 June 2026 with the following undertaken:

- written notice provided to 67 surrounding landowners;
- Consultation with one external agency;

Five submissions were received as follows:

- one from IFM Investors, the owner Lakelands shopping centre;
- one from the owners of Meadow Springs Shopping Centre;
- two in support from residents;
- one from MRWA.

A summary of the submissions and officer responses are included within Attachment 4 with the issues raised addressed in the main body of the report.

Statutory Environment

Under the *Planning and Development (Local Planning Schemes) Regulations 2015*, Council is required to provide a report with recommendations to the WAPC which is required to be provided within 60 days of the completion of the advertising period.

A request was sent to the WAPC seeking deferral of the proposal to Council's September meeting (beyond the 60-day requirement) to allow sufficient time for the applicant to respond to the submissions and concerns raised and to allow officers time to consider the submission of modified information and prepare its report to Council.

Policy Implications

The amendment will modify Part One of the Lakelands Town Centre Precinct Structure Plan by updating the planning control and introducing new controls for Lot 2102 Lake Valley Drive. The amendment will affect future land use, built form and development outcomes on the subject land.

Financial Implications

The amendment does not have any immediate financial implications for the City.

Economic Implications

The amendment supports future investment within the Lakelands Town Centre. It may facilitate for greater diversity in retail/commercial services and provide additional job opportunities for the local community.

Environmental Implications

The amendment amends the planning controls applying to the subject land but does not approve development.

Risk Implications

Council are not the determining authority in this instance and are providing a recommendation only. The WAPC may not support Council's recommendation and may determine the proposal as they see fit. This risk has been minimised by providing as much information and rationale as possible within the report.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2024-2044 are relevant to this report:

Economy

- Local jobs to retain our people and attract skilled workers
- A diversified economy that supports growth sectors
- Well-planned, sustainable urban development

Community

- Safe and connected communities

Environment

- Our built environment is clean, accessible and sustainable

Leadership

- Sound decisions based on evidence and meaningful engagement

Conclusion

The proposed amendment to the Lakelands Town Centre Precinct Structure Plan has been assessed against the relevant state and local planning framework, the outcomes of public consultation, and the technical information submitted by the applicant.

The assessment has specifically considered whether the proposal would adversely impact the Lakelands District Centre or surrounding activity centres, whether Lot 2102 is an appropriate location for additional Core Retail land use, whether the likely development outcome would support a pedestrian-oriented and community-focused town centre, whether traffic and residential amenity impacts can be managed, and whether the current Precinct Structure Plan provisions require modification or supplementation.

On balance, the retail needs assessment and supplementary economic information indicate that the additional supermarket and supporting retail floorspace would not unreasonably undermine the Lakelands District Centre or surrounding activity centres, and that the proposal can improve retail choice, competition and local access to services. The location of the proposed Core Retail land use is considered capable of being acceptable because it remains within the established District Activity Centre; however, its peripheral position, separation from the existing shopping centre by Lake Valley Drive and the indicative concept layout mean that stronger controls are required to secure a genuine continuation of the town centre.

The assessment has also found that the indicative concept plan, in its current form, does not sufficiently demonstrate an integrated, walkable and high-quality town centre outcome for Lot 2102. In particular, further controls are required to address built form, frontage activation, pedestrian connectivity, vehicle access, car parking design, landscaping and sustainability. Traffic impacts are considered capable of being managed through further assessment and access controls at the development application stage, while potential residential amenity impacts associated with servicing, noise, waste and operational activity can be addressed through site-specific provisions, acoustic assessment and detailed design requirements.

For these reasons, City officers consider that the principal considerations identified in the assessment have been addressed to the extent necessary for Council to make a recommendation to the Western Australian Planning Commission. However, support is only appropriate subject to modifications to strengthen the Precinct Structure Plan provisions applying to Lot 2102, including requirements relating to built form, pedestrian connectivity, vehicle access, landscaping, sustainability, servicing, noise attenuation and residential amenity. The recommended modifications will provide greater certainty that any future development application delivers a form of development that functions as a continuation of the Lakelands Town Centre, rather than as a separate car-based retail development.

It is therefore recommended that Council provide this report to the Western Australian Planning Commission as the local government report and recommend support for the proposed amendment, subject to the modifications outlined in this report.

Officer Recommendation

That the Planning and Community Consultation Committee recommend that Council:

- 1. In accordance with Clause 20(2) of the Scheme 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions for Local Planning Schemes)*, provides this report as the Local Government Report to the Western Australian Planning Commission required for a proposed structure plan; and**
 - 1.1. notes the schedule of submissions and officer responses as required by sub-clause (a), (b) and (c) of Clause 20(2);**
 - 1.2. notes the contents of this report outline the assessment of the proposal based on appropriate planning principles as required by sub-clause (d) of Clause 20(2); and**
 - 1.3. supports the proposed structure plan being approved by the Western Australian Planning Commission as required by sub-clause (e) of Clause 20(2); and**
 - 1.4. recommends the following modifications to the proposed Structure Plan as submitted by the Proponent as required by sub-clause (e) of Clause 20(2):**
 - (a) *Note 6 on Plan 1 being modified to read***

“Core Retail Precinct provided with vehicular access from the existing roundabout on Lake Valley Drive, designed with an entry boulevard, as a continuation and completion of the town centre, with appropriate built form, landscape and pedestrian integration and to minimise impact on the adjacent residential.”
 - (b) Delete the last dot point of Section 2 (Objectives) that currently states:**

“To facilitate development of large format retail in accordance with the role of a district centre”
 - (c) Section 5.7 (a) being modified to read:**

“No pylon signs are to be permitted within the Lakelands Activity Centre, unless architecturally designed as part of the built form.”
 - (d) Section 5.7 (e) being modified to read:**

“The proposed locations for signs in the Core Retail precinct on Lot 2102 Lake Valley Drive shall be nominated at the time of application for development approval.”

(e) Section 5.8 (Pedestrian Access) being modified to include the following provisions:

- ***“A safe, direct, legible and universally accessible north-south pedestrian connection shall be provided through the site between Cobaki Brace and Lake Valley Drive, connecting to the existing Lakelands Town Centre.***
- ***The north-south pedestrian connections shall be a minimum 3 metres in width, open to view, well-lit, shaded through trees or structures, and designed as a meaningful public realm element with appropriate wayfinding, rather than a residual pathway through car parking areas.***
- ***Pedestrian routes shall be clearly separated from vehicle circulation areas through grade separation, paving treatment, landscaping, bollards, raised plateaus/crossings or other appropriate measures.***
- ***All other pedestrian linkages around a site are to be provided as shown on the Plan 1 and 2 at the proponent’s cost.”***

(f) Section 5.11 Landscape Design of the Precinct Structure Plan being modified to include the following provisions:

- ***Water Sensitive Urban Design principles shall be incorporated into the site layout, car parking areas and landscape design, including stormwater infiltration, shade, permeable surfaces and waterwise planting where practicable.***
- ***Landscape species shall be waterwise, durable and suited to the local climate, with preference for species that contribute to shade, biodiversity and long-term canopy cover.***
- ***A landscape concept plan is to be submitted at development application stage and shall demonstrate how landscaping contributes to pedestrian comfort, urban heat reduction, residential interface treatment, public realm quality and visual amenity.’***

(g) New Section 5.14 being added to detail the following for all development within the Core Retail Precinct:

- ***“A Sustainability Report shall accompany any development application and shall demonstrate how the development incorporates passive design, energy efficiency, water efficiency, waste minimisation, sustainable materials, urban heat reduction and active transport support.***
- ***Development shall investigate and, where practicable, incorporate photovoltaic panels, including opportunities for solar shade structures over car parking areas.***

- *Electric vehicle charging infrastructure shall be provided or provision made for future installation in convenient and appropriately located car parking areas.*
- *Development shall demonstrate how building orientation, shading, glazing, materials and roof design assist in reducing energy demand and improving user comfort."*

- (h) Proposed Section 5.14 Site Specific Requirements for Lot 2102 being modified to new Section 7 – Site Specific Requirements and sub-heading for Lot 2102 and shall read:

"Development on Lot 2102 Lake Valley Drive shall be designed and assessed in accordance with the following site-specific requirements, in addition to the other applicable provisions of this Precinct Structure Plan. Where there is any inconsistency between this section and the general provisions of the Precinct Structure Plan, the provisions of this section shall prevail to the extent of that inconsistency."

- (i) The table proposed for Site Specific Requirements for Lot 2102 shall be modified to read as follows:

Item	Control <i>(as submitted and officer recommended changes shown in italics)</i>
Height	• 'Development within the site shall have a <i>minimum</i> two-storey built form appearance when viewed from Lake Valley Drive. Architectural features, screening elements, parapets and roof projections may extend above the maximum building height <i>and shall reflect the architectural form of the existing District Centre buildings.</i> <i>The corner of Lake Valley Drive and Mandurah Road shall be designed with a similar architectural form as the shopping centre to the north, to read as an integrated and cohesive built form. The internalised continuation of the 'main street' shall reflect the design of the existing main street precinct at a more human scale using elements such as frontage glazing, weather protection, on-street parking, landscaping and articulation.'</i>
Frontages	• 'Development along the Lake Valley Drive frontage shall be designed to provide visual interest, including the provision of landscaping, building articulation and use of a variety of materials. <i>Development shall be arranged to present as an integrated extension of the Lakelands Town Centre Main Street, as per Plan 2 and shall avoid a layout where buildings are substantially separated from the street by large expanses of car parking.</i> • <i>Large-format core retail building elevations shall be articulated through changes in materials, colours, wall plane, roof form, glazing, awnings, landscape integration or public art to reduce perceived bulk and provide visual interest.</i>

Item	Control
	(as submitted and officer recommended changes shown in italics)
	• <i>Ground floor tenancies, where identified on Plan 2, shall provide active and visually permeable frontages, including clear glazing, identifiable entries and direct pedestrian access.</i> • <i>A minimum of 75 per cent of the ground floor frontage to the internalised main street and the sleeving specialty retail tenancies shall comprise unobscured glazing, display windows, active tenancy frontage or other visually permeable treatment, with the exception of Mandurah Road. Continuous blank walls to Lake Valley Drive, Mandurah Road, the north-south pedestrian link or key internal pedestrian routes shall not be permitted, except where unavoidable for servicing, plant or supermarket operational requirements and where appropriately treated through articulation, public art, landscaping or screening.</i> • <i>A canopy or awning shall be provided to all ground floor tenancies adjacent to a street or primary pedestrian route, to a minimum height of 3m, to support pedestrian comfort and year-round usability.</i> • <i>Corner sites to address both frontages (if applicable)</i> • <i>Loading, Plant and Waste storage areas shall not be visible from Lake Valley Drive (excluding home delivery and direct to boot)</i>
Setbacks	• <i>Where development is proposed along Lake Valley Drive, or primary pedestrian routes, it should establish attractive presence through a combination of built form, active frontages and/or attractive landscaped pedestrian areas or feature art treatments.</i> • <i>Where setbacks are proposed, they should be utilised for landscaping, pedestrian movement, outdoor dining or public realm improvements rather than extensive vehicle circulation areas</i>
Pedestrian Access	<i>These provisions should be deleted and included in proposed changes to Section 5.8 Pedestrian Access</i>
Vehicle Access	<i>Vehicle access arrangements are to generally accord with Plan 2 and demonstrate:</i> • <i>Primary customer vehicle access shall be provided from the existing Lake Valley Drive/Seppings Parade roundabout unless an alternative access arrangement is supported by the local government and Main Roads Western Australia.</i>

Item	Control <i>(as submitted and officer recommended changes shown in italics)</i>
	• Minimisation of pedestrian, cyclist and vehicle conflict points; • <i>Protect the function of Lake Valley Drive and Mandurah Road, and support the safe operation of the surrounding road network;</i> • Consolidation of crossover locations wherever practical; • Safe access for servicing and loading activities • <i>The western access to Lake Valley Drive, indicated on Plan 2, shall be restricted to left-out movements only and shall be limited to service vehicles, staff parking and direct-to-boot or similar low-volume operational movements, unless otherwise approved by the local government and Main Roads Western Australia.</i> • <i>No vehicle access shall be provided to Cobaki Brace.</i>
Parking and Servicing	• <i>Car parking shall be located, designed and landscaped to reduce visual dominance when viewed from Lake Valley Drive, Mandurah Road and key pedestrian routes.</i> • <i>Large uninterrupted areas of open car parking shall be avoided through the use of canopy tree planting, pedestrian paths, landscape islands, shade structures and safe pedestrian desire lines.</i> • <i>Bicycle parking is to be provided at a rate of 1 space per 500m² above 1,000m² of floor space. Bicycle parking shall be provided in convenient, visible and weather-protected locations close to building entries and key pedestrian routes. End-of-trip facilities shall be provided where required by the local government.</i> • <i>Any servicing, loading dock and general back-of-house facilities shall be designed to face Mandurah Road to prevent any amenity impacts on adjoining developments. Loading docks, waste storage areas, plant, staff parking and servicing areas shall be screened from public streets and residential properties through building placement, acoustic treatment, landscaping, fencing, architectural screening or a combination of these measures.</i> • <i>Servicing and loading activities shall be designed and managed to minimise adverse noise, light, traffic and amenity impacts on adjoining residential properties along Cobaki Brace.</i>

Item	Control
<i>(as submitted and officer recommended changes shown in italics)</i>	
Landscaping	These provisions should be deleted and included in proposed Section 5.11 Landscape Design with the exception of the following requirement: • <i>Canopy tree planting shall be provided throughout uncovered car parking areas, along pedestrian routes, adjacent to Lake Valley Drive and Mandurah Road, and along the southern residential interface of Lot 2102 Lake Valley Drive.</i> • <i>Development shall include at least one usable landscaped public or semi-public plaza, forecourt or seating area that is connected to the pedestrian network, visible from active frontages and supported by shade and seating.</i> • <i>Canopy tree planting shall be provided throughout uncovered car parking areas, along pedestrian routes, adjacent to Lake Valley Drive and Mandurah Road, and along the southern residential interface of Lot 2102 Lake Valley Drive.</i>
Sustainability	These provisions should be deleted and included in proposed Section 5.14 Sustainable Design

- (j) The Plan provided as Attachment 3 to the report being inserted with Section 7 as Plan 2 of the Structure Plan.

2. Notes that all submitters will be advised of Council's recommendation to the Western Australian Planning Commission and advised of the next steps in the approval process.

Attachments

1. Applicant Original Indicative Concept Plan [14.1.1 - 1 page]
2. Applicant Modified Indicative Concept Plan [14.1.2 - 1 page]
3. Preferred Development Concept Plan [14.1.3 - 1 page]
4. Submissions Table [14.1.4 - 3 pages]

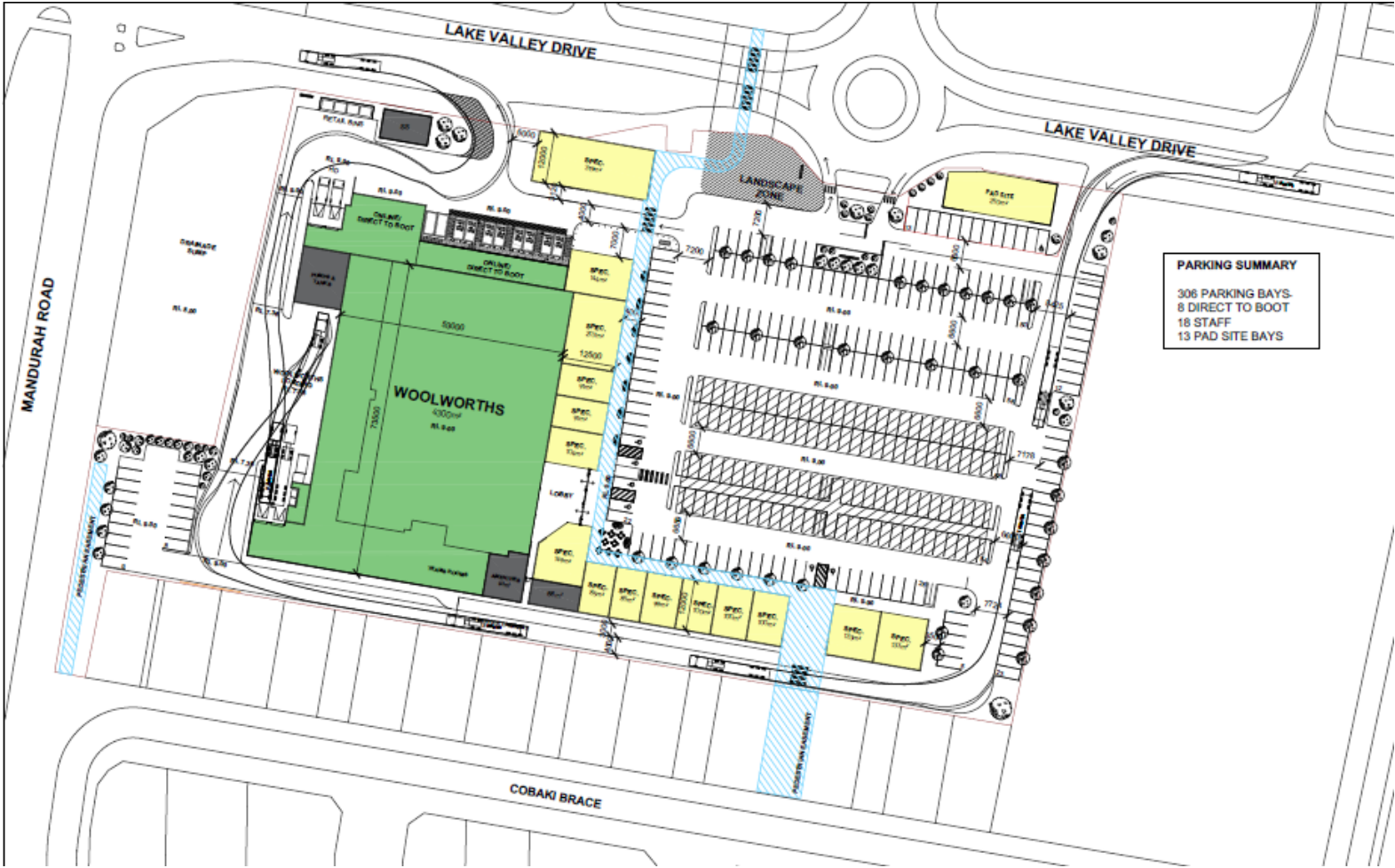
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Design Considerations 11



5 Design Considerations

Figure 3 – Preferred Concept Plan Layout





A Entry Boulevard



B Roundabout Crossing



C Entry Elevation



D Entry Plaza



E Lake Valley Drive Landscape



F Public Art Entry Statement



Lakelands Town Centre Precinct Structure Plan Lot 2102 Lake Valley Drive Concept Layout

- | | | | |
|--|--|--|-----------------------------|
| | Building Footprint
<small>Preferred Concept Layout Buildings Shown Dotted</small> | | Key Pedestrian Movements |
| | Landscape / Town Square | | Parking Circulation |
| | Entry / Main Street Boulevard | | Existing Footpath Network |
| | Parking Areas | | Service Vehicle Circulation |
| | Pedestrian Crossings | | Active Frontage |

No.	Submitter/Address	Proposed Lakelands Town Centre Precinct Structure Plan Modification 2 Summary of Submission	Local Government Response	Local Government Recommendation
01	Individual	Very supportive and prefer new proposal compared to existing approval for showrooms. Woolworths will bring variety to the area as well as keeping all retail in one area.	Noted.	No change
02	SLR Consulting, on behalf of IFM Investors Pty Ltd (IFM Investors, formerly ISPT), the owner of the Lakelands Shopping Centre	- Supports the need for a second supermarket in Lakelands but objects to Amendment No. 2 redesignating Lot 2102 from <i>District Centre – Mixed Business</i> to <i>District Centre – Core Retail</i>. - Submits that the proposal is inconsistent with the intent of the Precinct Structure Plan (PSP), removes the centre's only bulky goods retail opportunity, and would create a disconnected retail node separated from the existing shopping centre by Lake Valley Drive. - Argues that vacant Lot 2101 is a more appropriate and PSP-compliant location for a supermarket. Raises concerns regarding retail floorspace implications, impacts on future centre planning and integration, pedestrian connectivity, and potential amenity impacts on adjacent residential properties. - Requests that the City not support Amendment No. 2 in its current form.	- Noted. The need for an additional supermarket within the Lakelands District Activity Centre is acknowledged and is not materially disputed. - The subject site remains within the established District Activity Centre and the proposed Core Retail designation is capable of being supported in principle, subject to stronger site-specific controls. - Concerns regarding integration, pedestrian connectivity, car parking dominance, built form and residential interface are accepted and addressed through recommended modifications to the Precinct Structure Plan. - Lot 2101 is noted as an alternative location; however, the amendment must be assessed on its planning merits. Lot 2102 is considered capable of accommodating Core Retail development if designed as a continuation of the town centre rather than a separate car-based retail node.	Support subject to modifications
03	Individual	Supportive of the proposed change from “mixed business” to “core retail” for the Lakelands Town Centre. Lakelands is a growing community, and more shops and services are needed to meet the needs of local residents. Proposal would provide greater convenience, create local jobs, and strengthen the town centre.	- Noted - Noted	No change

		• Would welcome additional services such as a medical centre, dental clinic, cafes, family-friendly restaurants, fast-food outlets, and a Bunnings Warehouse to better support the growing population in the area.		
04	Main Roads Western Australia	• Objects to proposed amendment 2 in its current form due to concerns regarding the adequacy of the supporting Traffic Impact Assessment (TIA). • Main Roads has concerns with the proposal due to fact that the Lakelands Activity Centre's commercial and retail footprint, as well as the accelerated uptake of residential subdivisional opportunity in the planning precinct, has significantly outgrown and exceeded previous development assumptions and traffic modelling, which informed the existing road network and intersection arrangements. Main Roads recommends that the traffic analysis be reviewed and expanded to include a detailed network analysis of the Mandurah Road corridor. • Concerns include the increased retail and commercial floor space, higher residential development uptake, reliance on a 10-year assessment horizon rather than the preferred 15-20 years, lack of network-wide traffic modelling, insufficient consideration of future development potential on surrounding lots (including Lot 2101), use of a lower growth rate than previously accepted, and operational and safety issues with the proposed left-in, left-out access within the left-turn treatment on Lake Valley Drive. • MRWA advises that it could support the proposal on a without prejudice basis if a second northbound right-turn lane on Mandurah Road is provided and funded by the developer.	• Noted. Main Roads' concerns regarding broader Mandurah Road corridor growth, cumulative traffic impacts and the scope of the traffic assessment are acknowledged. • The submitted Traffic Impact Assessment indicates that the immediately adjacent intersections and proposed site access arrangements can operate acceptably in the opening year and 10-year post-development scenarios. A broader Mandurah Road corridor assessment would be beneficial, particularly given the relationship between Lake Valley Drive and Banksiadale Gate; however, this is a wider corridor planning matter and is not considered solely attributable to this amendment. • The proposed western Lake Valley Drive access should be restricted to left-out movements only and limited to service vehicles, staff parking and direct-to-boot or similar low-volume operational movements, unless otherwise approved by the City and Main Roads WA. • officers do not consider that the current TIA provides sufficient information to determine whether this upgrade is warranted solely as a consequence of the proposed development, as per the requirements of <i>SPP3.6 Infrastructure Contributions</i>.	• Support subject to modifications

		Should the proposal be supported in its current form, Main Roads requests that a meeting be convened to discuss the proposal prior to further progressing of the application.	A requirement for an updated Transport Impact Assessment prior to subdivision or development is recommended to ensure detailed traffic matters are resolved at the next stage.	
05	Harley Dykstra on behalf of Meadow Springs Shopping Centre	- The retail peer review, prepared by Solve Property on behalf of Meadow Springs Shopping Centre, concludes that the applicants (Location iQ) Retail Needs Assessment and Net Benefit Test does not adequately justify the proposed retail expansion and overstates the Lakelands trade area and population growth assumptions. - The review contends that future growth areas, particularly Karnup, have been incorrectly included in the catchment, resulting in overstated retail demand and understated retail trading impacts. - It raises concerns regarding assumptions relating to expenditure retention, escape expenditure and retail turnover impacts, and concludes that impacts on the Meadow Springs Activity Centre are likely to exceed the 10% threshold identified in SPP 4.2, making them significant and unacceptable. - The review therefore considers the proposal does not satisfactorily demonstrate need or net community benefit under SPP 4.2.	- Noted. The retail peer review raises legitimate matters regarding the trade area, population growth assumptions, retained expenditure, sensitivity testing and potential impacts on Meadow Springs Shopping Centre. - The applicant's Retail Needs Assessment and supplementary economic response have been considered against SPP 4.2 and are considered to substantially address the relevant economic assessment matters. - While alternative assumptions may result in higher estimated impacts on Meadow Springs, the information does not demonstrate that the proposal would cause the failure of Meadow Springs Shopping Centre, loss of supermarket service, or an unreasonable and lasting impact on the activity centre hierarchy. - The proposal is considered capable of improving retail choice, competition, access to services and local employment within the Lakelands District Activity Centre. The submission does not warrant refusal on retail need or net benefit grounds, subject to modifications securing an integrated, walkable and high-quality built form outcome.	Support subject to modifications

Subject: Development Application – Place of Worship 330-340 Lakes Road, Greenfields

Summary

An application for development approval has been received for a Place of Worship at 330-340 Lakes Road, Greenfields, comprising a 1,200m² church building, 92 formal parking bays, overflow parking and associated landscaping.

The subject site is zoned 'Rural Residential' under the provisions of Local Planning Scheme 12 where 'Place of Public Worship' is an "A" land use, meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval after advertising.

Following consultation with City officers, the Mandurah Environmental Advisory Group (MEAG), and the community, the proposal was revised to reduce vegetation clearing and retain the majority of mature native trees whilst further investigation into traffic and safety have confirmed the proposals compliance with relevant road safety standards.

Subject to conditions, City officers consider the proposal appropriately balances community needs, environmental protection, traffic management and the objectives of the Rural Residential zone and therefore recommend approval.

Disclosure of Interest

Nil.

Location



Previous Relevant Documentation

Nil.

Background

The subject property is identified as 'Rural Residential' within Local Planning Scheme No. 12 (Scheme 12). The current zoning has been carried over from the now historic Town Planning Scheme No. 3. The density applicable to the site is RL1, which refers to the minimum applicable lot size for the site, which in this instance is 1 hectare.

In July 2017, the City recommended support of a subdivision application referred by the Western Australian Planning Commission which sought the approval for the creation of four (4) freehold green title lots. Each lot was proposed to be subject of an 1,800 square meter building envelope, located within the cleared and/or most degraded area within the newly defined boundaries. In line with the City's recommendation, the application was approved by the Western Australian Planning Commission, however has since lapsed, with the then three-year approval period concluding prior to the conditions of subdivision being cleared.

Comment

The subject property is zoned 'Rural Residential', whereby a 'Place of Worship' is an 'A' land use, and can only be considered upon the proposal being made available for public consultation. A 'place of worship' land use is defined as "means premises used for religious activities such as a chapel, church, mosque, synagogue or temple."

The application seeks approval for the development of a 1,200m² church building, a 92-bay car park, formalised overflow parking and associated landscaping, equating to a total of 8,500m² of developed space. To facilitate the proposed footprint and access arrangements, several trees are proposed to be removed, with a majority being non-native species.

The applicant has not indicated the future intent of the existing dwelling and associated outbuildings, however, has indicated potential subdivision of the southern portion of the lot in accordance with Scheme 12 provisions, subject to approval by the Western Australian Planning Commission.

Built form

The church building is located in the north-western portion of the site, setback a minimum of 14.7 metres from the northern boundary adjoining Lakes Road East and 20.1 metres from the north-western corner adjacent to the signalised intersection.

The siting of the building has been informed by the location and retention of existing vegetation, with the development footprint concentrated within the most cleared portion of the site to minimise impacts on established vegetation.

The building is positioned to establish a strong presence at the intersection, with the prominent steeple and tower element providing a recognisable landmark and visual point of reference when viewed from the public realm.

Architecturally, the development adopts a contemporary interpretation of traditional late Victorian and Federation-era rural church forms. The building incorporates characteristic heritage elements, including the central steeple, weatherboard-style cladding and simple gabled forms, while integrating contemporary architectural detailing through its simplified tower design, modern fenestration and streamlined built form.

The use of weatherboard materials pitched roof forms and modest wall heights contributes to a scale and appearance consistent with the surrounding rural and rural-residential context. Collectively, these design elements provide a built form outcome that reflects the site's semi-rural character, maintains visual compatibility with the surrounding landscape and establishes an appropriate level of architectural prominence for the proposed use.

Environment

The initial plans submitted with the development application proposed a church building location and parking layout that would have required the removal of approximately 33 trees and shrub groups identified within the accompanying Tree Assessment. These removals included a mixture of native and planted species, with a number of mature Marri trees present within the development footprint.

During the assessment process, City officers had concerns regarding the extent of vegetation removal associated with the original development layout. City officers considered that greater emphasis should be placed on avoiding and minimising environmental impacts through alternative site planning and design measures.

Particular attention was given to the retention of mature Marri trees due to their ecological value and the evidence of active black cockatoo foraging recorded on the site. Bushland Management officers also recommended further consideration of retained habitat values, ecological connectivity, revegetation opportunities and long-term tree protection measures.

These comments were reinforced by public submissions received during the advertising period, with the majority of submissions expressing concerns regarding tree loss, canopy reduction and impacts on habitat values. In response to these concerns and following discussions with City officers, the applicant undertook a substantial redesign of the development layout to prioritise the retention of mature native vegetation and reduce clearing requirements.

The amended plans indicate the removal of approximately 18 trees, comprising:

- Four (4) mature Marri trees;
- Five (5) non-native planted trees;
- One (1) Peppermint tree;
- One (1) Banksia grandis;
- One (1) Melaleuca rugulosa;
- Four (4) groups of Jacksonia and Marri saplings; and
- Several additional Marri and Tuart saplings associated with the parking and access arrangements.

The revised development footprint is generally located within the more cleared and disturbed portion of the site and substantially reduces impacts on established canopy trees compared with the original proposal. The retained vegetation will continue to provide landscape, shade and habitat values across the balance of the property. The Tree Assessment concluded that, while a number of Marri trees provide black cockatoo foraging opportunities through seed production, no trees proposed for removal contain hollows or display characteristics likely to support nesting habitat.

The objectives of the Rural Residential zone include:

- To provide opportunities for a range of limited rural and related ancillary pursuits on rural-residential lots where those activities are consistent with the amenity of the locality and the conservation and landscape attributes of the land.
- To set aside areas for the retention of vegetation, landform and other features that distinguish the land.

City officers consider the amended siting of the church building appropriately balances development outcomes with environmental considerations. The building has been positioned to respond to the site's environmental constraints, including the proximity of Goegrup Lake, nutrient management requirements, and the retention of significant vegetation where practicable.

The church building is proposed within a relatively cleared area of the site, with the revised design substantially reducing impacts on mature native vegetation. Existing vegetation along the established driveway is largely retained and incorporated into the site's landscape setting, creating a defined entry experience and maintaining the treed character of the property.

Furthermore, the landscaped areas within the car park have been increased to provide a greater extent of pervious surface, improving stormwater infiltration and reducing the potential for impacts on established tree root zones. The revised parking layout also provides additional separation between retained trees and vehicle movements, assisting in the long-term retention of canopy vegetation.

The Tree Assessment identified evidence of active foraging by Forest Red-tailed Black Cockatoos, and potentially Twenty-eight Parrots, beneath a number of Marri trees proposed for retention on the site. Recognition of these habitat values informed the revised development design, which reduced the extent of vegetation clearing and enabled the retention of 13 Marri trees (including saplings). City officers consider this redesign a positive environmental outcome that balances the proposed development with the retention of established canopy trees and ongoing fauna foraging opportunities.

It is acknowledged that some pruning of retained trees will be required to provide adequate clearance for vehicle access and manoeuvring. These pruning requirements were identified by several members of the Mandurah Environmental Advisory Group (MEAG) during the site inspection. However, the pruning is considered minor in nature and does not alter the overall conclusion that the revised design achieves a significant improvement in tree retention outcomes compared to the original proposal.

The vegetation retention outcome associated with this application is particularly notable when considered against the subdivision approval issued by the Western Australian Planning Commission in 2017. That approval enabled the creation of four lots, each containing a 1,500m² building envelope, allowing up to 6,000m² of land to be cleared irrespective of vegetation type, maturity or environmental value.

Beyond the approved building envelopes, future residential development would also require asset protection zones to address bushfire risk, with bushfire attack levels across the site identified as being up to BAL-FZ. Based on a typical dwelling footprint of 300m² and a 21-metre asset protection zone, officers estimate that approximately 2,800m² of additional clearing per lot could be required, subject to detailed bushfire assessment at the development stage.

On this basis, a total clearing area of approximately 11,000m² could reasonably occur under the previous subdivision approval for the development of four single houses, excluding any additional clearing that may be required for ancillary dwellings, outbuildings or associated infrastructure.

In comparison, the proposed development consolidates activity within a single development footprint and has been redesigned to maximise the retention of mature native vegetation and habitat trees. While some vegetation removal is unavoidable, the amended proposal achieves a significantly improved environmental outcome, retaining the majority of established canopy trees and preserving important landscape and habitat values. City officers therefore consider the proposal to be consistent with the objectives of the Rural Residential zone and to provide an appropriate balance between development and environmental protection.

Local Planning Scheme 12 parking provisions for a place of worship require one (1) bay per four (4) patrons. Currently, the Church congregation is at 240 persons, with a projected maximum capacity of 400 members.

Scenario	Number of Patrons	Parking Requirement
Current congregation	240 persons	60 bays
Projected Congregation	400 persons	100 bays
Maximum seating capacity	439 persons	110 bays

A total of 108 parking bays can be accommodated on the site and is considered sufficient to accommodate the current congregation, projected future growth and the anticipated demand associated with occasional peak attendance events. The main services provided by the proposal seek to support its 240 members through two (2) church services held on a Sunday each week, with smaller niche meetings held throughout the week.

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single vehicle arrival and departure, this equates to approximately 120 vehicle movements per service.

The overflow parking area is intended to accommodate infrequent peak attendance, such as weddings, funerals, conferences and special celebrations. As these events occur on a limited basis throughout the year, the overflow area provides operational flexibility without requiring the permanent construction of an enlarged sealed parking area that would remain underutilised for much of the year.

Unlike commercial or retail land uses, the parking demand generated by church services is event-based and intermittent in nature.

City officers are satisfied that the combination of formalised and overflow parking areas will adequately accommodate the current congregation, anticipated future growth and occasional peak-attendance events, such as weddings, funerals, conferences and special celebrations. Given the intermittent nature of these peak events, the provision of overflow parking is considered an efficient land-use outcome that avoids the unnecessary construction of additional sealed parking areas that would remain underutilised for much of the year.

Traffic

The Traffic Impact Assessment submitted in support of the proposal has been reviewed by the City's Engineering Department. The proposed development includes a new access to Lakes Road incorporating a southbound auxiliary left-turn lane and a northbound channelised right-turn lane to facilitate the safe ingress and egress of vehicles to and from the site.

Lakes Road is classified as a Distributor B road within the Main Roads WA road hierarchy. The road comprises two traffic lanes, dedicated bicycle lanes and operates with a posted speed limit of 70 km/h.

Traffic volume data obtained from the Main Roads WA Traffic Map indicates Sunday peak hour traffic volumes of approximately 614 vehicles per hour on Lakes Road during the morning peak period (10:45am to 11:45am) and 544 vehicles per hour during the afternoon peak period (1:15pm to 2:15pm). These periods were selected as they are most representative of the operational characteristics of the proposed place of worship.

The Traffic Impact Assessment also reviewed crash data for the surrounding road network over the period 2021 to 2025. A total of six reported crashes were identified within the study area, with four occurring at the signalised Gordon Road/Lakes Road/Lakes Road East intersection, one occurring mid-block on Lakes Road and one occurring at the Lakes Road/Clydesdale Drive intersection. No recorded crashes were identified in the vicinity of the proposed site access.

In accordance with the Austroads Guide to Road Design and AS2890.1, the proposed crossover location was assessed for both stopping sight distance and driveway sight distance requirements. The assessment identified a required stopping sight distance of 126 metres based on an 80 km/h design speed and a driveway sight distance requirement of 97 metres based on the posted 70 km/h speed environment. The proposed crossover location satisfies both requirements and is considered suitable from a traffic safety perspective.

SIDRA modelling undertaken as part of the assessment concluded that both the proposed site access and the surrounding road network, including the Gordon Road/Lakes Road/Lakes Road East intersection, would continue to operate satisfactorily under both the opening year (2028) and ultimate year (2038) development scenarios. As such, the City's Engineering Department raised no objection to the proposal subject to the construction of the required turn treatments to the satisfaction of the City.

These treatments include a channelised Right Turn (CHR) lane and an Auxiliary Left Turn (AUL) lane. Given the site's location on a higher-speed section of Lakes Road.

Having regard to the findings of the Traffic Impact Assessment, the conservative traffic generation assumptions adopted within the modelling, the provision of dedicated turning treatments and the satisfactory operational outcomes demonstrated by the SIDRA analysis, City officers are satisfied that the proposal can be accommodated within the existing and planned road network without resulting in unacceptable impacts on traffic safety or road network performance.

Noise and Amenity

The proposed Place of Worship has the potential to generate noise associated with church services, patron arrivals and departures, vehicle movements, occasional special events, and mechanical plant and equipment. In recognition of the site's proximity to surrounding rural-residential properties, an Acoustic Assessment prepared by Herring Storer Acoustics was submitted in support of the application and reviewed by the City's Environmental Health officers. The Acoustic Assessment assessed noise emissions associated with the operation of the proposed church and identified a range of mitigation measures to ensure compliance with the Environmental Protection (Noise) Regulations 1997.

The primary activities associated with the proposal comprise two church services conducted on Sundays, together with smaller meetings and gatherings throughout the week. Unlike many commercial land uses, these activities occur intermittently and are concentrated within defined operating periods. The proposed use is therefore not expected to generate continuous noise impacts on surrounding properties.

Conditions of approval are recommended requiring all noise attenuation measures identified within the Acoustic Assessment to be installed prior to occupation and maintained for the life of the development. Certification confirming implementation of the acoustic treatments will also be required prior to occupation of the building.

In addition, any mechanical plant, air-conditioning systems and associated equipment will be required to operate in accordance with the *Environmental Protection (Noise) Regulations 1997* and relevant Australian Standards. Conditions are also proposed to ensure external lighting, waste servicing activities and construction works are appropriately managed to minimise impacts on neighbouring residents.

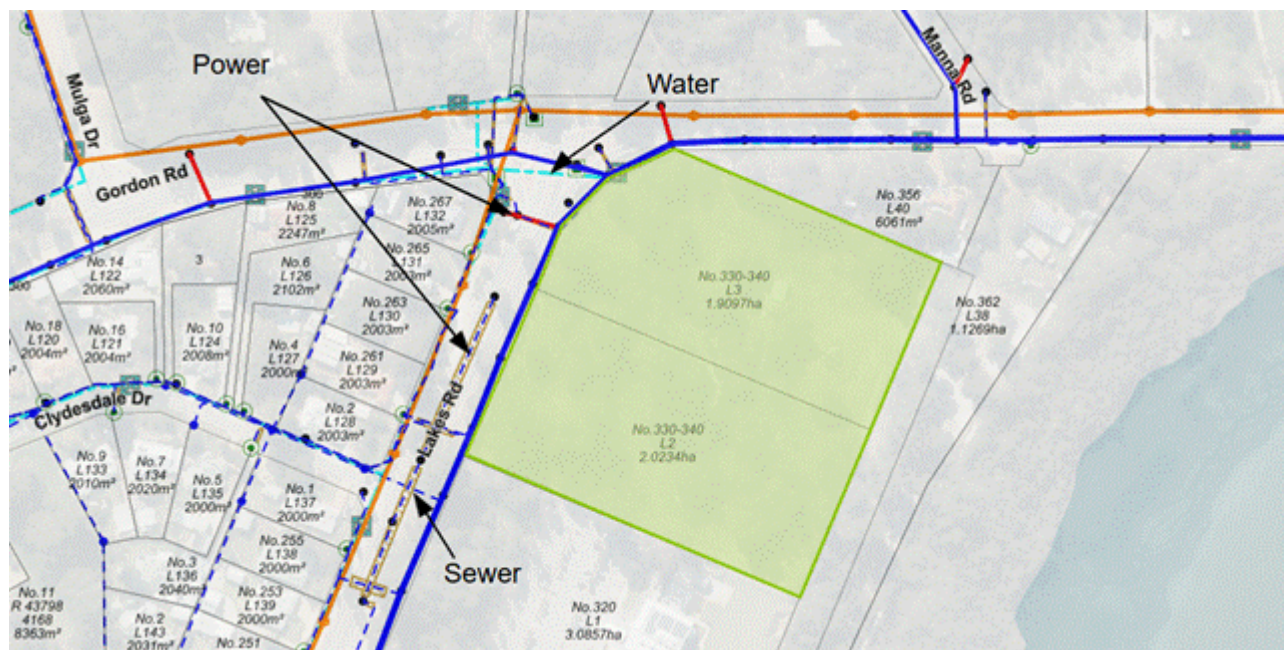
Having regard to the findings of the Acoustic Assessment, the intermittent nature of the proposed use and the recommended conditions of approval, City officers are satisfied that noise and amenity impacts can be appropriately managed and are unlikely to result in an unacceptable impact on the surrounding locality.

Servicing

The subject site has an existing connection to water and power infrastructure within the adjoining road reserve. The closest sewer main to the subject site is located within the northern road reserve of Clydesdale Drive.

In accordance with State Planning Policy 2.9: Water, development proposals are required to connect to, or otherwise provide for, reticulated sewerage where this is considered reasonable and where the development may pose an unacceptable risk to public health, the environment or water resources. Given the proximity of reticulated sewerage infrastructure and the scale of the proposed development, connection to the existing sewerage network is considered the preferred servicing outcome and consistent with contemporary planning and environmental management practices. Accordingly, City officers consider it appropriate to require connection to reticulated sewer as the primary servicing solution through a condition of development approval. The works required to

extend the infrastructure within the road reserve would be managed by the applicant in consultation with the Water Corporation.



MEAG Comment

This item was considered by the Mandurah Environmental Advisory Group at its meeting on 17 July 2026, with a follow-up site meeting occurring on the 7 August 2026 upon receipt of supporting information submitted by the applicant. The following comments and subsequent recommendations were made:

1. *The Mandurah Environmental Advisory Group appreciates the applicant's efforts to retain a significant number of mature trees within the development area. The proposed approach appears generally sound from an environmental perspective; however, the success of the project will largely depend on the effective implementation of tree protection and management measures.*
2. *The Group recommends that tree protection measures be established prior to the commencement of any site works. This should include the installation of clearly defined physical barriers around all retained trees to protect root zones from vehicle movements, compaction and accidental damage during construction. Trees approved for removal should also be clearly marked on site to ensure there is no confusion between trees to be retained and those to be removed.*
3. *The Group further recommends that overflow parking areas be clearly delineated to prevent vehicles from parking over tree root zones or otherwise impacting retained vegetation. Consideration could be given to using logs sourced from removed trees as natural barriers or markers to define these parking areas.*
4. *A detailed landscaping plan should be submitted and approved prior to the commencement of site works. This plan should outline proposed replacement planting and ongoing landscape management. As part of the landscaping plan, the Group recommends the planting of Marri trees along the rear boundary to enhance habitat values, contribute to the local landscape character, and provide long-term canopy benefits. The landscaping plan should also include provisions for monitoring the establishment and survivability of new trees, with additional Marri trees to be planted where necessary to achieve the intended planting outcomes and canopy cover should initial plantings fail to establish successfully.*
5. *All retained trees should be managed in accordance with the City's requirements and standards for tree pruning and maintenance to ensure their long-term health and structural integrity. Future pruning or tree maintenance activities within Tree Preservation Areas must*

be undertaken in accordance with the City's approval requirements and approved prior to any works being carried out.

- 6. The Group also recommends that the City investigate whether the Lake Goegrup Nature Reserve boundary could be extended into the adjacent road reserve to facilitate additional Marri tree planting. This may provide an opportunity to strengthen ecological connectivity, increase future canopy cover, and establish an improved buffer to the wetland environment.*

Overall, the Group supports the intent of the proposal, subject to the above recommendations being incorporated into the development and construction management process.

Officer Comment:

The contribution of the Mandurah Environmental Advisory Group (MEAG) has been valuable in informing the assessment of this proposal and has contributed to a revision of the original development plans, resulting in improved environmental conservation outcomes.

City officers have considered the Group's recommendations and have incorporated conditions of approval to address recommendations 2 to 5. Recommendation 1 is acknowledged and reflected through the conditions relating to tree retention, protection and ongoing management.

In relation to recommendation 6, the adjoining road reserve is currently classified as an "Open Space/Parks Site" asset. City officers acknowledge the recommendation and have commenced discussions regarding the potential extension of the Lake Goegrup Nature Reserve boundary as a separate strategic matter outside the scope of this development application.

With respect to replacement planting on the subject site, the site inspection undertaken with MEAG and subsequent discussions with the applicant identified a number of existing cleared areas suitable for additional revegetation. These areas can accommodate supplementary planting without adversely affecting the Bushfire Management Plan requirements or prejudicing the future subdivision potential of the southern portion of Lot 2.

Overall, City officers consider that the recommendations of MEAG have been appropriately addressed through amended plans, conditions of approval and ongoing consideration of broader land management opportunities.

Consultation

The proposal was advertised for a period of 28 days, from the 19th June to the 17th July 2026 via the following methods:

1. Postal letters and emails to the property owners and occupiers directly adjoining and adjacent to the development sites.
2. Two (2) corflute signs within the verge, one adjacent each lot fronting Lakes Road (north-south); and,
3. Mandurah Matters website where the development plans, traffic impact assessment and bushfire management plans were made available for viewing.

Upon closing of the advertising period, a total of 150 submissions were received. Of the 150 submissions, 145 were not in support of the proposal with the majority referring to the proposal tree removal and subsequent impacts to the natural environment.

Statutory Environment

The subject sites are zoned Rural Residential with a minimum lot size of 1 hectare (RL1) as per the City's Local Planning Scheme No. 12.

The applicant seeks approval for a place of worship, defined under Scheme 12 to mean -

“premises used for religious activities such as a chapel, church, mosque, synagogue or temple.”

A place of worship is an ‘A’ use, meaning the use is discretionary subject to community consultation.

Policy Implications

Nil.

Financial Implications

Nil.

Economic Implications

Nil.

Environmental Implications

The proposal will result in the loss of a number of native and planted trees, including several trees that currently provide foraging habitat for black cockatoos. The removal of these trees will reduce canopy cover and marginally diminish habitat resources within the site. However, the majority of mature Marri trees will be retained, ensuring that significant canopy and foraging habitat values remain within the property.

The Tree Assessment concluded that the vegetation within the development area is highly disturbed and does not contain significant floristic values, threatened ecological communities, or trees with visible hollows suitable for black cockatoo breeding habitat. Accordingly, while the proposal will result in some loss of vegetation and habitat, the overall environmental impacts are considered localised and are not expected to significantly affect the broader ecological values of the locality.

Risk Implications

There is a risk that the applicant may seek a review of one or more conditions of approval, or the determination of the application as a whole, through the State Administrative Tribunal within the prescribed statutory review period following the issue of a decision.

Should Council make a determination that is inconsistent with the officer recommendation, there is an increased risk of the decision being subject to review by the State Administrative Tribunal. In such circumstances, the City may be required to engage third party specialists to assist in defending Council's position, which may result in additional financial costs and staff resources.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2024-2044 is/are relevant to this report:

Economy

- Well-planned, sustainable urban development

Community

- Access to support services that enhance opportunities for everyone
- Safe and connected communities
- Inclusive and welcoming places, spaces and neighbourhoods
- An enriched, creative, and empowered community that values culture, heritage and life long learning

Environment

- Nature has a voice in all decision-making

Conclusion

The proposed place of worship has been appropriately considered within the context and broader objectives of the rural residential zone, and following public consultation, detailed officer assessment and consultation within internal business units and MEAG, the proposal has been refined to better align with the environmental objectives and characteristics of place.

The amended design has substantially reduced vegetation impacts, retained the majority of mature Marri trees and concentrated development within the more disturbed portion of the property, while continuing to provide a functional church facility capable of accommodating the applicant's current and future congregation.

The majority of concerns related to the removal of trees, loss of canopy cover and the potential impact on the site's environmental values and fauna habitat. These concerns were given significant weight during the assessment process and directly informed City officer discussions with the applicant regarding alternative development layouts and vegetation retention opportunities.

The proposed building design is compatible with the rural-residential character of the locality and has been sited to balance built form, environmental and servicing considerations. Traffic and parking assessments demonstrate that the surrounding road network can accommodate the proposal, subject to the provision of the required turn treatments, while Environmental Health and Bushland Management matters can be appropriately managed through conditions of approval.

While the proposal will result in the removal of some native and planted vegetation, City officers consider the revised design achieves an appropriate balance between environmental protection, community needs and the orderly development of the site. On balance, the proposal is considered to satisfy the intent and objectives of Local Planning Scheme No. 12 and is therefore recommended for approval, subject to the proposed conditions.

Officer Recommendation

That the Planning and Community Consultation Committee recommend that Council:

In accordance with Clause 68(2) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions for Local Planning Schemes), grant development approval for a proposed Place of Worship at Lot 2 & 3, 330-340 Lakes Road, Greenfields, subject to the following conditions:

- 1. The development shall be carried out and fully implemented in accordance with the details indicated on the stamped approved plan(s) unless otherwise required or agreed in writing by the City of Mandurah.**
- 2. The height of any wall, fence or other structure, shall be no higher than 0.75 metres within 1.5 metres of where any driveway meets any public street or right of way, to the satisfaction of the City of Mandurah.**
- 3. All uncovered car parking bays are to be in accordance with Australian Standard AS2890.1. Any bays adjacent to kerbs or those bays to be used for disabled parking shall be in accordance with Australian Standard AS1428.1.**
- 4. The area to be used for car parking in connection with the approved development shall not be used for general storage or any purpose other than the parking of motor vehicles, to the satisfaction of the City of Mandurah.**
- 5. Construction hours are limited to 7:00am to 7:00pm Monday to Saturday, unless otherwise agreed in writing by the City of Mandurah.**
- 6. All services (e.g. air conditioners, water meters, hot water storage systems etc.) shall be designed to be integrated into the building design and/or screened from surrounding properties and communal areas to the satisfaction of the City of Mandurah.**
- 7. Security, building, signage and car park lighting shall be located, designed and installed to prevent excessive light spill from the development. Reference shall be made to AS4282-1997 *Control of the Obtrusive Effects of Outdoor Lighting* and any other relevant lighting standards.**
- 8. The applicant shall implement all recommendations contained within the approved Bushfire Management Plan prepared by Bushfire Logic dated 24 April 2026, to the satisfaction of the City of Mandurah, for the life of the development.**
- 9. This development is classified as a public building and shall comply with the relevant provisions of the *Health (Miscellaneous Provisions) Act 1911* (as amended) and the *Health (Public Buildings) Regulations 1992*.**
- 10. Prior to the commencement of development, a Waste Management Plan shall be submitted to and approved by the City of Mandurah. The approved Waste Management Plan shall thereafter be implemented and maintained to the satisfaction of the City of Mandurah.**
- 11. Prior to the commencement of site works, a Construction Management Plan shall be submitted to and approved by the City of Mandurah. The Plan shall detail how the site will be managed during and after works are completed to minimise impacts associated with dust/sand, erosion, noise, vibration, traffic and general construction activities. The approved Plan shall thereafter be implemented to the satisfaction of the City of Mandurah.**

- 12. The applicant shall notify nearby residents of the proposed works at least 14 days prior to the commencement of site works, to the satisfaction of the City of Mandurah. Signage shall also be erected on-site describing the proposed works and providing contact details for the consultant engineer and contractor representative responsible for the site.**
- 13. Prior to the commencement of site works, a schedule of colours and materials, including details of the texture and finish of all external building materials, shall be submitted to and approved by the City of Mandurah. The development shall be completed and thereafter maintained in accordance with the approved schedule.**
- 14. Prior to the commencement of site works, a detailed Landscaping Plan for the subject site and adjoining road verge(s) shall be submitted to and approved by the City of Mandurah. The Landscaping Plan shall include:**
 - a. The location, number and species of proposed trees and shrubs;**
 - b. Any existing vegetation and landscaped areas to be retained;**
 - c. Pedestrian, paving and lighting treatments;**
 - d. An implementation schedule; and**
 - e. Ongoing maintenance and management responsibilities.**
 - f. Physical protections of root zones of retained trees and vegetation**

The approved Landscaping Plan shall thereafter be implemented and maintained to the satisfaction of the City of Mandurah.

- 15. Prior to the commencement of any site works, Tree Protection Zones (TPZs) shall be established around all trees nominated for retention within the building zone, in accordance with Australian Standard AS 4970-2009 *Protection of Trees on Development Sites*. The TPZs shall be clearly delineated with protective fencing and maintained for the full duration of construction works.**
- 16. No excavation, filling, storage of materials, vehicle access, machinery operation, wash-down activities, or other development-related activities shall occur within the Tree Protection Zones unless approved by the City of Mandurah and undertaken in accordance with AS 4970-2009. The Tree Protection Zones shall remain intact and effective until all site works have been completed, to the satisfaction of the City of Mandurah.**
- 17. Prior to the commencement of site works, mechanical engineering design drawings and specifications, together with certification from the design engineer demonstrating compliance with Australian Standard AS3666 for Air Handling and Water Systems, shall be submitted with the Building Permit application.**

Written approval from the City of Mandurah Health Services for any air handling system, water system or cooling tower shall be obtained prior to installation of the system.

- 18. Prior to the commencement of use, all vehicle parking, manoeuvring and circulation areas shall be constructed, sealed, drained, kerbed and line marked (including loading and accessible parking bays) and thereafter maintained to the specification and satisfaction of the City of Mandurah.**
- 19. Prior to the occupancy of the development, the proposed development shall be connected to sewer to the satisfaction of the City of Mandurah.**

20. Prior to occupancy of the development, a vehicle crossover shall be constructed to the specification and satisfaction of the City of Mandurah. Once constructed, the crossover shall be maintained to the satisfaction of the City of Mandurah. During construction, all landscaping, footpaths, infrastructure and associated paved areas within the road reserve shall be protected and/or reinstated to the satisfaction of the City of Mandurah.
21. Prior to occupancy/use of the development, all redundant crossovers shown on the approved plans shall be removed and the verge and kerbing reinstated to the specification and satisfaction of the City of Mandurah.
22. Prior to the commencement of use, the road verge adjacent to the site shall be upgraded, including the provision of mature street trees, to the specification and satisfaction of the City of Mandurah.
23. Prior to occupancy, a bin storage area shall be provided and screened from public view to the satisfaction of the City of Mandurah.
24. All noise attenuation measures identified within the Herring Storer Acoustics report titled *Harley Dykstra Proposed Place of Worship - 330-340 Lakes Road Greenfields* (Ref: 36388-2-26083; dated May 2026) shall be implemented prior to occupancy of the development and maintained thereafter.
25. The builder shall provide written confirmation, with the Form BA7 Completion Notice, that the requirements of the acoustic report have been incorporated into the completed development prior to occupation.
26. Prior to the commencement of use, the subject lots shall be amalgamated into a single certificate of title to the satisfaction of the local government.

Advice note:

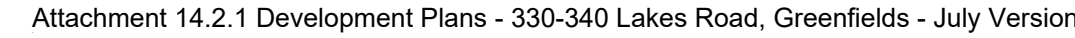
1. Prior to any work commencing, an application for a building permit is to be submitted to and approved by the City of Mandurah. If a Building Permit Application has already been submitted to the City and is awaiting the issue of Development Approval, please forward a copy of this approval to the City's Building Department building@mandurah.wa.gov.au.
2. Prior to submission of the application for building permit for the development, clearance of the development application conditions referencing "prior to site works" is to be submitted to the City's Planning Department planning@mandurah.wa.gov.au for review and confirmation.
3. Prior to submission of the application for occupancy permit (BA9), clearance of the development application conditions and supporting evidence is to be submitted to the City's Planning Department planning@mandurah.wa.gov.au for review and confirmation.
4. If dust emissions from the approved development are detected beyond the boundaries of the site and, in the opinion of the City, constitute a nuisance, the proponent shall immediately cease the process, activity, or operation responsible for the dust emissions. The process, activity, or operation shall not recommence until appropriate measures have been implemented to the satisfaction of the City to prevent the recurrence of the dust nuisance.
5. In relation to condition 15 and 16, the tree protection zones shall be installed so as to ensure no damage to the root systems of those trees marked for retention.

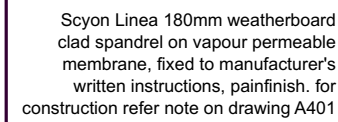
Attachments

1. Development Plans - 330-340 Lakes Road, Greenfields - July Version [**14.2.1** - 6 pages]
2. Traffic Impact Assessment - 330-340 Lakes Road [**14.2.2** - 65 pages]
3. Bushfire Management Plan - 330-340 Lakes Road, GREENFIELDS D A 12502 [**14.2.3** - 44 pages]
4. Acoustic Assessment - 330-340 Lakes Road [**14.2.4** - 17 pages]
5. Schedule of Submissions - DA-12502 330 -340 Lakes Road Greenfields [**14.2.5** - 44 pages]

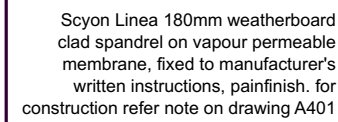








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ISSUE	PAGE:
A	5

PROPOSED PLACE OF WORSHIP AT:



E03 elevation
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E04 elevation
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		A	PLANNING CHANGES	APRIL 2020				
		B	CAPTOP MODIFICATIONS	JULY 2020				
		C	BUILDING DESIGN CHANGES	APRIL 2021				
		D						
		E						
		F						
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PTG/04285

Transport Impact Assessment Proposed Place of Worship: 330-340 Lakes Road, Greenfields

30 April 2026 | Revision A

Prepared for Free Reformed Church of Comet Bay Incorporated

www.ptgconsulting.com.au

Document Set ID: 8564957
Version: 1, Version Date: 11/05/2026

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REPORT DETAILS

Unique Document Identification

Document Title	Transport Impact Assessment – Proposed Place of Worship: 330-340 Lakes Road, Greenfields
Project Number	PTG/04285
Document ID	TR-R001-A
Client	Free Reformed Church of Comet Bay Incorporated

PTG Consulting Office Detail

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Revision Details

Revision No.	Date	Comments	Prepared By	Approved By
A	30/4/2026	For Issue	NA/LH	RJC

1 INTRODUCTION

1.1 Background

PTG Consulting Pty Ltd (PTG) has been commissioned by **Free Reformed Church of Comet Bay Incorporated** (“the Client”) to prepare a Traffic Impact Assessment (TIA) for the proposed place of worship located at 330-340 Lakes Road, Greenfields within the City of Mandurah (the “Site”).

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016) and the Transport Impact Assessment (TIA) Checklist is included at **Appendix A**.

Specifically, this report aims to assess the operations of the proposed development internally and its connections to the adjacent road network, with a focus on traffic volumes, parking, access and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

2 EXISTING SITUATION

2.1 Existing Site Uses

The Site is located at 330-340 Lakes Road, Greenfields within the City of Mandurah as shown in **Figure 1**. It is bounded by Lakes Road East to the north, Lakes Road to the west and by Kingdom City church, which is also a place of worship to the south. The Site is largely unoccupied, with a couple of existing rural residential dwellings found on the property.

Figure 1 Site Location



Source: Metromap

2.2 Existing Parking and Demand

The existing parking and demand are considered to be negligible due to the current land uses of the Site.

2.3 Existing Access Arrangements

A private access path exists along Lakes Road as shown in **Figure 2**. The Site is considered to have no formal vehicular access arrangements.

Figure 2 Existing Path to the Site along Lakes Road



Source: Metromap

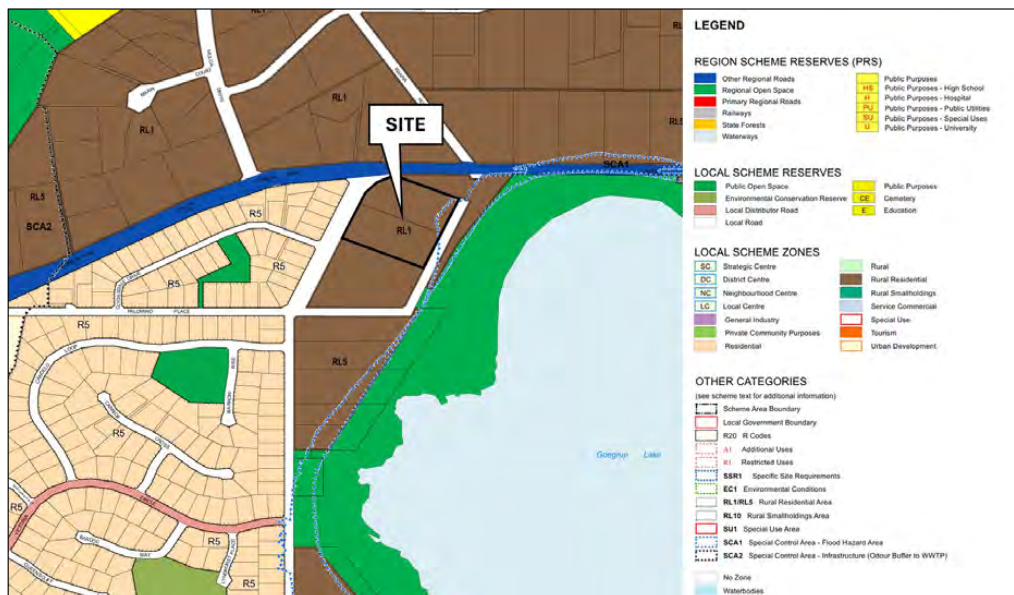
2.4 Existing Site Traffic

As the Site is largely vacant with only a couple of existing dwellings, the traffic generated is considered negligible.

2.5 Surrounding Land Uses

The Site is zoned “Rural Residential Area” under the *City of Mandurah Local Planning Scheme No. 12*. **Figure 3** illustrates that the land uses surrounding the Site consist of rural residential areas, residential developments and regional open space.

Figure 3 Surrounding Land Uses



Source: City of Mandurah Local Planning Scheme No. 12

2.6 Existing Road Network and Traffic Management

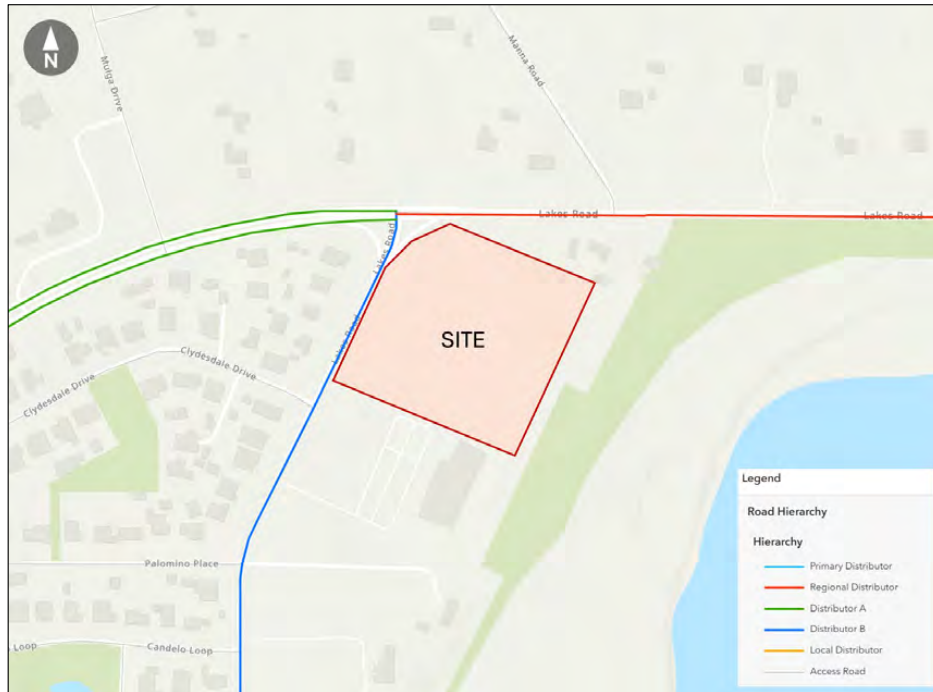
The road network within Western Australia is defined by Main Roads WA Road Hierarchy which describes the function, characteristic and management of each type of road. A description of each road type as per Main Roads WA Road Hierarchy criteria is summarised in **Table 1**.

Table 1 Road Hierarchy Description

Road Type	Description
Primary Distributor	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes, and all are State Roads. They are managed by Main Roads Western Australia.
District Distributor A	Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.
District Distributor B	Perform a similar function to type A District Distributors but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.
Regional Distributor	Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.
Local Distributor (Urban)	Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. Urban Local Distributor roads are managed by local government.
Local Distributor (Rural)	Connect to other Rural Distributors and to Rural Access Roads. Not Regional Distributors, but which are designed for efficient movement of people and goods within regional areas. Rural Local Distributor roads are managed by local government.
Access Road	Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.

Figure 4 shows the road hierarchy network and **Table 2** provides a summary of the road characteristics of the surrounding road network.

Figure 4 Road Hierarchy



Source: Main Roads WA Road Information Mapping System

Table 2 Existing Road Network Classification

Road Name	Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Approximate Road Pavement Width (m)	Speed Limit (km/h)
Lakes Road East	Regional Distributor	Local Government	2	1	8.2	70
Lakes Road	Distributor B	Local Government	2	1	12.5 (including 2.7m median and 2x1.4m bicycle lane)	70
Gordon Road	Distributor A	Local Government	4	1	19.5 (including 4.4m median)	70

Source: MRWA Road Information Mapping System & Metromap

2.7 Traffic Flows on Surrounding Roads

The existing traffic volumes of the roads surrounding the Site during Sunday peak hours were sourced from Main Roads WA Traffic Map and are summarised in **Table 3**. Sunday was selected as the place of worship will be operational on Sundays.

Table 3 Existing Traffic Volumes

Road Name	Source	Date	Sunday AM Peak (vph)	Sunday PM Peak (vph)	HV (%)
Gordon Road (West of Lakes Road)	Main Roads WA	2023	548 (10:45 AM - 11:45 AM)	499 (1:15 PM - 2:15 PM)	6.6
Lakes Road (known as Lakes Road South)	Main Roads WA	2023	614 (10:45 AM - 11:45 AM)	544 (1:15 PM - 2:15 PM)	6.6
Lakes Road East (known as Lakes Road)	Main Roads WA	2023	580 (10:45 AM - 11:45 AM)	529 (1:15 PM - 2:15 PM)	6.6

2.8 Operation of Surrounding Intersections

The nearest key intersection located northwest of the Site is the Gordon Road / Lakes Road East / Lakes Road intersection shown in **Figure 5**. This is a signalised intersection with full movements allowed.

Figure 5 Gordon Road / Lakes Road East / Lakes Road Intersection



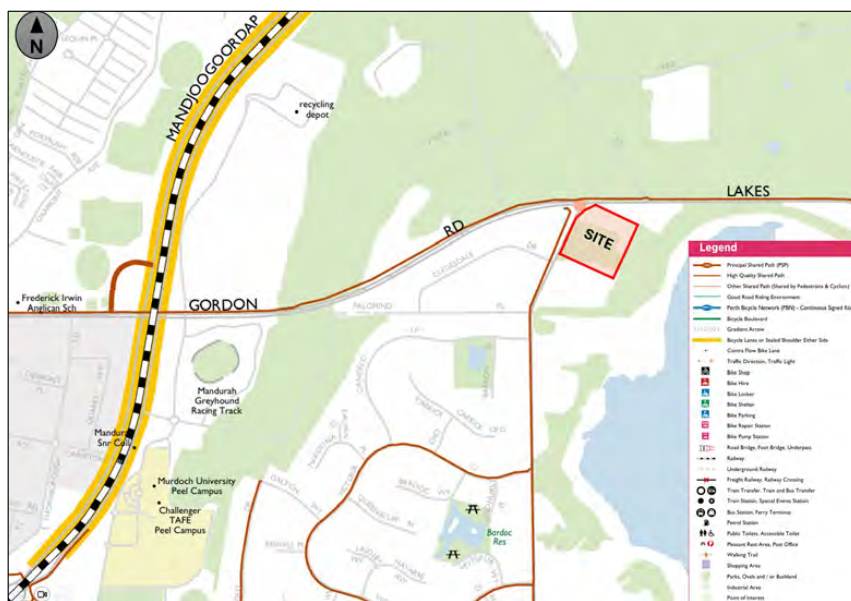
Source: Metromap

2.9 Existing Pedestrian/Cycle Networks

Pedestrian footpaths are provided along Gordon Road to Lakes Road East and along Lakes Road, on the left-hand side of both roads.

Figure 6 illustrates the surrounding cycle network, including high-quality shared path lanes located on the left-hand side of Gordon Road extending to Lakes Road East, as well as along Lakes Road. Overall, the site is surrounded by adequate pedestrian/cycle networks facilities.

Figure 6 Existing Pedestrian/Cycling Facilities



Source: Mandurah Bike Map

Figure 7 shows the existing cycle paths as observed in the Perth and Peel Long-Term Cycle Network (LTCN). The nearest cycle path can be found along Lakes Road. This secondary cycle route is noted as needing significant improvement.

Figure 7 Existing Cycle Network



Source: Perth and Peel Long-Term Cycle Network (LTCN)

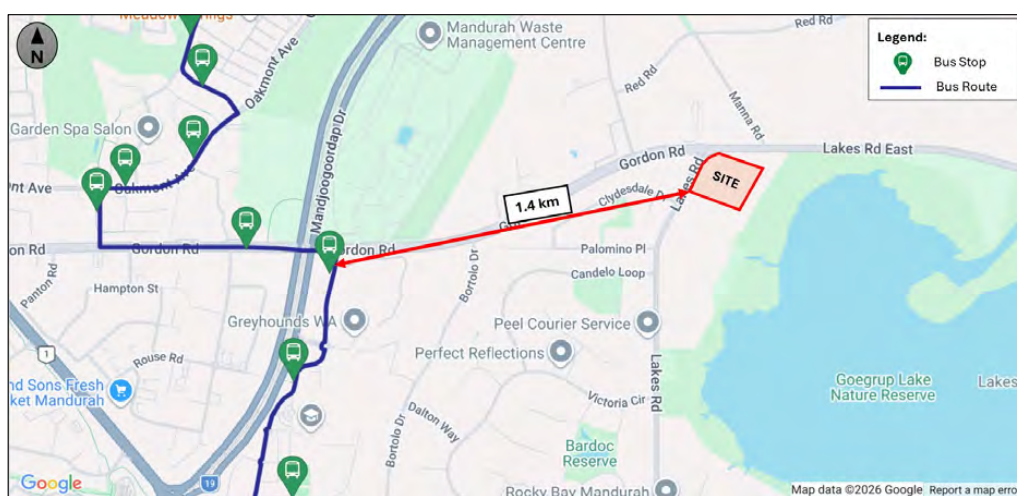
2.10 Existing Public Transport Services

Figure 8 shows the existing public bus stops within the surrounding area. The nearest public bus stops are located approximately 1.4 km from the Site and can be accessed via the high-quality shared path along Gordon Road extending to Lakes Road.

Bus stops close to the Site are serviced by Transperth Route 586 connecting Lakelands, Meadow Springs, Greenfields and Mandurah. Details of the bus routes are provided in **Figure 9** with service frequencies summarised in **Table 4**.

Given the distance between the Site and the nearest bus stops, public bus services are expected to have limited usage by people travelling to and from the Site.

Figure 8 Nearest Bus Route Location



Source: Transperth

Transport Impact Assessment – Proposed Place of Worship: 330-340 Lakes Road, Greenfields

Figure 9 Bus Route Map



Source: Transperth

Table 4 Bus Route Service Frequency Table

Bus Route	Route Description	Service Frequencies		
		Weekdays	Saturdays	Sundays & Public Holidays
586	Lakeland Station – Mandurah Station via Meadow Springs, Murdoch University & Mandurah TAFE	10 - 30 minutes	60 minutes	60 minutes

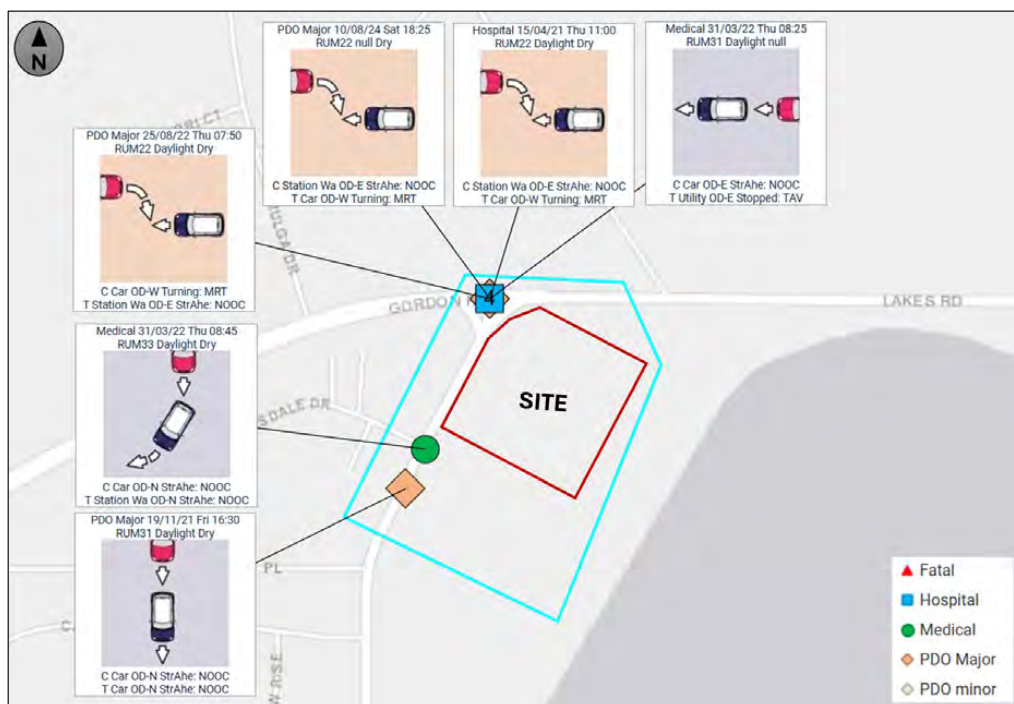
Source: Transperth

2.11 Crash Analysis

A crash assessment for the surrounding road network of the Site has been completed using Main Roads WA Reporting Centre. The assessment covers all the recorded crashes for the 5-year period between 1 January 2021 to 31 December 2025.

The crash locations and severity of these crashes for intersection and midblock crashes are illustrated in **Figure 10**. **Table 5** provides a summary of all crashes that occurred within the vicinity of the Site. **Table 6** and **Table 7** Table 6 present total midblock crashes and intersection crashes respectively.

Figure 10 Crash Locations



Source: MRWA Crash Map

Table 5 Total crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Rear End	-	-	2	1	-	3
Right Turn Thru	-	1	-	2	-	3
Total	-	1	2	3	-	6

Source: Main Roads WA Traffic Map

Table 6 Total Midblock crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Lakes Road						
Rear End	-	-	-	1	-	1
Right Turn Thru	-	-	-	-	-	-
Total	-	-	-	1	-	1

Source: Main Roads WA Traffic Map

Table 7 Total Intersection crashes

Crash Nature	Fatal	Hospital	Medical	PDO Major	PDO Minor	Total Crashes
Gordon Road - Lakes Road - Lakes Road East Intersection						
Rear End	-	-	1	-	-	1
Right Turn Thru	-	1	-	2	-	3
Total	-	1	1	2	-	4
Lakes Road - Clydesdale Drive Intersection						
Rear End	-	-	1	-	-	1
Total	-	-	1	-	-	1

Source: Main Roads WA Traffic Map

The following was observed from the crash assessment:

- » A total of six (6) crashes were recorded within the assessment area.
- » One (1) rear end crash occurred at the midblock along Lakes Road which resulted in major property damage.
- » Most of the crashes occurred at the signalised intersection at Gordon Road / Lakes Road / Lakes Road East. One (1) incident was a right turn thru collision which resulted in hospitalisation. Another incident was a rear end collision which required medical attention on-site.
- » The crash recorded at the Lakes Road / Clydesdale Drive intersection that required medical attention involved a vehicle slowing down to turn into Clydesdale Drive when it was rear ended by another vehicle.
- » No crashes were reported near the proposed access location.

Overall, the low number of crashes over the five-year period suggests that no significant safety issues have been identified on the surrounding road network. Moreover, it is not expected that the proposed development will have an impact on road safety within the area especially as it will mainly operate on a Sunday.

3 PROPOSED DEVELOPMENT

3.1 Regional Context

The proposed place of worship is located approximately 4 kilometres north of Mandurah town centre as presented in **Figure 11**.

Figure 11 Regional Context



Source: Main Roads Road Information Mapping System

3.2 Proposed Land Uses

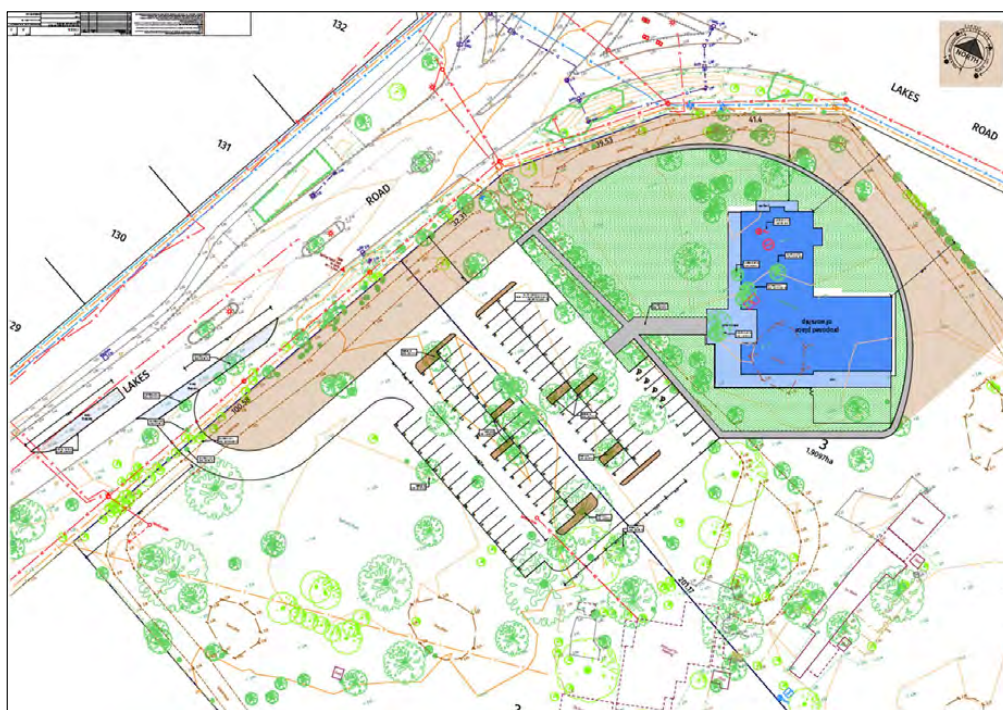
The proposed development comprises the following components:

- » Place of worship: 940 m²
- » 95 car parking bays

The place of worship is anticipated to accommodate approximately 350-400 people at maximum capacity. However, during the opening year of the development it is anticipated that only 250 people will use the facility. According to the Client, worship services would be held every Sunday at 9:30 AM and 3:30 PM, for approximately one hour each service. There would be occasional small group meetings at the proposed development on several nights per week. The development is also anticipated to be used for large-capacity events such as weddings and funerals, which could on average be approximately 5-10 occasions per year on a weekday or a Saturday.

The Site plan of the proposed development is shown in **Figure 12**. An enlarged version of the Site plan is included in **Appendix B**.

Figure 12 Proposed Site Plan



Source: Harley Dykstra

3.3 Access Arrangements

The possible location of the new crossover to access the Site has been estimated based on the stopping sight distance (SSD) for cars travelling downstream on Lakes Road and the sight distance requirements at the access driveway.

Figure 13, from the *Austrroads Guide to Road Design Part 3: Geometric Design*, shows the corresponding SSD based on the road's design speed and driver reaction time. Considering Lakes Road has a design speed of 80km/h and using a reaction time of 2.5 seconds, the SSD is 126 metres.

According to **Figure 14** of the *Australian/New Zealand Standard 2890.1 Part 1: Off-street car parking*, the required sight distance at the access driveway considering a frontage road speed of 70km/h and desirable 5 second gap is 97 metres.

As shown in **Figure 15**, the proposed crossover falls outside the required sight distance areas and is at a desirable location along Lakes Road.

Figure 13 Stopping Sight Distances for Cars on Sealed Roads

Design speed (km/h)	Absolute minimum values Only for specific road types and situations ⁽¹⁾ based on $d = 0.46^{(2),(3)}$			Desirable minimum values for all road types based on $d = 0.36$			Values for major highways and freeways in flat terrain ⁽⁷⁾ based on $d = 0.26$	
	$R_T = 1.5 \text{ s}^{(4)}$	$R_T = 2.0 \text{ s}^{(4)}$	$R_T = 2.5 \text{ s}$	$R_T = 1.5 \text{ s}^{(4)}$	$R_T = 2.0 \text{ s}^{(4)}$	$R_T = 2.5 \text{ s}$	$R_T = 2.0 \text{ s}$	$R_T = 2.5 \text{ s}$
40	30	36	–	34	40	45	–	–
50	42	49	–	48	55	62	–	–
60	56	64	–	64	73	81	–	–
70	71	81	–	83	92	102	113	123
80	88	99	–	103	114	126	141	152
90	107	119	132	126	139	151	173	185
100	–	141	155	–	165	179	207	221
110	–	165	180	–	193	209	244	260
120	–	190	207	–	224	241	285	301
130	–	217	235	–	257	275	328	346
Corrections due to grade ^{(5) (6)}	–8	–6	–4	–2	2	4	6	8
40	5	3	2	1	–1	–2	–2	–3
50	8	5	3	2	–1	–3	–4	–5
60	11	8	5	2	–2	–4	–6	–7
70	15	11	7	3	–3	–5	–8	–10
80	20	14	9	4	–4	–7	–10	–13
90	25	18	11	5	–5	–9	–13	–16
100	31	22	14	6	–6	–11	–16	–20
110	38	26	17	8	–7	–13	–19	–24
120	45	31	20	9	–8	–16	–22	–29
130	53	37	23	11	–10	–18	–26	–34

Source: *Austrroads Guide to Road Design Part 3: Geometric Design*

Figure 14 Sight Distance Requirements at Access Driveways

Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 nd and 3 rd columns
100	139	160	
110	153	190	

Source: Australian/New Zealand Standard 2890.1 Part 1: Off-street car parking

Figure 15 Possible Safe Location of New Crossover



3.4 Swept Path

Swept path assessment has been conducted with a 10-metre waste truck, which is the largest vehicle anticipated to access the Site. The waste truck can easily enter, exit and circulate within the Site as shown in **Figure 16** to **Figure 18**. Enlarged versions of the swept paths are included in **Appendix C**.

Figure 16 Swept Path Analysis – 10-metre Waste Truck Entry to Site

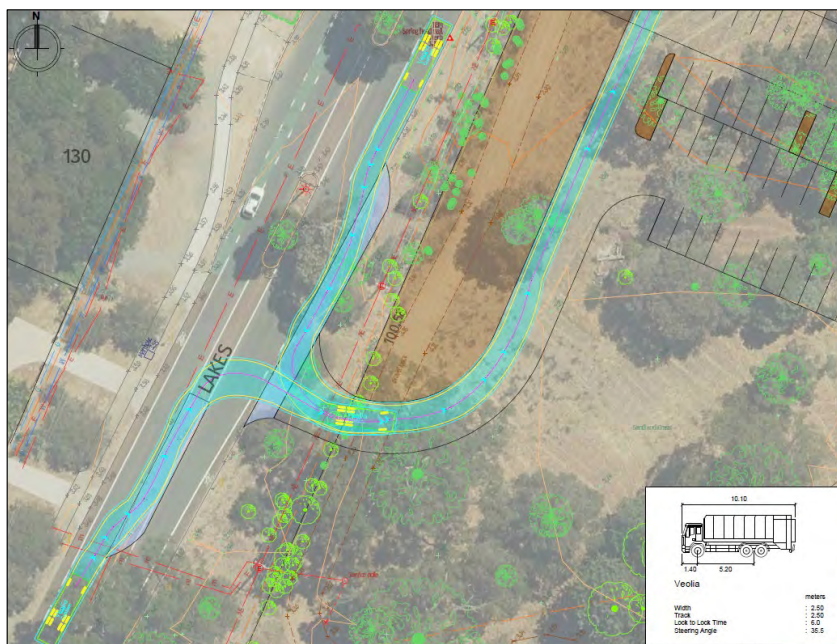


Figure 17 Swept Path Analysis – 10-metre Waste Truck Exit from Site

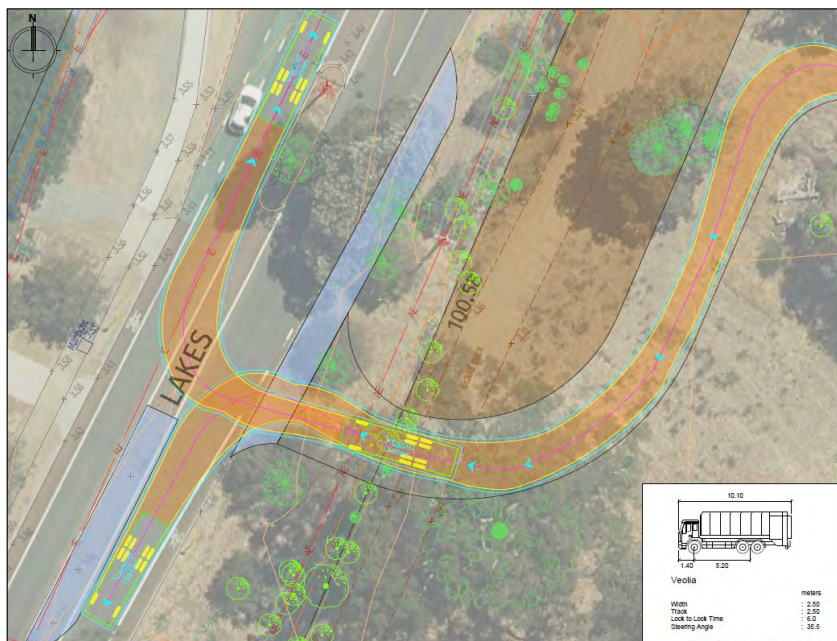


Figure 18 Swept Path Analysis – Waste Truck Internal Circulation



Swept path assessment was also undertaken for passenger vehicles using B85 and B99 design vehicles. **Figure 19** and **Figure 20** confirm that the vehicle can easily access the Site and manoeuvre within the parking area.

Figure 19 Swept Path Analysis – B85 & B99 Access

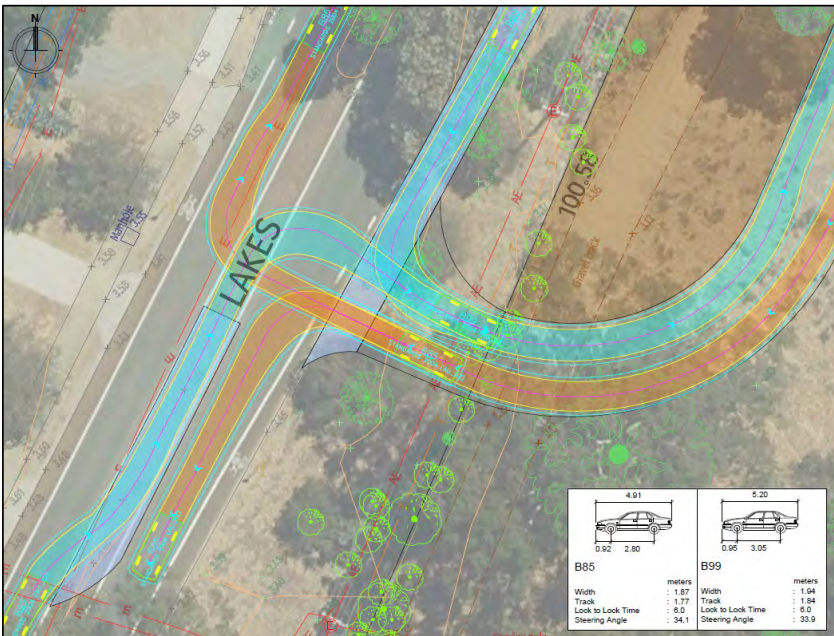
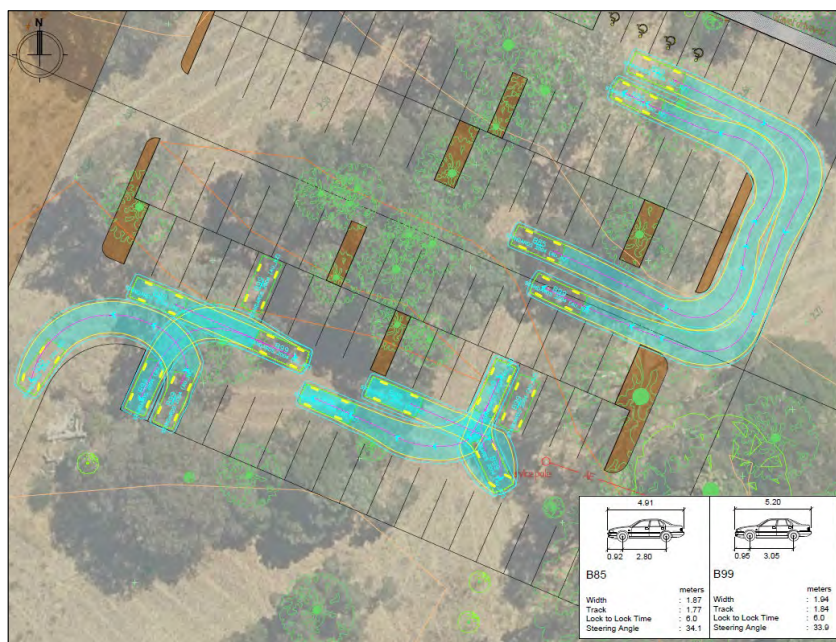


Figure 20 Swept Path Analysis – B85 & B99 Internal Circulation and Parking



3.5 Car Parking Provision

The statutory car parking requirements are defined in the *City of Mandurah Local Planning Scheme No. 12*. A summary of the car parking requirements and provisions of the proposed development is detailed in **Table 8**.

Table 8 Car Parking Requirements

Land Use	Reference	Yield	Car Parking Rate	Car Parking Required	Car Parking Provided	Surplus / Shortfall
Place of Worship	City of Mandurah Local Planning Scheme No. 12	Opening Year (2028) Scenario: 250 patrons	1 bay per 4 patrons	63 bays	95 bays	34 bays
		Ultimate Year (2038) Scenario: 400 patrons*		100 bays		(-5) bays

*Maximum capacity of proposed development

The number of parking bays provided in the Site satisfies the statutory car parking requirements in the opening year scenario with a surplus of 34 car parking bays. In the ultimate year where the maximum capacity is considered, a shortfall of 5 car parking bays has been identified in accordance with the relevant guidelines. The shortfall can be readily accommodated within the available land area in the Site. The possibility of reaching the proposed development's full capacity is anticipated to occur only during events which can happen on an average of 5 to 10 times per year.

Moreover, the presence of pedestrian footpaths and high quality shared paths surrounding the Site can encourage patrons coming from the immediate residential areas to walk and therefore reducing the need for parking.

3.6 End of Trip Facilities

The *City of Mandurah Local Planning Scheme No. 12* does not specify bicycle parking requirements, and as a result, no end-of-trip facility requirements are applicable to the proposed development. Bicycle access by visitors is expected to be highly unlikely based on client advice and comparable development observations showing predominantly private vehicle trips and walking trips.

3.7 Specific Issues

No specific issues were identified for the Site.

4 CHANGES TO SURROUNDING TRANSPORT NETWORKS

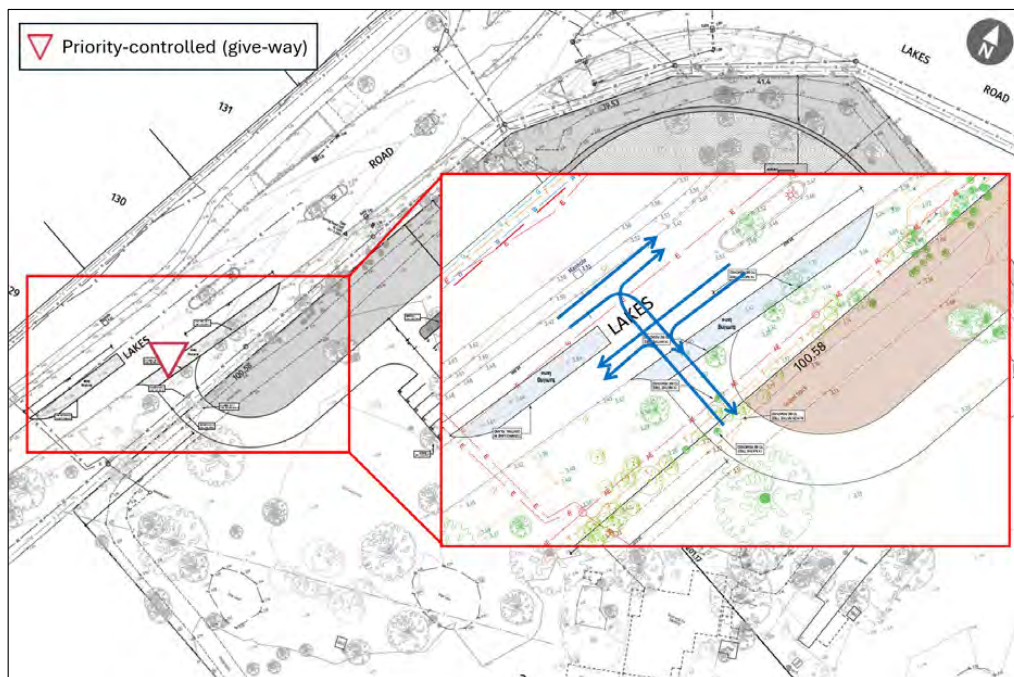
4.1 Road Network

The proposed development does not include any major changes to the surrounding road network.

4.2 Intersection Layouts and Controls

Figure 21 presents the proposed vehicular access to the Site from Lakes Road, a priority-controlled (give-way) intersection with full turning movements.

Figure 21 Lakes Road / Site Access



4.3 Pedestrian/Cycle Networks and Crossing Facilities

Figure 22 illustrates the Long-Term Cycle Network, which is the framework for the Department of Transport’s aspirational future cycling network within the Perth metro region. The map shows the proposed cycle route hierarchy for the roads surrounding the Site.

The Site is connected to the surrounding cycle network with secondary routes providing access in all directions. The cycle route along Lakes Road East from Gordon Road to Stock Road is proposed to be a secondary route.

Figure 22 Perth and Peel Long-Term Cycle Network



Source: Perth and Peel Long-Term Cycle Network

4.4 Public Transport Services

PTG is not aware of any planned changes to the local public transport services.

5 INTEGRATION WITH SURROUNDING AREA

5.1 Surrounding Major Attractors/Generators

The proposed place of worship is expected to cater to residents living in the surrounding areas of the Site. Other attractors and generators within the surrounding area of the Site are listed below and illustrated in **Figure 23**.

- » Kingdom City to the south;
- » TAB Touch Park Mandurah southwest of the Site;
- » Education facilities (Murdoch University Mandurah Campus & South Metropolitan TAFE Mandurah Campus southwest of the Site); and
- » Bunnings Warehouse approximately 2km southwest of the Site.

Figure 23 Surrounding Major Attractors/Generators



5.2 Committed Development and Transport Proposals

There is no committed development and transport proposals in the vicinity of the Site.

5.3 Proposed Changes to Land Uses within 1200 metres

There are no immediate changes proposed to the existing transport network within the Site's vicinity.

5.4 Travel Desire Lines from Development to the Attractors/Generators

Travel desire lines to and from the Site will predominantly be directed north and south via Lakes Road towards the surrounding residential properties that are anticipated to be the major attractor and generator of the Site.

5.5 Adequacy of Existing Transport Network

The surrounding transport network is already established and is considered sufficient to provide vehicular access to the Site.

Pedestrian and cycling connections to the north and south of the Site are considered adequate, as pedestrian footpaths and high quality shared path lanes are provided along Gordon Road and Lakes Road.

5.6 Deficiencies in Existing Transport Networks and Remedial Measures

The nearest bus stops are located approximately 1.4 km from the Site which is beyond the preferred 5-minute walking distance to bus stops. These can be accessed via the high-quality shared path along Gordon Road extending to Lakes Road.

6 ANALYSIS OF TRANSPORT NETWORK

6.1 Assessment Years and Time Periods

In accordance with the WAPC Transport Impact Assessment Guidelines, assessment has been undertaken for the following years:

- » Year of full opening of the development: 2028
- » 10 years after full opening of the development: 2038

According to information provided by the Client, worship service occurs every Sunday at 9:30 AM and 3:30 PM for approximately one hour each service. Cars are observed to arrive within half an hour before the start of every service and would normally leave within half an hour of the end of the service. With this information, the identified inbound and outbound peak periods every Sunday during 3:30 PM service are as follows:

- » Inbound Peak: 2:45 PM – 3:45 PM
- » Outbound Peak: 4:15 PM – 5:15 PM

The PM period was considered for the assessment since it has higher road network traffic volumes than the AM period.

6.2 Development Generated Traffic

The traffic generation of the proposed development has been calculated using a first principles approach. The proposed development is anticipated to accommodate 250 people in the opening year (2028) and 400 people in the 10-year horizon (2038) as the place of worship is expected to accommodate 350-400 people at maximum capacity. The Client has also advised that in a similar development, an average occupancy of three (3) persons per vehicle has been observed. These details have been used to estimate the traffic generated by the proposed development.

The trip generation and distribution rates are presented in **Table 9** and the total trips generated is shown in **Table 10**.

Table 9 Trip Generation and Distribution Rates

Land Use	Scenario	Yield	Trip Generation Rates		Trip Distribution Rates	
			Inbound	Outbound	Inbound	Outbound
Place of Worship	Opening Year, 2028	250 people	1 trip per vehicle	1 trip per vehicle	100%	100%
	10-year Horizon, 2038	400 people	1 trip per vehicle	1 trip per vehicle	100%	100%

Table 10 Total Trip Generation

Scenario	Trips Generated	
	PM Peak (Inbound)	PM Peak (Outbound)
Opening Year, 2028	84	84
10-year Horizon, 2038	134	134

The volume of traffic generated by the proposed development is estimated to be 84 inbound and 84 outbound trips for the 2028 scenario and 134 inbound and 134 outbound trips for the 2038 scenario.

6.3 Distribution of Generated Traffic

The assignment of traffic across the surrounding road network has been adopted and summarized as follows:

- » 50% of traffic will be travelling to/from north of Lakes Road/Site Access
- » 50% of traffic will be travelling to/from south of Lakes Road/Site Access
- » 40% of traffic will be travelling to/from west of Gordon Road/Lakes Road
- » 10% of traffic will be travelling to/from east of Lakes Road East/Lakes Road

The distribution of development traffic was estimated based on the location of the Site relative to the surrounding existing residential areas. The traffic distribution throughout the surrounding network are illustrated in **Figure 24** and **Figure 25**.

Figure 24 Distribution of Generated Traffic (Inbound)



Figure 25 Distribution of Generated Traffic (Outbound)

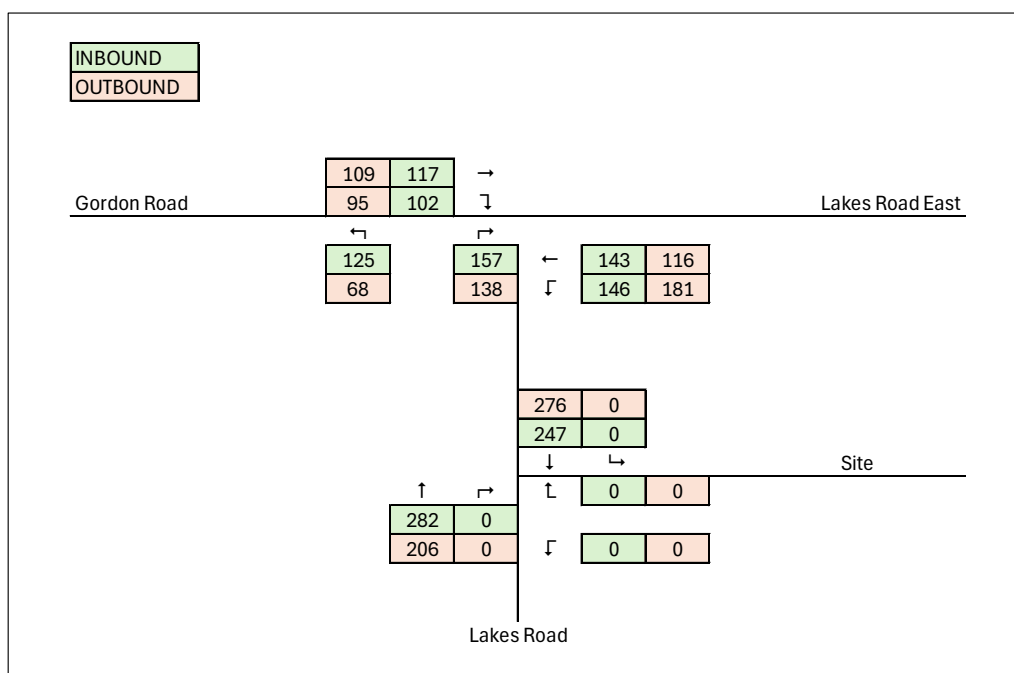


6.4 Background and 'With Development' Traffic Flows

6.4.1 Background Traffic

Background traffic volumes and turning movements at key intersections were gathered from Main Roads WA Traffic Map and SCATS data at signalised intersection. A growth rate of 5.19% per annum based on the historical growth of traffic on the surrounding roads has been applied to the available 2023 data to estimate the 2026 background peak hour traffic data provided in **Figure 26**.

Figure 26 Background Traffic Peak Hour Flow (2026)



6.4.2 Development Traffic

The development traffic peak hour flows for the 2028 and 2038 scenarios are illustrated in **Figure 27** and **Figure 28**, respectively. These are based on the traffic distribution discussed in Section 6.3.

Figure 27 Development Traffic Peak Hour Flow – Opening Year (2028) Scenario

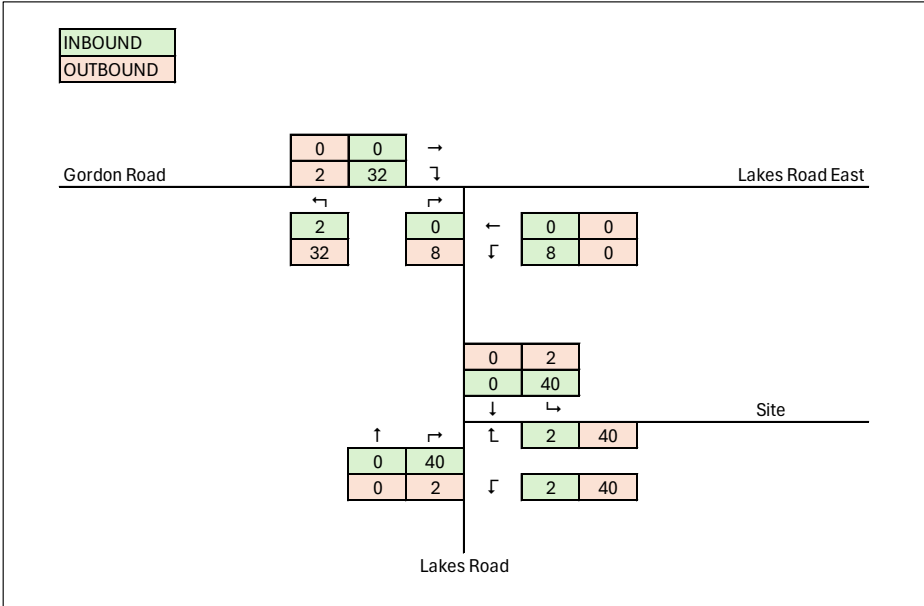
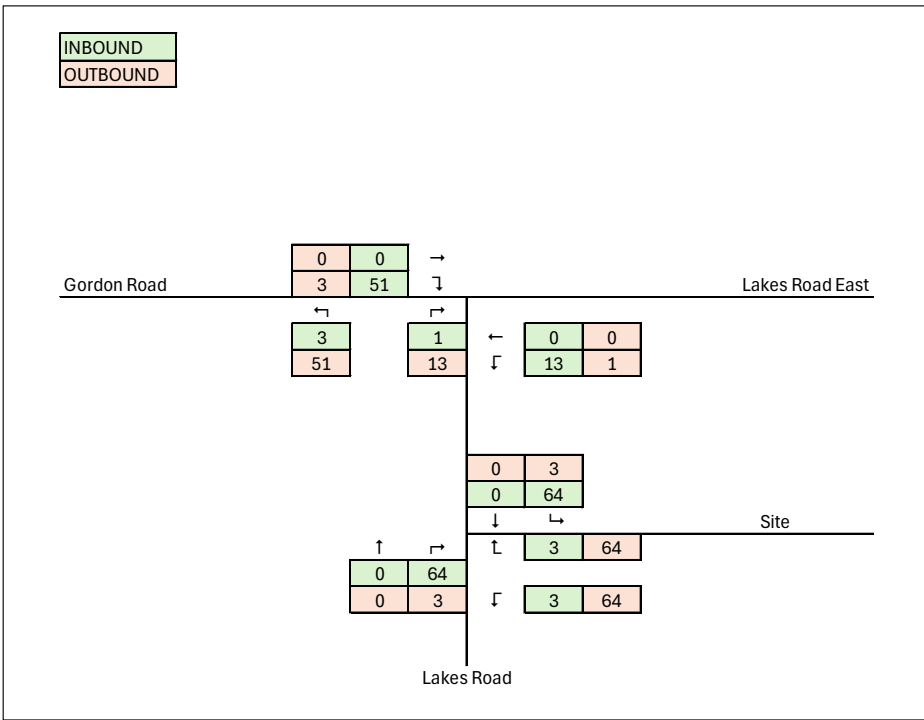


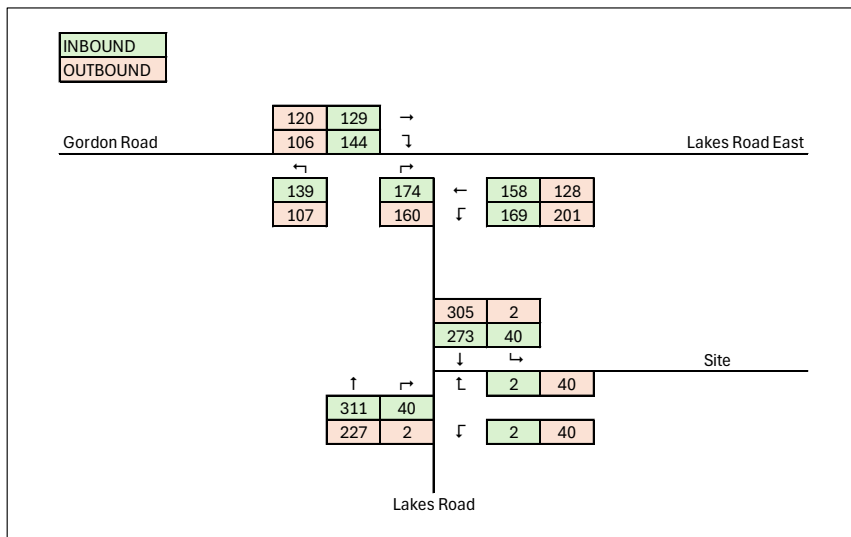
Figure 28 Development Traffic Peak Hour Flow – 10-year Horizon (2038) Scenario



6.4.3 Opening Year Traffic (2028)

Figure 29 presents total traffic flow for the opening year of the proposed development.

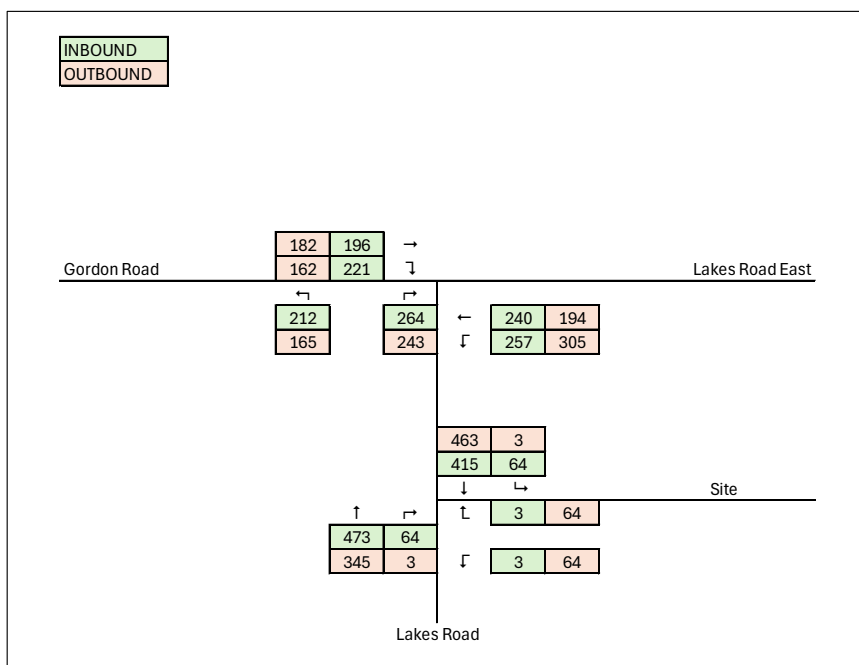
Figure 29 Opening Year, 2028 (Background + Development Traffic)



6.4.4 10-Year Horizon Traffic (2038)

Shown in **Figure 30** are the traffic flows 10 years after the full opening of the development.

Figure 30 10-year Horizon, 2038 (Background + Development Traffic)



6.5 Performance Criteria

The intersections have been analysed using the SIDRA analysis program. This program calculates the performance of intersections based on input parameters, including geometry and traffic volumes. As an output, SIDRA provides values for the Degree of Saturation (DOS), queue lengths, delays, level of service, and 95th Percentile Queue. These parameters are defined as follows:

- » Degree of Saturation (DOS): is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow, up to one for saturated flow or capacity.
- » 95% Percentile Queue Length: is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected.
- » Average Delay: is the average of all travel time delays for vehicles through the intersection.
- » Level of Service (LOS): is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. **Table 11** provides a description of the different levels of service.

Table 11 Level of Service (LoS) Performance Criteria

LOS	Description	Signalised Intersection	Roundabout	Unsignalised Intersection
A	No or minimal delays (best condition). Queues are rarely more than one vehicle	≤10 sec	≤10 sec	≤10 sec
B	Short traffic delays. Occasionally more than one queued vehicle.	10-20 sec	10-20 sec	10-15 sec
C	Average traffic delays. Often more than one queued.	20-35 sec	20-35 sec	15-25 sec
D	Long traffic delays. Regularly more than one queued vehicle.	35-55 sec	35-50 sec	25-35 sec
E	Very long traffic delays. Traffic demand is near or equal to the practical capacity of the intersection. Almost always more than one queued vehicle.	55-80 sec	50-70 sec	35-50 sec
F	Forced flow conditions with extensive delays caused by geometric and/or operational constraints external to the intersection.	≥80 sec	≥70 sec	≥50 sec

The Western Australian Planning Commission (WAPC) criteria for Average Delay is summarised in **Table 12** while the Austroads Guide to Traffic Management criteria for Degree of Saturation (DOS) is summarised in **Table 13**.

Table 12 WAPC Criteria

Criteria	Average Delay
Signalised intersections	
> Average delay for all vehicles passing through the intersection	<55 secs
> Average delay for any individual vehicle, pedestrian or cyclist movement	<65 secs
Priority intersections (roundabouts, give way and stop)	
> Average delay for all vehicles on the non-priority arms (that is, have to give way or stop)	<35 secs
> Average delay for any individual vehicle, pedestrian or cyclist movement	<45 secs
Right turn lanes	Less than available storage (95 th percentile queue)
> Exclusive turning movement queue length	

Table 13 Austroads Criteria

Criteria	Degree of Saturation
Signalised intersections	0.95
Roundabouts	0.85
Sign-controlled intersection	0.80

6.6 Key Assumptions

For the purpose of this assessment, the following the following assumptions have been made based on the best available information at the time of preparation of this report:

- » The opening year and the 10-year horizon for the proposed development are anticipated to be 2028 and 2038, respectively.
- » Base year traffic volumes from June 2023 MRWA SCATS of Lakes Road East/Gordon Road intersection were used as the base traffic volumes to calculate the traffic growth for the Site and surrounding signalised intersection.
- » Heavy vehicle proportions for all scenarios on Gordon Road and Lakes Road East were taken from 2022/2023 traffic map data of Gordon Road. Heavy vehicle proportions for all scenarios on Lakes Road were taken from 2022/2023 traffic map data of Murdoch Drive West which is adjacent to Lakes Road.
- » An annual growth rate of 5.19% was calculated and applied to estimate future traffic volumes, as this method accurately reflects the gradual increase in traffic over time.

6.7 Analysis of Development Accesses

6.7.1 Sight Distance Assessment

An assessment to ensure adequate sight distance is provided along the frontage of the proposed development was undertaken in accordance with AS2890.1: 2004 Parking Facilities: Off-street Car Parking. Based on a frontage road speed of 70km/h, the sight distance required for a desirable 5 second gap is 97 metres on both sides. **Figure 31** confirms that there are no permanent sightline obstructions within the sight triangle (blue hatch) on both sides of the access point. Vehicles within the turning lane are transient and operate at reduced speeds. Therefore, they are not expected to cause any operational and safety issues.

Figure 31 Sight Distance Assessment



6.7.2 Intersection Warrant Assessment

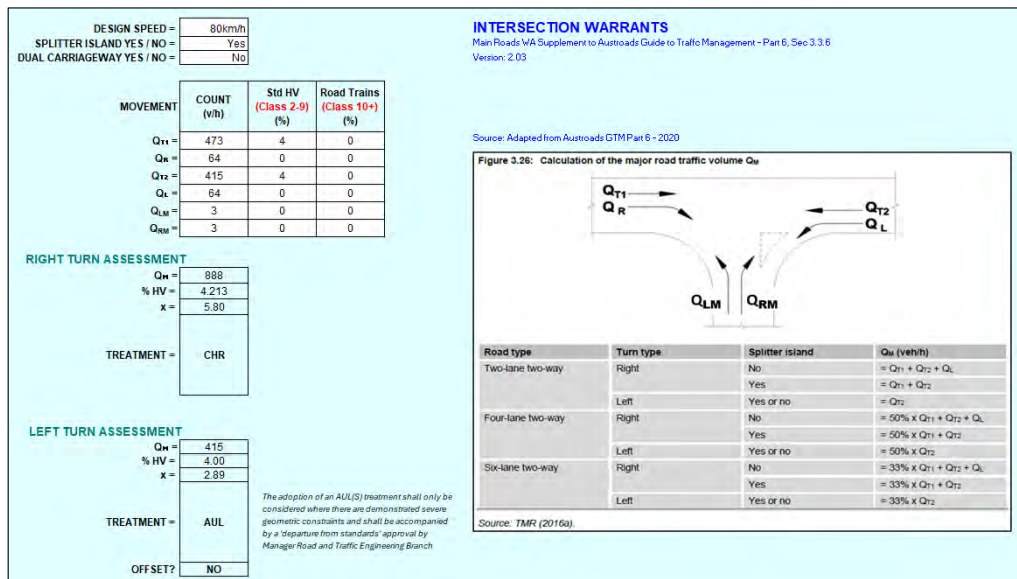
An intersection warrant assessment was undertaken for the new Site crossover proposed at the location identified in Section 3.3 in accordance with MRWA Supplement to Austroads Guide to Traffic Management – Part 6, Section 3.3.6. The inbound peak traffic volumes were used in the assessment as it has higher turning movement volumes from the major road.

The results of the turn warrant assessment are presented in **Figure 32** for the ultimate year (2038), and confirm that the following treatments are required:

- » Right Turn Assessment – CHR (Channelised Right Turn)
- » Left Turn Assessment – AUL (Auxiliary Left Turn)

The required turn treatments have been applied in the analysis of the Lakes Road / Site intersection discussed in Section 6.8.4.

Figure 32 Turn Warrant Assessment – 10-year Horizon (2038) Scenario



6.8 Impact on Surrounding Roads and Intersections

SIDRA Intersection Version 10 has been used to assess the impact of proposed development on the surrounding intersections. The results for each approach are presented in the form of Degree of Saturation (DoS), Average Delay, Level of Service (LoS) and 95th Percentile Queue in metres.

6.8.1 Assessed Intersections

SIDRA analysis has been undertaken for the following intersections:

- » Gordon Road / Lakes Road East / Lakes Road
- » Lakes Road / Site Access

6.8.2 Analysis Scenarios

The SIDRA analysis was undertaken for the following scenarios:

- » Scenario 1: Opening Year (2028 Background + Development Traffic)
- » Scenario 2: 10-Year Horizon (2038 Background + Development Traffic)

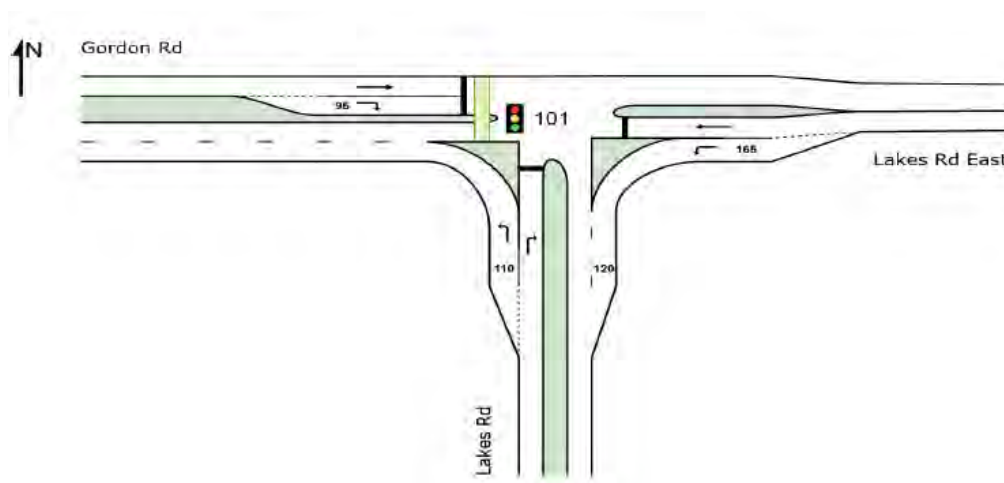
6.8.3 Gordon Road / Lakes Road East / Lakes Road

The intersection layout modelled in SIDRA is shown in **Figure 33**.

*The summary of the SIDRA analysis results for Scenarios 1 and 2 are presented in **Table 14** and **Table 15***

Table 15, respectively. The results indicate that the intersection would be able to accommodate the proposed development traffic volume in 2028 and 2038.

Figure 33 Gordon Road / Lakes Road East / Lakes Road SIDRA Layout



Transport Impact Assessment – Proposed Place of Worship: 330-340 Lakes Road, Greenfields

Table 14 Gordon Road / Lakes Road East / Lakes Road SIDRA Results (Scenario 1: 2028)

Intersection Approach	Turn	INBOUND				OUTBOUND			
		DOS	Average Delay (s)	LOS	95% Queue (m)	DOS	Average Delay (s)	LOS	95% Queue (m)
Lakes Road (S)	L	0.083	6.7	A	0.0	0.064	6.7	A	0.0
	R	0.573	32.2	C	39.9	0.497	31.1	C	35.7
Lakes Road East (E)	L	0.096	6.7	A	0.0	0.114	6.7	A	0.0
	T	0.573	26.7	C	38.8	0.497	26.8	C	31.1
Gordon Road (W)	T	0.133	5.8	A	14.7	0.126	6.0	A	14.0
	R	0.408	18.3	B	15.1	0.300	18.0	B	11.1
		0.573	16.7	B	39.9	0.497	15.9	B	35.7

Table 15 Gordon Road / Lakes Road East / Lakes Road SIDRA Results (Scenario 2: 2038)

Intersection Approach	Turn	INBOUND				OUTBOUND			
		DOS	Average Delay (s)	LOS	95% Queue (m)	DOS	Average Delay (s)	LOS	95% Queue (m)
Lakes Road (S)	L	0.126	6.7	A	0.0	0.098	6.7	A	0.0
	R	0.869	41.3	D	75.0	0.754	34.9	C	61.1
Lakes Road East (E)	L	0.146	6.7	A	0.0	0.173	6.7	A	0.0
	T	0.869	35.3	D	71.6	0.754	30.3	C	52.2
Gordon Road (W)	T	0.203	6.0	A	23.5	0.192	6.3	A	22.2
	R	0.626	19.3	B	24.9	0.459	18.5	B	17.6
		0.869	20.1	C	75.0	0.754	17.3	B	61.1

6.8.4 Lakes Road / Site Access

The intersection layout modelled in SIDRA is shown in **Figure 34**.

The summary of the SIDRA analysis results for Scenarios 1 and 2 are presented in **Table 16** and **Table 17**, respectively. The results indicate that the future intersection would operate satisfactorily and would be able to cater for the proposed development yield in 2028 and 2038.

Figure 34 Lakes Road / Site Access SIDRA Layout

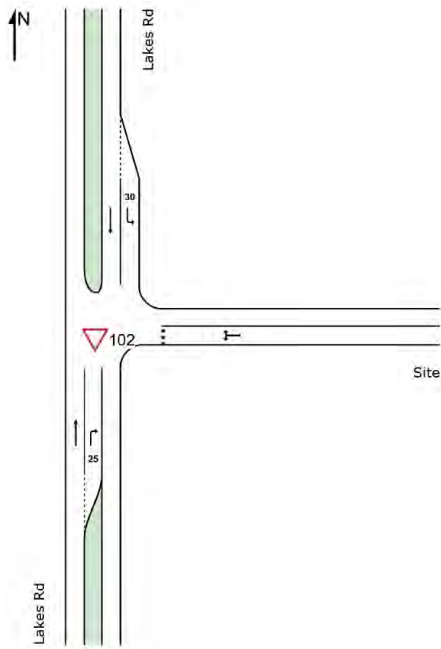


Table 16 Lakes Road / Site SIDRA Results (Scenario 1: 2028)

Intersection Approach	Turn	INBOUND				OUTBOUND			
		DOS	Average Delay (s)	LOS	95% Queue (m)	DOS	Average Delay (s)	LOS	95% Queue (m)
Lakes Road (S)	T	0.173	0.0	A	0.0	0.127	0.0	A	0.0
	R	0.040	6.0	A	1.2	0.002	5.9	A	0.1
Site (E)	L	0.007	5.7	A	0.2	0.125	6.1	A	3.5
	R	0.007	10.5	B	0.2	0.125	9.8	A	3.5
Lakes Road (N)	L	0.022	6.4	A	0.0	0.001	6.4	A	0.0
	T	0.152	0.0	A	0.0	0.170	0.0	A	0.0

Table 17 Lakes Road / Site SIDRA Results (Scenario 2: 2038)

Intersection Approach	Turn	INBOUND				OUTBOUND			
		DOS	Average Delay (s)	LOS	95% Queue (m)	DOS	Average Delay (s)	LOS	95% Queue (m)
Lakes Road (S)	T	0.264	0.0	A	0.0	0.192	0.0	A	0.0
	R	0.078	7.1	A	2.3	0.004	6.9	A	0.1
Site (E)	L	0.017	6.5	A	0.4	0.296	8.1	A	9.3
	R	0.017	18.0	C	0.4	0.296	17.0	C	9.3
Lakes Road (N)	L	0.036	6.4	A	0.0	0.002	6.4	A	0.0
	T	0.231	0.0	A	0.0	0.258	0.0	A	0.0

6.8.5 SIDRA Summary

Overall, the proposed development is unlikely to have any significant impact on the surrounding road network. All key intersections assessed would operate satisfactorily and would be able to cater for the proposed development yield during the peak periods in the opening year (2028) and 10 years after the opening year (2038).

7 ROAD SAFETY AND ACCESSIBILITY IMPACT

7.1 Impact on Neighbouring Areas

The proposed place of worship is not expected to have a material impact on neighbouring areas because the development peak periods are outside the road network peak hours and high-attendance events occur occasionally.

7.2 Road Safety

With the low number of crashes recorded within the surrounding road network over the 5-year period, it is not expected that the development generated traffic will have an impact on road safety within the area.

Furthermore, the proposed location of the Site crossover has been identified based on the stopping sight distance (SSD) for cars travelling downstream on Lakes Road and the sight distance requirements at the access driveway. This ensures that adequate sight distance is provided at the proposed crossover, therefore satisfying road safety requirements.

7.3 Public Transport Access

The proposed development has no planned changes to the public transport infrastructure and is not expected to negatively affect existing public transport access.

7.4 Pedestrian/Cycle Access/Amenity

The proposed development is not expected to negatively affect the pedestrian/cycle access/amenity.

7.5 Analysis of Pedestrian/Cycle Network

The proposed development is not expected to have any negative impact on the pedestrian and cycling network.

8 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).

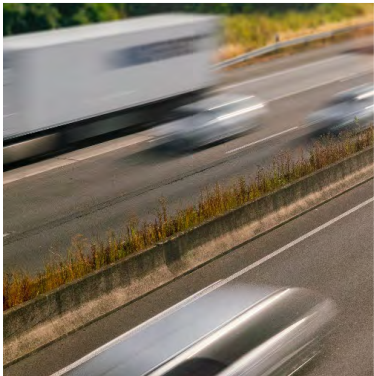
The following conclusions can be drawn from this report:

- » The proposed place of worship is located at 330-340 Lakes Road, Greenfields within the City of Mandurah.
- » The proposed development is estimated to generate 84 inbound trips and 84 outbound trips in the opening year scenario (2028), and 134 inbound trips and 134 outbound trips in the 10-year horizon scenario (2038).
- » The proposed crossover is located at a suitable location based on sight line assessments as per *Austroads Guide to Road Design Part 3: Geometric Design* and *Australian/New Zealand Standard 2890.1 Part 1: Off-street car parking (AS2890.1)*.
- » The Site is surrounded by adequate pedestrian/cycle networks facilities. The proposed development is not expected to have any negative impact on the existing public transport, pedestrian and cycling network.
- » Proposed car parking provisions within the Site satisfy the statutory car parking requirements set out in the City of Mandurah Local Planning Scheme No. 12 for the opening year. There will be a shortfall of five (5) parking bays if maximum capacity in the ultimate year will be considered, which can be readily accommodated within the available land area in the Site.
- » Sightline assessment for the access point indicates that there are no permanent sightline obstructions on both sides of the proposed crossover.
- » SIDRA analysis has been conducted at Gordon Road / Lakes Road East / Lakes Road and Lakes Road / Site intersections. Results suggest that the traffic generated by the proposed development is unlikely to have any significant impact to the surrounding road network.
- » Based on the crash history of the surrounding road network of the Site, it is envisaged that any impact on road safety would be negligible.



Appendix A

WAPC CHECKLIST



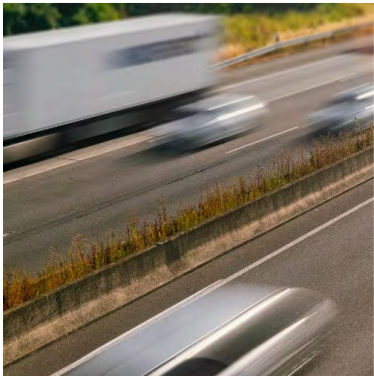
APPENDIX A - WAPC CHECKLIST

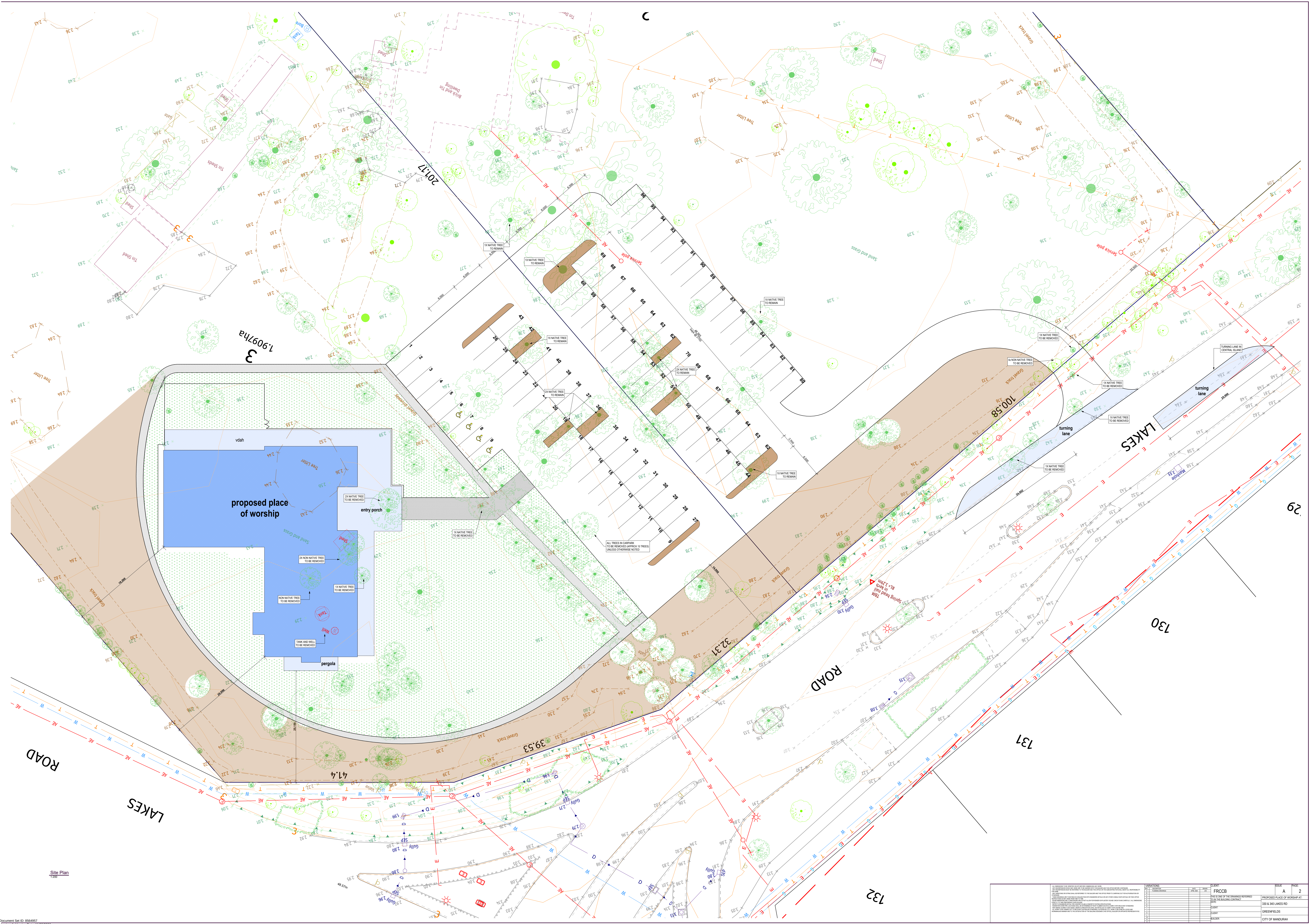
Item	Status	Comments/Proposal
Summary	Section 8	
Introduction/Background	Section 1	
name of applicant and consultant	Section 1	
development location and context	Section 1	
brief description of development proposal	Section 1	
key issues	Section 1	
background information	Section 1	
Existing situation	Section 2	
existing site uses (if any)	Section 2	
existing parking and demand (if appropriate)	Section 2	
existing access arrangements	Section 2	
existing site traffic	Section 2	
surrounding land uses	Section 2	
surrounding road network	Section 2	
traffic management on frontage roads	Section 2	
traffic flows on surrounding roads (usually AM and PM peak hours)	Section 2	
traffic flows at major intersections (usually AM and PM peak hours)	Section 2	
operation of surrounding intersections	Section 2	
existing pedestrian/cycle networks	Section 2	
existing public transport services surrounding the development	Section 2	
crash data	Section 2	
Development proposal	Section 3	
regional context	Section 3	
proposed land uses	Section 3	
table of land uses and quantities	Section 3	
access arrangements	Section 3	
parking provision	Section 3	
end of trip facilities	Section 3	
any specific issues	Section 3	
road network	Section 4	
intersection layouts and controls	Section 4	
pedestrian/cycle networks and crossing facilities	Section 4	
public transport services	Section 4	

Integration with surrounding area	Section 5	
surrounding major attractors/ generators	Section 5	
committed developments and transport proposals	Section 5	
proposed changes to land uses within 1200 metres	Section 5	
travel desire lines from development to these attractors/ generators	Section 5	
adequacy of existing transport networks	Section 5	
deficiencies in existing transport networks	Section 5	
remedial measures to address deficiencies	Section 5	
Analysis of transport networks	Section 6	
assessment years	Section 6	
time periods	Section 6	
development generated traffic	Section 6	
distribution of generated traffic	Section 6	
parking supply and demand	N/A	
base and 'with development' traffic flows	Section 6	
analysis of development accesses	Section 6	
impact on surrounding roads	Section 6	
impact on intersections	Section 6	
impact on neighbouring areas	Section 7	
road safety	Section 7	
public transport access	Section 7	
pedestrian access/amenity	Section 7	
cycle access/amenity	Section 7	
analysis of pedestrian/cycle networks	Section 7	
safe walk/cycle to school (for residential and school site developments only)	N/A	
traffic management plan (where appropriate)	N/A	
Conclusions	Section 8	

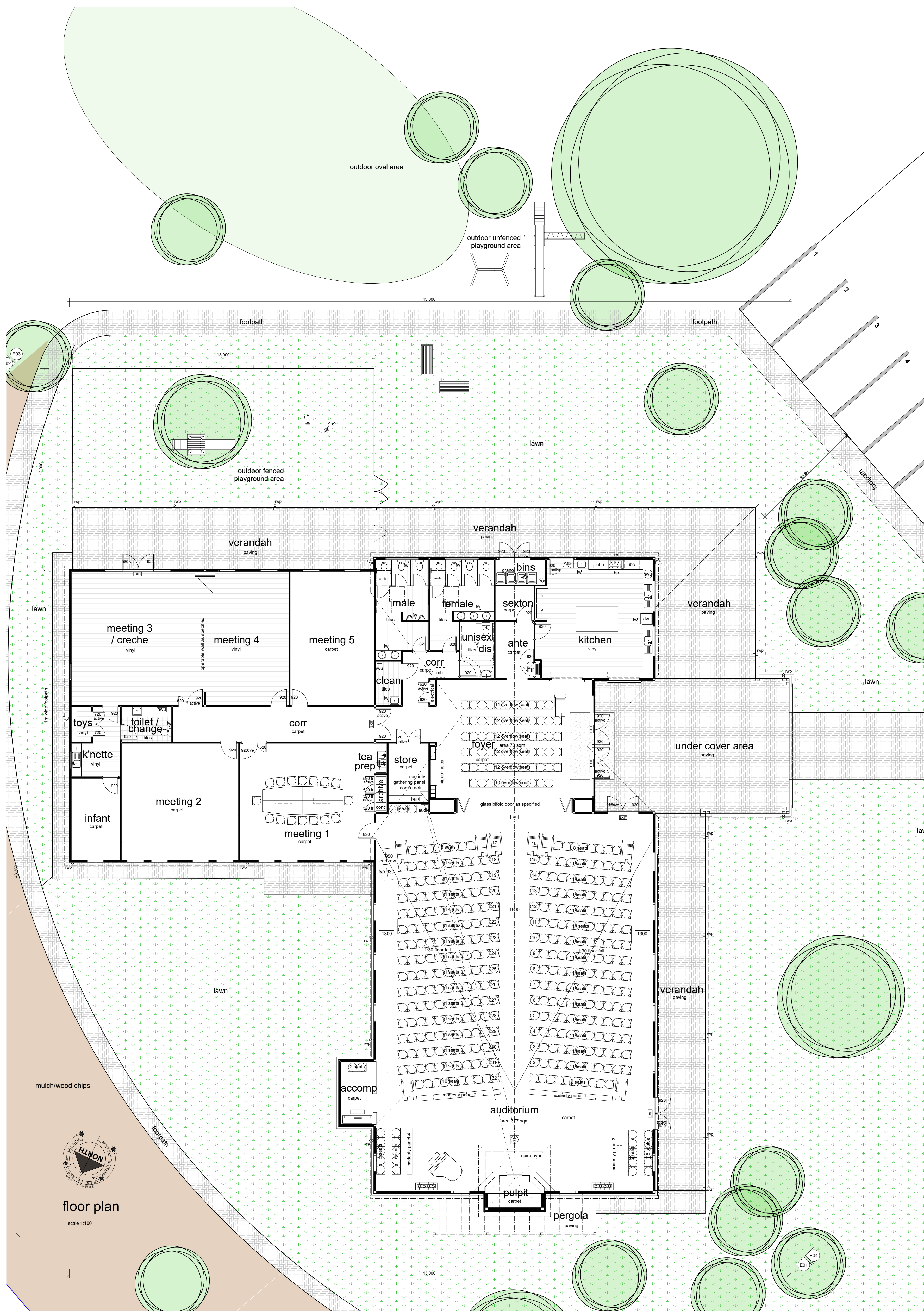


Appendix B
SITE PLANS





REVISIONS		DATE	BY	REASON
1	ISSUED FOR PERMITTING	11/06/2026	FRCCB	FOR PERMITTING
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4	FOR PERMITTING	11/06/2026	FRCCB	FOR PERMITTING
5	FOR PERMITTING	11/06/2026	FRCCB	FOR PERMITTING
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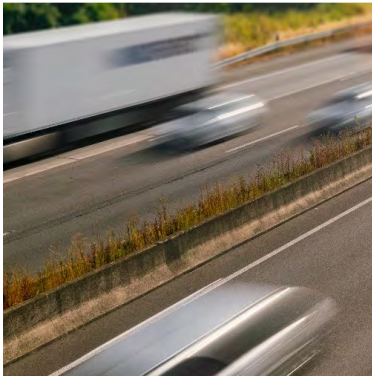
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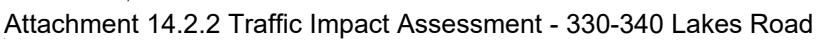


Appendix C

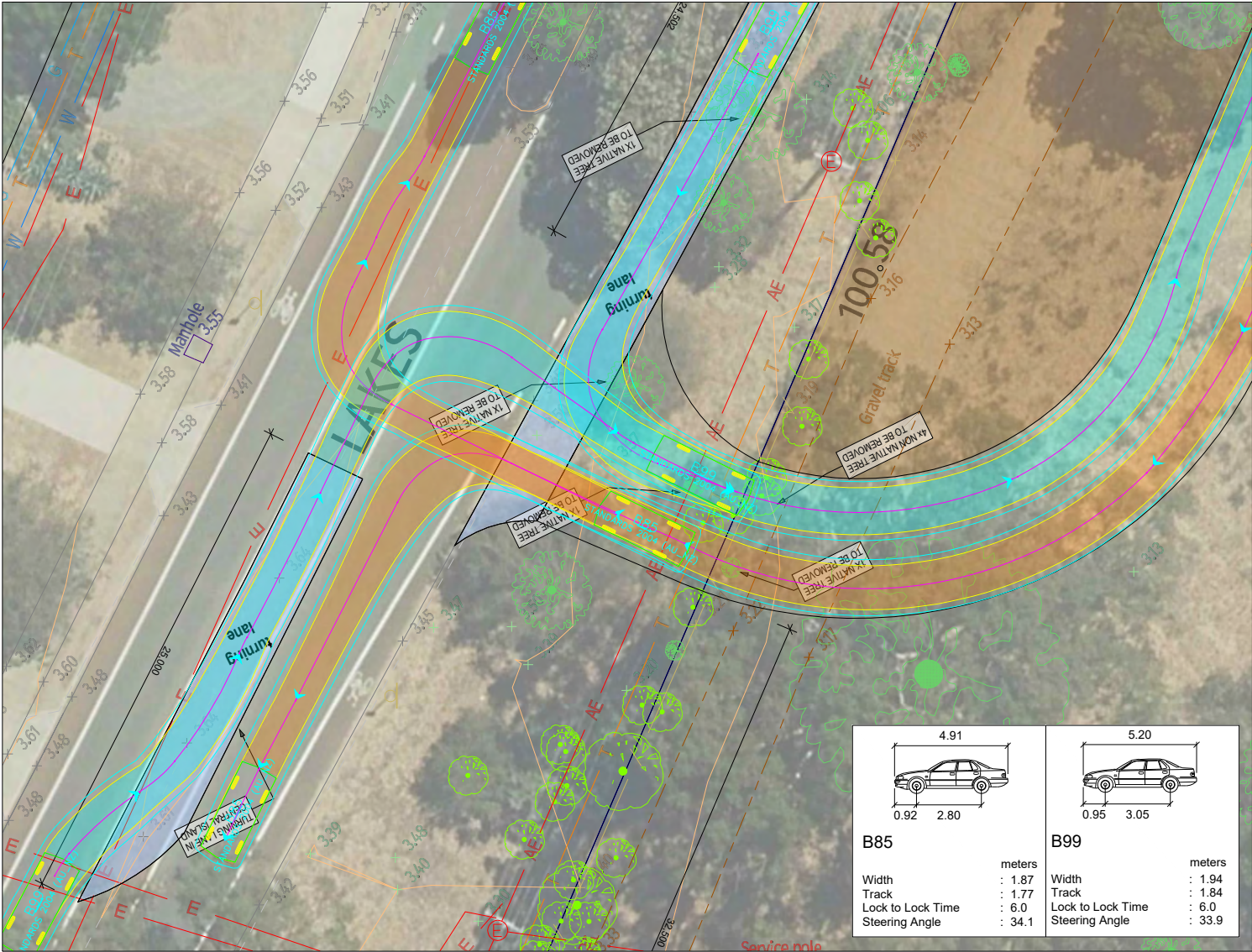
SWEPT PATHS

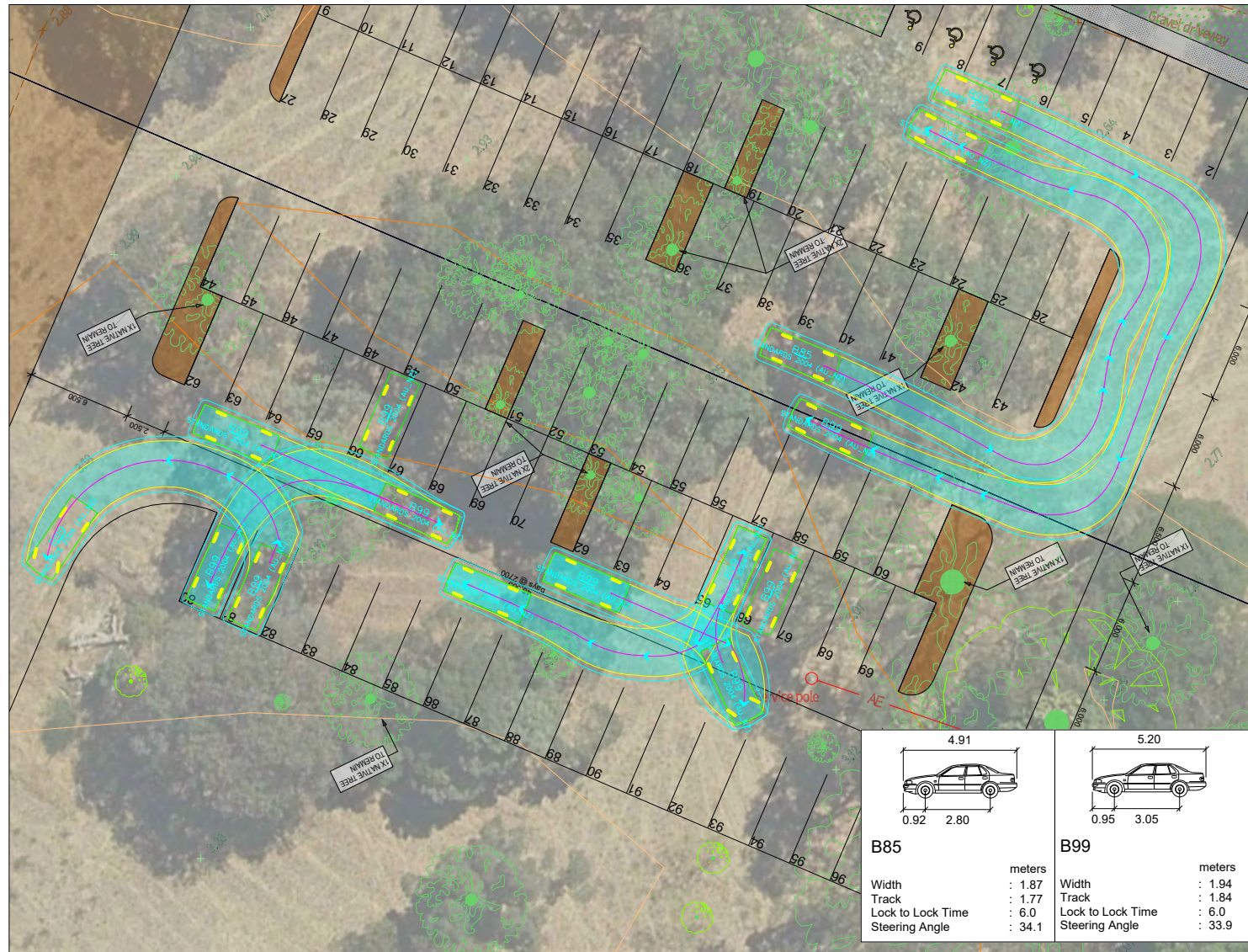






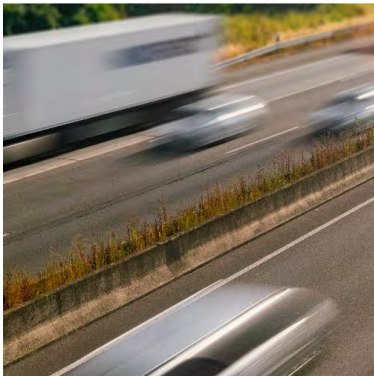








Appendix D
SIDRA MOVEMENT SUMMARIES



MOVEMENT SUMMARY

 **Site: [101] Gordon Rd / Lakes Rd East / Lakes Rd - IN (Before**

Worship Service) (Opening Year - 2028 (with left short lane))

Network: [1] 2028 IN (Before Worship Service) (2028)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Existing Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60.0 seconds (Site User-Given Cycle Time)

Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Number Stop of Cycles	Aver. Speed
			[Total HV]	[Total HV]						[Veh.]	[Dist]		Rate to Depart	
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
South: Lakes Rd														
1	L2	All MCs	146	4.4	146	4.4	0.083	6.7	LOS A	0.0	0.0	0.00	0.57	45.4
3	R2	All MCs	183	4.4	183	4.4	* 0.573	32.2	LOS C	5.2	39.9	0.96	0.81	23.3
Approach			329	4.4	329	4.4	0.573	20.8	LOS C	5.2	39.9	0.53	0.70	29.8
East: Lakes Rd East														
4	L2	All MCs	178	0.0	178	0.0	0.096	6.7	LOS A	0.0	0.0	0.00	0.57	44.9
5	T1	All MCs	166	8.8	166	8.8	* 0.573	26.7	LOS C	4.8	38.8	0.97	0.79	31.3
Approach			344	4.3	344	4.3	0.573	16.4	LOS B	4.8	38.8	0.47	0.68	35.3
West: Gordon Rd														
11	T1	All MCs	136	12.9	136	12.9	0.133	5.8	LOS A	1.7	14.7	0.46	0.38	55.3
12	R2	All MCs	152	0.0	152	0.0	* 0.408	18.3	LOS B	2.0	15.1	0.92	1.05	17.2
Approach			287	6.1	287	6.1	0.408	12.4	LOS B	2.0	15.1	0.70	0.73	30.5
All Vehicles			961	4.9	961	4.9	0.573	16.7	LOS B	5.2	39.9	0.56	0.70	31.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance										
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Aver. Speed
		ped/h	sec		[Ped]	[Dist]			sec	m/sec
					ped	m				
West: Gordon Rd										
P4	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	1.12
All Pedestrians		53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

▽ Site: [102] Lakes Rd / Site - IN (Before Worship Service)

(Opening Year - 2028 (with left short lane))

Network: [1] 2028 IN (Before Worship Service) (2028)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]		Rate to Depart	km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Lakes Rd														
2	T1	All MCs	327	4.4	327	4.4	0.173	0.0	LOS A	0.0	0.0	0.00	0.00	69.9
3	R2	All MCs	42	0.0	42	0.0	0.040	6.0	LOS A	0.2	1.2	0.39	0.62	32.2
Approach			369	3.9	369	3.9	0.173	0.7	NA	0.2	1.2	0.04	0.07	57.3
East: Site														
4	L2	All MCs	2	0.0	2	0.0	0.007	5.7	LOS A	0.0	0.2	0.50	0.50	27.5
6	R2	All MCs	2	0.0	2	0.0	0.007	10.5	LOS B	0.0	0.2	0.50	0.50	21.7
Approach			4	0.0	4	0.0	0.007	8.1	LOS A	0.0	0.2	0.50	0.50	25.2
North: Lakes Rd														
7	L2	All MCs	42	0.0	42	0.0	0.022	6.4	LOS A	0.0	0.0	0.00	0.61	37.5
8	T1	All MCs	287	4.4	287	4.4	0.152	0.0	LOS A	0.0	0.0	0.00	0.00	69.9
Approach			329	3.8	329	3.8	0.152	0.8	NA	0.0	0.0	0.00	0.08	63.0
All Vehicles			703	3.8	703	3.8	0.173	0.8	NA	0.2	1.2	0.03	0.08	60.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: C:\Users\NonaAbao\Protest Engineering\PTG 04285 - Place of Worship Lakes Rd_Greenfields-TIA - General\Modelling\PTG04285 Lakes Rd Greenfields.sipx

MOVEMENT SUMMARY

 **Site: [201] Gordon Rd / Lakes Rd East / Lakes Rd - OUT**
(Before Worship Service) (Opening Year - 2028 (with left short lane))

Network: [2] 2028 OUT (Before Worship Service) (2028)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Existing Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60.0 seconds (Site User-Given Cycle Time)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lakes Rd															
1	L2	All MCs	113	4.4	113	4.4	0.064	6.7	LOS A	0.0	0.0	0.00	0.57	0.00	45.4
3	R2	All MCs	168	4.4	168	4.4	* 0.497	31.1	LOS C	4.6	35.7	0.94	0.80	0.94	23.7
Approach			281	4.4	281	4.4	0.497	21.3	LOS C	4.6	35.7	0.56	0.70	0.56	29.5
East: Lakes Rd East															
4	L2	All MCs	212	0.0	212	0.0	0.114	6.7	LOS A	0.0	0.0	0.00	0.57	0.00	44.9
5	T1	All MCs	135	8.8	135	8.8	* 0.497	26.8	LOS C	3.9	31.1	0.96	0.76	0.96	31.2
Approach			346	3.4	346	3.4	0.497	14.5	LOS B	3.9	31.1	0.37	0.65	0.37	36.4
West: Gordon Rd															
11	T1	All MCs	126	12.9	126	12.9	0.126	6.0	LOS A	1.7	14.0	0.47	0.39	0.47	54.7
12	R2	All MCs	112	0.0	112	0.0	* 0.300	18.0	LOS B	1.5	11.1	0.89	1.06	0.89	17.5
Approach			238	6.8	238	6.8	0.300	11.6	LOS B	1.7	14.0	0.67	0.70	0.67	32.8
All Vehicles			865	4.7	865	4.7	0.497	15.9	LOS B	4.6	35.7	0.52	0.68	0.52	32.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped]	Dist]			sec	m	m/sec
					ped	m					
West: Gordon Rd											
P4	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
All Pedestrians		53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

▽ Site: [202] Lakes Rd / Site - OUT (Before Worship Service)

(Opening Year - 2028 (with left short lane))

Network: [2] 2028 OUT (Before Worship Service) (2028)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Aver. Speed
			[Total HV]	[Total HV]						[Veh.	Dist]		Rate to Depart	
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
South: Lakes Rd														
2	T1	All MCs	239	4.4	239	4.4	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	69.9
3	R2	All MCs	2	0.0	2	0.0	0.002	5.9	LOS A	0.0	0.1	0.39	0.56	32.3
Approach			241	4.4	241	4.4	0.127	0.1	NA	0.0	0.1	0.00	0.00	68.7
East: Site														
4	L2	All MCs	42	0.0	42	0.0	0.125	6.1	LOS A	0.5	3.5	0.51	0.69	27.7
6	R2	All MCs	42	0.0	42	0.0	0.125	9.8	LOS A	0.5	3.5	0.51	0.69	21.9
Approach			84	0.0	84	0.0	0.125	8.0	LOS A	0.5	3.5	0.51	0.69	25.4
North: Lakes Rd														
7	L2	All MCs	2	0.0	2	0.0	0.001	6.4	LOS A	0.0	0.0	0.00	0.61	37.5
8	T1	All MCs	321	4.4	321	4.4	0.170	0.0	LOS A	0.0	0.0	0.00	0.00	69.9
Approach			323	4.4	323	4.4	0.170	0.1	NA	0.0	0.0	0.00	0.00	69.5
All Vehicles			648	3.8	648	3.8	0.170	1.1	NA	0.5	3.5	0.07	0.09	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: [301] Gordon Rd / Lakes Rd East / Lakes Rd - IN (Before**

Worship Service) (Horizon Year - 2038 (with left short lane))

Network: [3] 2038 IN (Before Worship Service) (2038)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Existing Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60.0 seconds (Site User-Given Cycle Time)

Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Aver. Speed
			[Total HV]	[Total HV]						[Veh.]	[Dist]		Rate to Depart	
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
South: Lakes Rd														
1	L2	All MCs	223	4.4	223	4.4	0.126	6.7	LOS A	0.0	0.0	0.00	0.57	45.4
3	R2	All MCs	278	4.4	278	4.4	* 0.869	41.3	LOS D	9.8	75.0	1.00	1.03	19.9
Approach			501	4.4	501	4.4	0.869	25.9	LOS C	9.8	75.0	0.55	0.83	26.7
East: Lakes Rd East														
4	L2	All MCs	271	0.0	271	0.0	0.146	6.7	LOS A	0.0	0.0	0.00	0.57	44.9
5	T1	All MCs	253	8.8	253	8.8	* 0.869	35.3	LOS D	8.9	71.6	1.00	1.05	26.6
Approach			523	4.2	523	4.2	0.869	20.5	LOS C	8.9	71.6	0.48	0.80	31.3
West: Gordon Rd														
11	T1	All MCs	206	12.9	206	12.9	0.203	6.0	LOS A	2.8	23.5	0.49	0.41	54.7
12	R2	All MCs	233	0.0	233	0.0	* 0.626	19.3	LOS B	3.4	24.9	0.97	1.03	16.6
Approach			439	6.1	439	6.1	0.626	13.1	LOS B	3.4	24.9	0.74	0.74	29.5
All Vehicles			1463	4.8	1463	4.8	0.869	20.1	LOS C	9.8	75.0	0.58	0.79	29.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
					ped	m					
West: Gordon Rd											
P4	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
All Pedestrians		53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

▽ Site: [302] Lakes Rd / Site - IN (Before Worship Service)

(Horizon Year - 2038 (with left short lane))

Network: [3] 2038 IN (Before Worship Service) (2038)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]		Rate to Depart	km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m			
South: Lakes Rd														
2	T1	All MCs	498	4.4	498	4.4	0.264	0.0	LOS A	0.0	0.0	0.00	0.00	69.8
3	R2	All MCs	67	0.0	67	0.0	0.078	7.1	LOS A	0.3	2.3	0.50	0.70	30.3
Approach			565	3.9	565	3.9	0.264	0.9	NA	0.3	2.3	0.06	0.08	55.6
East: Site														
4	L2	All MCs	3	0.0	3	0.0	0.017	6.5	LOS A	0.1	0.4	0.64	0.69	23.0
6	R2	All MCs	3	0.0	3	0.0	0.017	18.0	LOS C	0.1	0.4	0.64	0.69	16.8
Approach			6	0.0	6	0.0	0.017	12.2	LOS B	0.1	0.4	0.64	0.69	20.4
North: Lakes Rd														
7	L2	All MCs	67	0.0	67	0.0	0.036	6.4	LOS A	0.0	0.0	0.00	0.61	37.5
8	T1	All MCs	437	4.4	437	4.4	0.231	0.0	LOS A	0.0	0.0	0.00	0.00	69.9
Approach			504	3.8	504	3.8	0.231	0.9	NA	0.0	0.0	0.00	0.08	62.7
All Vehicles			1076	3.8	1076	3.8	0.264	0.9	NA	0.3	2.3	0.03	0.09	59.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

 **Site: [401] Gordon Rd / Lakes Rd East / Lakes Rd - OUT**
(Before Worship Service) (Horizon Year - 2038 (with left short lane))

Network: [4] 2038 OUT (Before Worship Service) (2038)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Existing Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60.0 seconds (Site User-Given Cycle Time)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]		Rate to Depart	km/h
			veh/h		veh/h					veh	m			
South: Lakes Rd														
1	L2	All MCs	174	4.4	174	4.4	0.098	6.7	LOS A	0.0	0.0	0.00	0.57	45.4
3	R2	All MCs	256	4.4	256	4.4	* 0.754	34.9	LOS C	7.9	61.1	1.00	0.90	22.1
Approach			429	4.4	429	4.4	0.754	23.5	LOS C	7.9	61.1	0.59	0.77	28.0
East: Lakes Rd East														
4	L2	All MCs	321	0.0	321	0.0	0.173	6.7	LOS A	0.0	0.0	0.00	0.57	44.9
5	T1	All MCs	204	8.8	204	8.8	* 0.754	30.3	LOS C	6.5	52.2	1.00	0.91	29.1
Approach			525	3.4	525	3.4	0.754	15.9	LOS B	6.5	52.2	0.39	0.70	34.8
West: Gordon Rd														
11	T1	All MCs	192	12.9	192	12.9	0.192	6.3	LOS A	2.6	22.2	0.50	0.41	54.2
12	R2	All MCs	171	0.0	171	0.0	* 0.459	18.5	LOS B	2.4	17.6	0.93	1.04	17.1
Approach			362	6.8	362	6.8	0.459	12.0	LOS B	2.6	22.2	0.70	0.71	32.1
All Vehicles			1317	4.7	1317	4.7	0.754	17.3	LOS B	7.9	61.1	0.54	0.73	31.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Qued	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped]	Dist]			sec	m	m/sec
					ped	m					
West: Gordon Rd											
P4	Full	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12
All Pedestrians		53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

▽ Site: [402] Lakes Rd / Site - OUT (Before Worship Service)

(Horizon Year - 2038 (with left short lane))

Network: [4] 2038 OUT (Before Worship Service) (2038)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site

Site Category: (None)

Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]		Rate to Depart	
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
South: Lakes Rd														
2	T1	All MCs	363	4.4	363	4.4	0.192	0.0	LOS A	0.0	0.0	0.00	0.00	69.9
3	R2	All MCs	3	0.0	3	0.0	0.004	6.9	LOS A	0.0	0.1	0.48	0.60	30.6
Approach			366	4.4	366	4.4	0.192	0.1	NA	0.0	0.1	0.00	0.01	68.5
East: Site														
4	L2	All MCs	67	0.0	67	0.0	0.296	8.1	LOS A	1.3	9.3	0.67	0.88	22.8
6	R2	All MCs	67	0.0	67	0.0	0.296	17.0	LOS C	1.3	9.3	0.67	0.88	16.6
Approach			135	0.0	135	0.0	0.296	12.5	LOS B	1.3	9.3	0.67	0.88	20.2
North: Lakes Rd														
7	L2	All MCs	3	0.0	3	0.0	0.002	6.4	LOS A	0.0	0.0	0.00	0.61	37.5
8	T1	All MCs	487	4.4	487	4.4	0.258	0.0	LOS A	0.0	0.0	0.00	0.00	69.8
Approach			491	4.4	491	4.4	0.258	0.1	NA	0.0	0.0	0.00	0.00	69.5
All Vehicles			992	3.8	992	3.8	0.296	1.8	NA	1.3	9.3	0.09	0.12	54.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

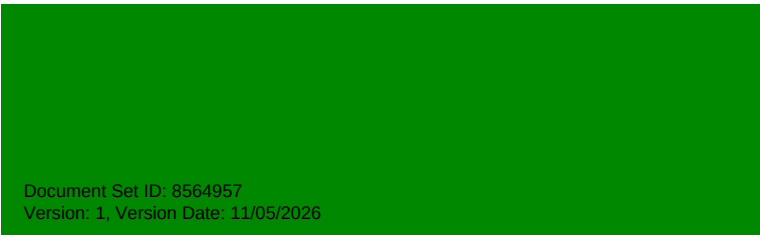
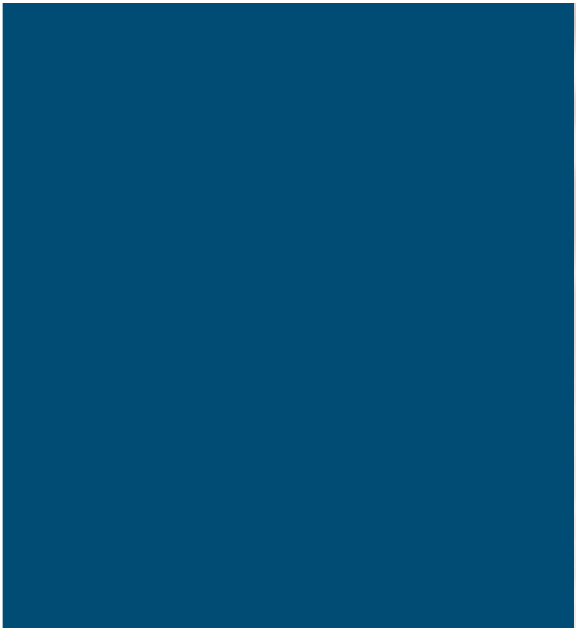
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Document Set ID: 8564957
Version: 1, Version Date: 11/05/2026

BPAD / Fire Protection Association Australia

Bushfire Management Plan Coversheet



This Coversheet and accompanying Bushfire Management Plan has been prepared and issued by a person accredited by Fire Protection Association Australia under the Bushfire Planning and Design (BPAD) Accreditation Scheme.

Bushfire Management Plan and Site Details

Site address / Plan reference:	Lots 2 and 3 (No.330-340) Lakes Road				
Suburb:	Greenfields	State:	WA	Postcode:	N/A
Local government area:	City of Mandurah				
Description of the planning proposal:	Place of Worship Development Application				
BMP / Reference number:	BMP/2026-11	Version:	V1.1	Date of issue:	24/4/2026
Client / Business name:	Harley Dykstra				

Reason for referral to DFES¹

	Yes	No
Has the BAL been calculated by a method other than Method 1 as outlined in AS3959? (Tick No if AS3959 Method 1 has been used to calculate the BAL)		✓
Have any of the bushfire protection criteria elements been addressed through the use of an outcomes-based approach?		✓
Strategic planning proposal (including rezoning applications)		✓
Local planning scheme amendment containing supplementary provisions, additional to the deemed provisions for bushfire risk management		✓
Where a bushfire local planning policy, or variation to the acceptable solutions or the APZ is proposed		✓
Where there is a conflict of opinion between the decision maker and proponent		✓
Expert technical advice on bushfire behaviour, emergency management, or other occasions where bushfire technical advice is required to support planning decision-making		✓
Expert technical advice on bushfire matters referred to State Administrative Tribunal (SAT) or Development Assessment Panel (DAP)		✓
Comments on future buildings' compliance with FES Commissioner's operational requirement guidelines		✓
Decision maker discretionary referral, (e.g. renewable energy, hazardous materials, vulnerable land use)	✓	

If the development is a special development type as listed above, explain why the proposal is considered to be one of the above listed classifications (E.g. considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

Place of Worship - Class 9b Building

Note: The decision maker (e.g. local government or the WAPC) should only refer the proposal to DFES for comment if one (or more) of the above answers are ticked "Yes".

BPAD Accredited Practitioner Details and Declaration

Name Jemma Douglas	Accreditation Level Level 2	Accreditation No. 38400	Accreditation Expiry February 2027
Company Bushfire Logic	Contact No. 0410621291		

I declare that the information provided within this bushfire management plan is to the best of my knowledge true and correct.

Signature of Practitioner

Date

24 April 2026

¹ For more information please refer to DFES [Referral to DFES Checklist](#)

Bushfire Management Plan



Bushfire Management Plan

**Lots 2 and 3 (No.330-340) Lakes Road,
Greenfields**

City of Mandurah

Date: 24 April 2026

Bushfire Logic

ABN: 926 121 79165

Lots 2 and 3 (No.330-340) Lakes Road, Greenfields BMP (Version 1.1)

Document Set ID: 8564970
Version: 1, Version Date: 11/05/2026

Bushfire Management Plan



LIMITATIONS STATEMENT

This report has been prepared in accordance with the Agreement between Bushfire Logic and the Client. This Bushfire Management Plan has been prepared for the sole purpose of supporting a development application for a place of worship as it applies to Lots 2 and 3 (No.330-340) Lakes Road, Greenfields (the Site).

In undertaking this work the author(s) have made every effort to ensure the accuracy of the information used. Unless otherwise stated in the report, Bushfire Logic has not independently verified such information and cannot guarantee its accuracy or completeness. Within the limitations imposed by the scope of work, preparation of this report has been undertaken and performed in a professional manner, in accordance with generally accepted practices and using a degree of skill and care ordinarily exercised by reputable bushfire consultants under similar circumstances. No other warranty, expressed or implied, is made.

The measures contained in this Bushfire Management Plan, are considered to be minimum requirements and they do not guarantee that a building will not be damaged in a bushfire, persons injured, or fatalities occur either on the subject site or off the site while evacuating. This is substantially due to the unpredictable nature and behaviour of fire and fire weather conditions. Additionally, the correct implementation of the required bushfire protection measures will depend upon, among other things, the ongoing actions of the landowners and/or operators over which Bushfire Logic has no control. The growth, planting or removal of vegetation, poor maintenance of any fire prevention/mitigation measures, addition of structures not included in this report, or other activity can and will change the bushfire threat to all properties detailed in this report.

Should changes be made to the Site, a new Bushfire Management Plan will be required. All surveys, forecasts, projections and recommendations made in this report associated with the proposed development are made in good faith based on information available to Bushfire Logic at the time. All maps included herein are indicative in nature and are not to be used for accurate calculations. Notwithstanding anything contained therein, Bushfire Logic accepts no Liability, including Liability for Loss in connection with:

- A Claim, damage, or injury to property, or persons caused by fire;
- Further growth, planting or removal of vegetation on the Site;
- Poor maintenance of any fire protection measures;
- Additional structures not included in this assessment; or
- Any other activity that may change the bushfire threat level.

The Client and owner of the site acknowledge that they have been made aware of the exclusions above and that such exclusion of Liability is reasonable in all the circumstances.

This report is valid for a period of two years only from the date of its issue. All BAL ratings identified within this report are indicative only and are required to be verified at the time of construction of individual buildings to ensure appropriate setbacks have been achieved.

Lots 2 and 3 (No.330-340) Lakes Road, Greenfields BMP (Version 1.1)

Bushfire Management Plan



Document Control: Report Details		
Report version	Report Date	Version Details
V1.1	24 April 2026	Original
BPAD Practitioner	Jemma Douglas (Level 2)	BPAD-38400

Lots 2 and 3 (No.330-340) Lakes Road, Greenfields BMP (Version 1.1)

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1. INTRODUCTION

Bushfire Logic has been engaged on behalf of the landowners to prepare a Bushfire Management Plan (BMP) to support a development application for approval to operate a Place of Worship at Lots 2 and 3 (No.330-340) Lakes Road, Greenfields within the City of Mandurah, who is the determining authority.

The site is within a declared Bush Fire Prone Area 2 (BFP2) and the proposed development is required to be assessed for its compliance with State Planning Policy 3.7 – Bushfire (SPP 3.7) (WAPC, 2024) and the bushfire protection criteria contained within the Planning for Bushfire Guidelines (September 2024) (the Guidelines).

The intent of SPP 3.7 is: “to preserve life and reduce the impact of bushfire on property and infrastructure”. This report will undertake an assessment using AS3959:2018 and against the applicable Elements set out within the Guidelines.

1.1 LOCATION

The subject lot is 3.9331ha in area and is zoned ‘Rural’ under the Metropolitan Region Scheme and ‘Rural Residential’ under City of Mandurah Local Planning Scheme No.12 (LPS 12). The subject site is located immediately adjacent to the Greenfields residential zone and approximately 2.3km north-east of the Mandurah Strategic Centre.

Address Details	Street no. No.330-340	Lot no. 2 & 3	Street name Lakes Road
	Suburb & State Greenfields, Western Australia		
Local government area	City of Mandurah		
Site Area	3.9331ha		
Main BCA class of the building	9b	Use(s) of the existing building	Existing Single House and Outbuildings
Description of the building or works	Place of Worship		

Bushfire Management Plan



Figure 1: Location Map for Subject Site

1.2 DEVELOPMENT PROPOSAL

The proposal is for the construction and use of a new Place of Worship building, car parking and access ways (Appendix 2: Development Plans). The subject lot contains an existing single house and outbuildings. It is likely that these buildings will be demolished in the future due to their degraded state.

Existing land use	Existing Single Dwelling and Outbuildings
Proposed land use:	Place of Worship
Local Planning Scheme Zoning	Rural Residential
Local Structure Plan:	N/A
Local Planning Policies:	N/A
State Planning Policy 3.7	Section 7(ii) – General Measures Bushfire Protection Criteria 8: Development – Vulnerable Class 9 Buildings

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The 2023-2024 review of the Bushfire Prone Area Mapping introduced two distinct bush fire contexts. Area 1 comprises selected suburbs located on the Swan Coastal Plain within the Perth, Peel and Greater Bunbury Region Schemes. These are areas where the intensity of development and non-contiguous nature of vegetation reduces the risk of landscape scale bush fire. Area 2 comprises the remainder of the Western Australia. The publicly released Bushfire Prone Area Mapping (OBRM-023) shows that the site is located within Bush Fire Prone Area 2 and as such is subject to a planning assessment of the bushfire risks. The Bushfire Prone Area Mapping is shown in Figure 2.



Figure 2: Map of Bushfire Prone Areas and relevance to subject site (OBRM, 2024)

1.3 STATUTORY FRAMEWORK

This document and the recommendations contained within are aligned to the following policy and guidelines:

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Scheme) Regulations 2015;*
- State Planning Policy (SPP) 3.7 – Bushfire (2024)
- Planning for Bushfire Guidelines (2024)
- *Building Act 2011;*
- *Building Regulations 2012;*
- Building code of Australia (National Construction Code);
- *Fire and Emergency Services Act 1998;*
- AS3959-2018 “Construction of buildings in bushfire-prone areas”; and
- *Bushfires Act 1954.*

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2. ENVIRONMENTAL CONSIDERATIONS

2.1 NATIVE VEGETATION –MODIFICATION AND/OR CLEARING

The subject site contains a number of existing eucalypt and non-native trees with an understory of grassland. Some trees conflicting with the location of the existing building and driveway will be removed as part of the development, however the majority of existing native trees will be retained. A review of the environmental data sets as identified in the Department of Planning Lands and Heritage (DPLH) BMP Template for a complex development application has been undertaken and has not identified any regulated (restricted) vegetation that may be affected by the proposal, see Table 1 Environment Dataset Review.

2.2 REVIEW OF THE ENVIRONMENTAL DATA SETS

Table 1: Environmental Dataset Review

Vegetation Modification and/or Clearing Assessment		
Is modification and/or management of vegetation within the subject lot required?		Yes – some existing native and non-native trees will be removed where conflicting with the location of the proposed building and driveway.
Environmental Value	Mapped as occurring within or adjacent to the project area	Description
Wetlands	No	The subject lot is not mapped as being within a wetland.
Waterway Control Area	No	The site is not located within the Swan-Canning Water Catchment Area.
Commonwealth Threatened Ecological Communities listed under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (the EPBC Act)	No	The site is not listed as containing and TEC under the EPBC Act.
Fauna habitat listed under the EPBC Act	Yes	The site is listed as being within the following: - A 500 metre buffer for a confirmed Carnabys Black Cockatoo roosting site; and - An unconfirmed breeding area for the Carnabys Black Cockatoo.

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Bush Forever Site	No	The subject lot not within or adjacent to a Bush Forever reserve.
DBCA managed lands and waters	No	The site is not impacted by DBCA managed land or waters.
Conservation covenants	No	There are no existing conservation covenants in place for the project area.

2.3 REVEGETATION/LANDSCAPE PLANS

The proposed development will include additional landscaping to complement the proposed building. This will include areas of manicured lawns and cultivated gardens surrounding the proposed building and car parking areas. The subject land will be managed by the proposed church operator with a grounds person engaged to undertake regular landscape maintenance work including ensuring grassed areas are regularly mown, fallen branches and leaf litter are removed and disposed of and general garden maintenance. This will ensure the subject site is maintained in accordance with Table 9, Appendix B - Asset Protection Zone Technical Requirements of the Guidelines.

A dedicated 21 metre wide Asset Protection Zone has been shown on Figures 4 and 5 of this report to ensure that the proposed place of worship building can be located within an area of BAL-29 or lower in perpetuity.

Bushfire Management Plan



3. BUSHFIRE ASSESSMENT RESULTS

The bushfire assessment for this site has followed the Bushfire Attack Level (BAL) Assessment and WAPC Planning in Bushfire Prone Areas Guidelines Version 1.4.

3.1 ASSESSMENT INPUTS

Bushfire Assessment inputs for the proposed development have been calculated using the Method 1 BAL Assessment procedures as outlined in AS3959:2018. This incorporates the following factors:

- WA adopted Fire Danger Index (FDI), being FDI 80;
- Vegetation Classes;
- Effective Slope under classified vegetation; and
- Distance between proposed development site and classified vegetation

3.1.1 Relevant Fire Danger Index (FDI)

The fire danger index for this site has been determined in accordance with Table 2.1 or otherwise determined in accordance with a jurisdictional variation applicable to the site.

Fire Danger Index

FDI 40 ☐

Table 2.7

FDI 50 ☐

Table 2.6

FDI 80 ☒

Table 2.5

FDI 100 ☐

Table 2.4

3.1.2 Vegetation Classification

A site assessment was undertaken on 19 February 2026. All vegetation within 150m of the existing building and the location of the proposed additions was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified in the following pages and shown on the Photo Points and Vegetation Assessment map (Figure 3) on the following page.

A summary of the plot data assessed as per Clause 2.2.3 of AS 3959-2018 is provided below in Table 2 below, detailed plot data is provided in Appendix 2.

Table 2: Vegetation Classification Table (as per AS3959:2018)

Plot	Vegetation Classification	Effective Slope
1	Class B Woodland	All upslopes and flat land (0 degrees)
2	Class G Grassland	All upslopes and flat land (0 degrees)
3	Class D Scrub	All upslopes and flat land (0 degrees)
4	Class A Forest	All upslopes and flat land (0 degrees)
5	Excluded 2.2.3.2 (e) & (f)	N/A

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FIGURE 3: PRE-DEVELOPMENT VEGETATION AND PHOTOPOINTS ASSESSMENT
LOTS 2 & 3 (NO.330-340) LAKES ROAD, GREENFIELDS



Legend

- Photopoint
- Proposed Buildings
- Lot Boundary
- Driveway and Carparking
- 100m Assessment Boundary
- 150m Assessment Boundary
- Existing Buildings

Vegetation Classification

- Excluded 2.2.3.2 (e)
- Excluded 2.2.3.2 (f)
- Class A Forest
- Class B Woodland
- Class G Grassland
- Class D Scrub

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Bushfire Management Plan



3.2 ASSESSMENT OUTPUT

3.2.1 Bushfire Attack Level Results

In accordance with SPP 3.7 and the Guidelines, a post-development vegetation assessment has been undertaken (Figure 4: *Post-Development Vegetation Assessment*) which includes an Asset Protection Zone (APZ) to reduce the applicable bushfire attack level (BAL) rating for the proposed place of worship building. A BAL contour map (Figure 5: *Bushfire Attack Level Contour Map*) in accordance with the Method 1 methodology of AS3959-2018 has also been prepared.

Table 3 below provides an assessment of the BAL rating for proposed place of worship building. The indicative BAL rating gives an indication of the level of bushfire attack (i.e. the radiant heat flux) that may be received by the building subject to the implementation of the corresponding APZ (represented by the separation column). The assessed indicative BAL rating is as follows:

Table 3: AS3959:2018 Determined BAL Rating for Proposed Development

Place of Worship Building				
Plot No.	Vegetation Classification	Effective Slope	Separation (m)	Indicative Method 1 BAL Rating
1	Class B Woodland	All upslopes and flat land (0 degrees)	21m (APZ Width)	BAL-19
2	Class G Grassland	All upslopes and flat land (0 degrees)	21m (APZ Width)	BAL-12.5
3	Class D Scrub	All upslopes and flat land (0 degrees)	74m	BAL-12.5
4	Class A Forest	All upslopes and flat land (0 degrees)	48m	BAL-12.5
5	Excluded 2.2.3.2 (e) & (f)	N/A	N/A	BAL-LOW

FIGURE 4: POST-DEVELOPMENT VEGETATION ASSESSMENT
LOTS 2 & 3 (NO.330-340) LAKES ROAD, GREENFIELDS



Legend

- Photopoint
- Proposed Buildings
- Existing Buildings
- Driveway and Carparking
- 100m Assessment Boundary
- 150m Assessment Boundary
- Lot Boundary
- Asset Protection Zone

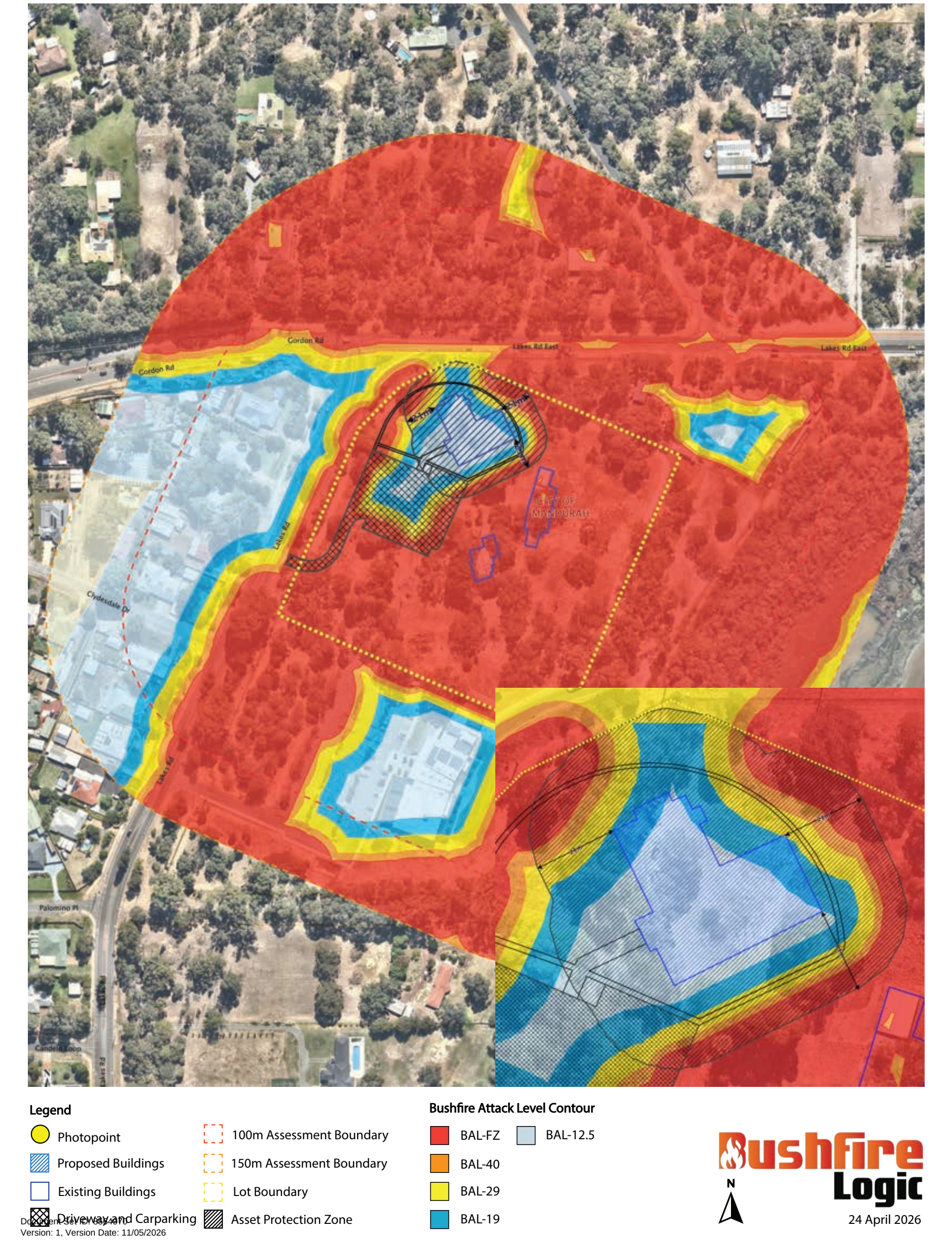
Vegetation Classification

- Excluded 2.2.3.2 (e)
- Excluded 2.2.3.2 (f)
- Class A Forest
- Class B Woodland
- Class G Grassland
- Class D Scrub

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FIGURE 5: BUSHFIRE ATTACK LEVEL CONTOUR MAP
LOTS 2 & 3 (NO.330-340) LAKES ROAD, GREENFIELDS



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4. IDENTIFICATION OF BUSHFIRE HAZARD ISSUES

The purpose of this section is to identify any bushfire hazard issues through an examination of environmental considerations in addition to the bushfire risk assessment. Considerations can include vehicle access constraints both within and adjacent to the site, the location of significant bushfire hazards such as regional reserves or national parks and other relevant bushfire hazards. This is particularly relevant to strategic proposals where consideration of these sorts of factors can assist in determining the suitability of area for development and subdivision or identifying issues that may need to be considered in further detail as part of subsequent planning stages.

4.1 BUSHFIRE CONTEXT AND LANDSCAPE FIRE RISK

The subject lot is 3.9331ha in area and is zoned 'Rural' under the Metropolitan Region Scheme and 'Rural Residential' under City of Mandurah Local Planning Scheme No.12 (LPS 12). The subject site is located immediately adjacent to the Greenfields residential zone and approximately 2.3km north-east of the Mandurah Strategic Centre.

The subject site is well connected to the existing public road network. The subject land is approximately 2.1km west from the Kwinana Freeway with direct access provided to the freeway via Lakes Road to the north of the subject land. Lakes Road also travels south past the subject land providing access to the Peel Health Campus, Pinjarra Road and the Coodanup Commercial precinct. All access roads lead away from the vegetation to the east of the subject land which is considered to be the primary risk of bushfire to the proposed development.

The subject site is provided with an existing connection to the reticulated water service. A hydrant is located on the verge of the subject lot at the intersection of Lakes Road and Gordon Road. Three additional hydrants are located within the Lakes Road and Gordon Road reserves providing sufficient access to water for emergency services in a bushfire event.

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5. ASSESSMENT AGAINST THE BUSHFIRE PROTECTION CRITERIA

5.1 COMPLIANCE TABLE

The Guidelines outline different bushfire protection criteria for which strategic planning proposals, structure plans, subdivision and development proposals are to be assessed against for compliance. Development applications such as that proposed are required to be assessed in accordance with Bushfire Protection Criteria 8: Development – Vulnerable Class 9 Buildings (BPC 8). BPC 8 details acceptable solutions in accordance with the following three elements:

- Element 2 – Siting and Design;
- Element 3 – Vehicular Access; and
- Element 4 – Water.

It is acknowledged that development applications have limited ability to alter the location in which they are proposed and therefore assessment under Element 1 – Location is not required.

The proposed development has been assessed against Elements 2 to 4 of the BPC 8 and found to be compliant, refer to Table 4.

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Table 4: Bushfire Protection Criteria Applicable to Subject Site

ELEMENT	ACCEPTABLE SOLUTION	APP. YES/ NO	PROPOSAL MEETS ACCEPTABLE SOLUTION
Element 1 - Location			
N/A	N/A	No	N/A Assessment under Element 1: Location is not required for a development application such as that proposed. Not required to be assessed to Element 1.
Element 2 – Siting and Design			
A2.1a Siting and Design OR A2.1b Asset Protection Zone (APZ)	<i>Habitable building achieves radiant heat impact not exceeding 29kW/m2 (BAL-29)</i> OR <i>Where a habitable building cannot be wholly within an area with a radiant heat impact not exceeding 29 kW/m2 (BAL-29) in its predevelopment state, an APZ is to be provided.</i>	Yes	Compliant The vegetation plots within the assessment area have been assessed and classified in accordance with SPP 3.7, the Guidelines and AS3959:2018 as per the worst-case scenario. The proposed development is currently located within an area that unless modified, will have a rating of BAL-FZ. An Asset Protection Zone (APZ) is therefore proposed around the proposed place of worship building. The APZ will ensure the proposed place of worship building achieves a rating of BAL-29 or lower. Figure 3: <i>Pre-Development Photo Points and Vegetation Assessment</i> provides an illustration of the existing vegetation classification for the proposed development while Figure 4: <i>Post-Development Vegetation Assessment and Asset Protection Zones</i> show the location and size of the required APZs. Figure 5: <i>Bushfire Attack Level Contour Map</i> demonstrates that subject to the APZs being established, the proposed development is capable of being located within an area of BAL-29 or below. The APZ will be 21 metres wide and provide a defensible space wholly within the subject lot that can be implemented in perpetuity. Establishing

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			the APZ will require some vegetation modification to comply with the requirements of Table 9, Appendix B.2 - <i>Asset Protection Zone Technical Requirements</i> of the Guidelines, however where possible mature native eucalypt trees will be able to be retained with surface and near surface fuel modification. Vegetation within the designated APZ will be required to be maintained in accordance with the requirements of Table 9, and an implementation requirement has been included within Table 6 of this report. It is anticipated that the Local Government will require the implementation of this BMP as a condition of development approval which will allow the ongoing enforcement of the BMP under both the <i>Planning and Development Act 2005</i> and the <i>Bushfire Act 1954</i>. Proposal meets Acceptable Solution A2.1.
A2.2a Siting within 40kW/m2 (BAL-40) and/or more than 40kW/m2 (BAL-FZ)	<i>The siting of a habitable building or structure, with a radiant heat impact exceeding 29 kW/m2 (BAL-40 or BAL-FZ) should only be considered where:</i> <i>there are no bushfire construction standards required under the BCA; and</i> <i>there are demonstrated site characteristics and/or environmental values that prevent the achievement of a radiant heat impact not exceeding 29 kW/m2 (BAL-29); and</i> <i>it is acknowledged within the bushfire management plan that it is understood that in the event of a bushfire it is possible the building or structure will be damaged or destroyed.</i>	No	N/A Refer to discussion above. The proposed development will be sited within an area of BAL-29 or lower through the establishment of APZs. Proposal not required to be assessed to A2.2a.
A2.2b Asset Protection Zone	<i>Where the provision of an APZ in accordance with acceptable solution A2.1b cannot be achieved, then the vegetation immediately surrounding the</i>	No	N/A

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	<i>habitable building is to be managed as defensible space in accordance with Appendix B.2,</i>		Assessment against A2.2b is not required as APZs will be provided in accordance with A2.1b. Proposal not required to be assessed to A2.2b.
A2.3 Clearing of native vegetation	<i>Development avoids, or where unavoidable, minimises the clearing of native vegetation</i>	Yes	Compliant The location of the proposed place of worship building, driveway and car parking area will not require the clearing of any listed or protected native vegetation. Proposal meets Acceptable Solution A2.3.
A2.4 Landscape management plan	<i>A landscape management plan is to be prepared to identify ongoing on-site vegetation management.</i>	Yes	Compliant It is not expected that new landscaping will result in changes to the bushfire attack level ratings. If required, the local government can require the submission of a landscaping plan as a condition of approval to check the species and locations of any landscaping proposed. This will ensure that landscaping does not result in changes to the bushfire attack level ratings. As discussed in Section 2.3 of this report above, the subject land will be managed by the proposed church operator with a grounds person engaged to undertake regular landscape maintenance works prior to the bushfire season commencing (i.e. October/November each year) including regularly mowing/slashing grasses within the asset protection zone to 100mm or lower, removal of all fine fuels (leaf, bark and stick debris) from around the outside, underneath and on top of the proposed building, and removing fallen debris, trees or branches from the development area. This will ensure the subject site is maintained in accordance with Table 9, Appendix B - Asset Protection Zone Technical Requirements of the Guidelines.

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			These ongoing management actions have been included within Table 6 of this report, and it is anticipated that the Local Government will require the implementation of this BMP as a condition of development approval which will allow the ongoing enforcement of the BMP and its implementation measures under both the <i>Planning and Development Act 2005</i> and the <i>Bushfire Act 1954</i>. Proposal meets Acceptable Solution A2.4.
A2.5 On-site shelter (if required)	Where an on-site shelter is proposed to comply with A3.5, it is to meet the requirements of A2.5.	No	N/A Assessment against A2.5 is not required as the proposed development complies with A3.5. Not assessed to Acceptable Solution A2.5.
Element 3 – Vehicular Access			
A3.1 Public roads	Public roads are to meet the requirements in Appendix B.3, Table 10.	Yes	Compliant Vehicle access to the subject site is via Lakes Road which is an existing bitumen public road reserve. Proposal meets Acceptable Solution A3.1.
A3.2a Access routes A3.2b For a day use with no overnight accommodation	Area 2: Public road access should be provided in two different directions to at least two different suitable destinations, with an all-weather surface.	Yes	Compliant The subject lot is located on the intersection of Lakes Road and Lakes Road East. Lakes Road provides access north-east to Lakes Road East and south-west to Pinjarra Road. Lakes Road is a Distributor B road under the Main Roads road hierarchy. Lakes Road East provides access both east and west connecting to the Kwinana Freeway and Mandjoogoordap Drive. Lakes Road East is a Regional Distributor road under the Main Roads road hierarchy. These road networks provide access away from the bushfire risk to the east of the subject site and to the broader Perth Metropolitan Region.

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			Proposal meets Acceptable Solution A3.2.
A3.3a No-through roads A3.3b No-through road requirements	<i>Area 2: If the public road access is via a no-through road which cannot be avoided, the public road access is to be a maximum of 200m from the proposed lot boundary to an intersection where two-way access is provided.</i> <i>The no-through road may exceed 200 metres if it is demonstrated that an alternative access, including an emergency access way, cannot be provided due to site constraints, and the following requirements are met:</i> <i>the no-through road travels towards a suitable destination; and</i> <i>the balance of the no-through road, that is greater than 200 metres from the subject site, is wholly within BAL-LOW, or is within a</i> <i>residential built-out area, or is within Area 1 (Figure 29).</i> <i>A no-through road is to meet all the following requirements:</i> <i>requirements of a public road (Appendix B.3, Table 10, Column 2); and</i> <i>turn-around area/head (Figure 30).</i>	No	N/A The subject site is provided with multiple access options and is not located on a no-through road network. Assessment against A3.3a is not required. Not assessed to Acceptable Solution A3.3a.
A3.4 Emergency access ways	<i>Where it is demonstrated that A3.2 and A3.3 cannot be achieved, an emergency access way can be considered as an acceptable solution.</i>	No	N/A The proposed development does not include nor is required to provide an EAW. Not required to be assessed to A3.4.

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A3.5 On-site shelter	<i>Where A3.2, A3.3a and A3.4 (if required), cannot be achieved, and the proposed development has a capacity of up to a maximum of 50 guests and employees at any one time, an on-site shelter is to be provided in accordance with A2.5.</i>	No	N/A Proposal complies with A3.2a and A3.2b and therefore an on-site shelter is not required. Not required to be assessed to A3.5.
A3.6 Fire service access route	<i>Where proposed lots adjoin classified vegetation under AS 3959 (excluding Class G Grassland), a fire service access route is to be provided to provide firefighter access, where access is not available to the classified vegetation.</i>	No	N/A A fire service access route is not proposed or required as part of this development application. Not required to be assessed to A3.6.
A3.7 Internal vehicular access and private driveways	<i>Internal vehicular access and private driveways longer than 70 metres should meet all the following requirements:</i> <i>requirements in Appendix B.3, Table 10, Column 5;</i> <i>passing bays every 200 m with a minimum length of 20 metres and a minimum additional carriageway width of 2 metres (that is, the</i> <i>combined carriageway width of the passing bay and constructed private driveway to be a minimum 6 metres); and</i> <i>turn-around areas as shown in (Figure 30).</i>	Yes	Compliant The subject lot is provided with a connection to the reticulated water service however the proposed driveway will be approximately 100 metres long. The proposed development therefore requires assessment under A3.7. The proposed development includes access via a new 6.5-metre-wide driveway that will be constructed. The driveway will connect to Lakes Road and will allow for two-way access, passing of vehicles and connectivity through the proposed car parking area adjacent to the place of worship building. To ensure the driveway and turning areas are constructed and thereafter maintained in accordance with the requirements of Appendix B.3, Table 10, Column 5 and Figure 30, an implementation requirement has been included within Table 6 of this report. It is anticipated that the Local Government will require the implementation of this BMP as a condition of development approval which will allow the ongoing enforcement of the BMP under both the <i>Planning and Development Act 2005</i> and the <i>Bushfire Act 1954</i>.

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			Proposal meets Acceptable Solution A3.7
A3.8 Signage	<i>Signage to be provided within the subject site, advising of where each access route travels to and the distance and general information signs on what to do in the event of a bushfire.</i>	Yes	Compliant Directional signage will be included throughout the site to ensure visitors are familiar with the evacuation route for the site and evacuation destination in the event of a bushfire. An implementation requirement has been included within Table 6 of this report to ensure this signage is installed and thereafter maintained in perpetuity. It is anticipated that the Local Government will require the implementation of this BMP as a condition of development approval which will allow the ongoing enforcement of the BMP under both the <i>Planning and Development Act 2005</i> and the <i>Bushfire Act 1954</i>. Proposal meets Acceptable Solution A3.8.
Element 4 – Water Supply			
A4.1 Water supply	<i>Where a reticulated water supply is existing or proposed, a hydrant connection(s) should be provided in accordance with the specifications of the relevant water supply authority.</i> <i>Where these specifications cannot be met, a water tank(s) should be provided in accordance with the requirements of Appendix A.4, Table 11 – Water supply dedicated for bushfire firefighting.</i>	Yes	Compliant The subject site is provided with an existing connection to the reticulated water service. A hydrant is located on the verge of the subject lot at the intersection of Lakes Road and Gordon Road. Three additional hydrants are located within the Lakes Road and Gordon Road reserves providing sufficient access to water for emergency services in a bushfire event. Proposal meets Acceptable Solution A4.1.

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6. RESPONSIBILITIES FOR IMPLEMENTATION AND MANAGEMENT OF BUSHFIRE MEASURES

6.1 DEVELOPER/LANDOWNER RESPONSIBILITIES

Table 5: Developer/Landowner/Operator Responsibilities

NO.	IMPLEMENTATION ACTIONS	
1	The landowner is to undertake regular landscape maintenance works for the asset protection zone (APZ) prior to the bushfire season commencing (i.e. November) and then regularly as required throughout the bushfire season. These works are to include: • Mowing/slashing grasses within the asset protection zone to 100mm or lower; • Removal of all fine fuels (leaf, bark and stick debris) from within the asset protection zones; • Removal of fallen debris, trees or branches from the asset protection zones and driveways; • Reticulation checks for irrigated areas to ensure they are maintained to a low-threat fuel state. Additional works may also be required in accordance with Appendix B.2, Table 9: <i>Asset Protection Zone (APZ) technical requirements of the Planning for Bushfire Guidelines</i>.	Prior to application for building permit and thereafter ongoing.
2	The proposed 6.5-metre-wide driveway and turning areas through the car parking area connecting the proposed place of worship to Lakes Road is to be constructed and thereafter maintained in accordance with the technical specifications Appendix B.3, Table 10 of the Planning for Bushfire Guidelines.	Prior to commencement of use and thereafter ongoing
3	The landowner/operator is to ensure that directional signage is provided throughout the site, on buildings and vehicle accessways in accordance with the Bushfire Emergency Plan. This is to include directional signage to exit the site turning right onto Morrissey Road for evacuation to Bullsbrook townsite.	Prior to commencement of use and thereafter ongoing

Bushfire Management Plan



7. CERTIFICATION

I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level (s) stated in this document have been prepared in accordance with the requirements of AS3959:2018 and the Planning for Bushfire Guidelines.

A handwritten signature in blue ink, appearing to read "Jemma Douglas", written over a light blue circular stamp.

SIGNED, ASSESSOR: DATE: 24 April 2026

Jemma Douglas, Bushfire Logic

Accredited Level 2 Bushfire Practitioner (Accreditation No: 38400)

Bushfire Management Plan



8. REFERENCES

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Bushfire Management Plan



APPENDIX 1: VEGETATION ASSESSMENT AND CLASSIFICATION

Site Details	
Address:	Lots 2 and 3 (No.330-340) Lakes Road
Suburb:	Greenfields
Local Government Area:	City of Mandurah
Description of works:	Place of Worship

Report Details		
Report Version	Assessment Date	Report Date
1	19 February 2026	24 April 2026

Bushfire Management Plan



Vegetation Classification

All vegetation within 150m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Vegetation Plot 1				
Classification	Class B Woodland			
Exclusion Clause (if applicable)	N/A			
Effective Slope	Measured	Upslope	Applied Range (Method 1)	Upslope or flat 0 degrees
Description/Justification:	This plot is characterised by eucalypts and none-native trees 5-10 metres tall with a prominent grass understory.			
Post Development Assumptions:	Areas of Plot 1 within the development site will be managed by the developer to a low-threat fuel state.			
				
Photo ID: P1		Photo ID: P2		
				
Photo ID: P3		Photo ID: P4		

Lots 2 and 3 (No.330-340) Lakes Road, Greenfields BMP (Version 1.1)

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Document Set ID: 8564970
Version: 1, Version Date: 11/05/2026

Bushfire Management Plan



Lots 2 and 3 (No.330-340) Lakes Road, Greenfields BMP (Version 1.1)

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Document Set ID: 8564970
Version: 1, Version Date: 11/05/2026

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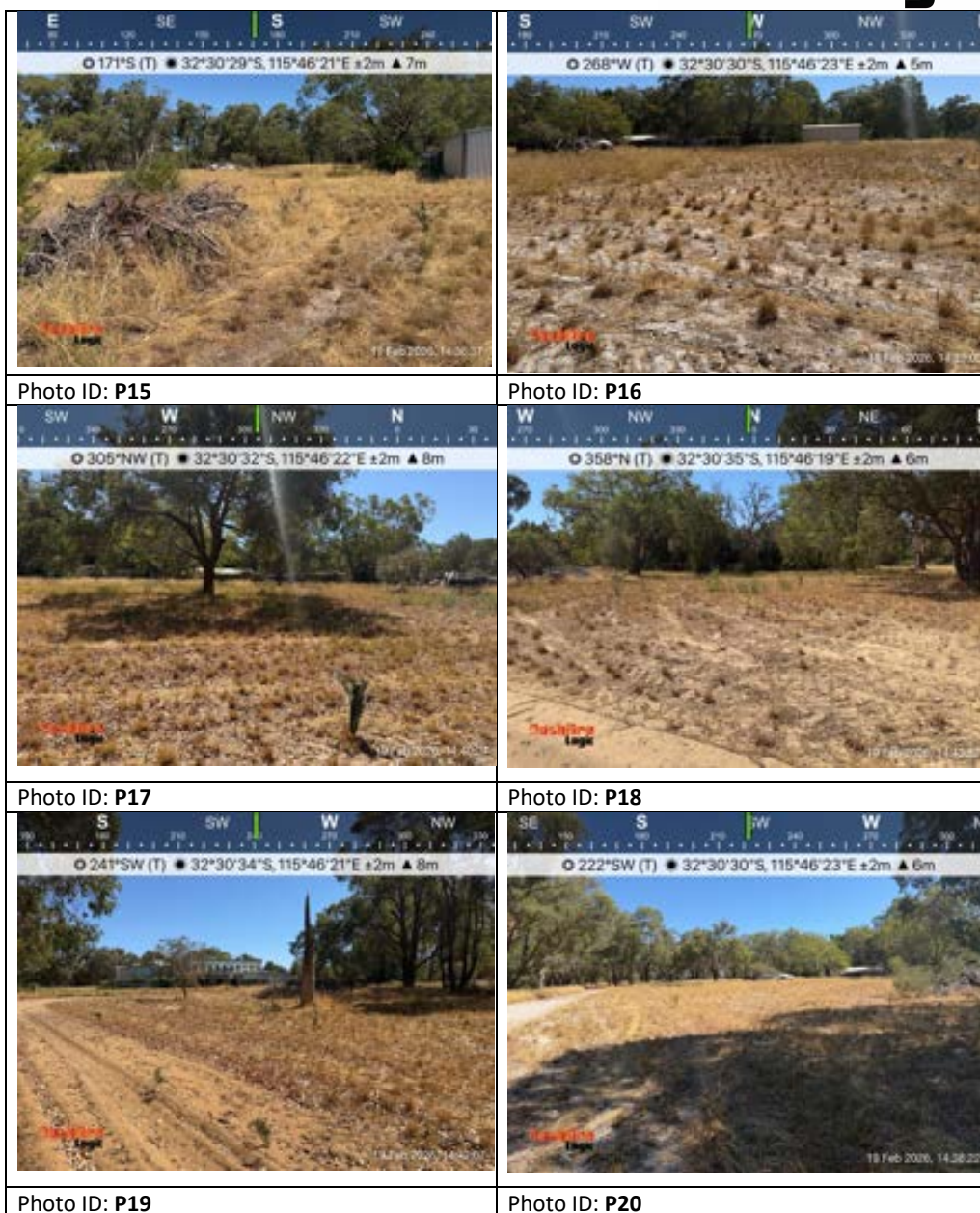
Vegetation Plot 2				
Classification	Class G Grassland			
Exclusion Clause (if applicable)	N/A			
Effective Slope	Measured	Upslope	Applied Range (Method 1)	Upslope or flat 0 degrees
Description/Justification:	This plot is characterised as grassland, including situations with shrubs and trees. Overstorey foliage is less than 10%.			
Post Development Assumptions:	Areas of Plot 1 within the development site will be managed by the developer to a low-threat fuel state.			
Photo ID: P11		Photo ID: P12		
Photo ID: P13		Photo ID: P14		

Lots 2 and 3 (No.330-340) Lakes Road, Greenfields BMP (Version 1.1)

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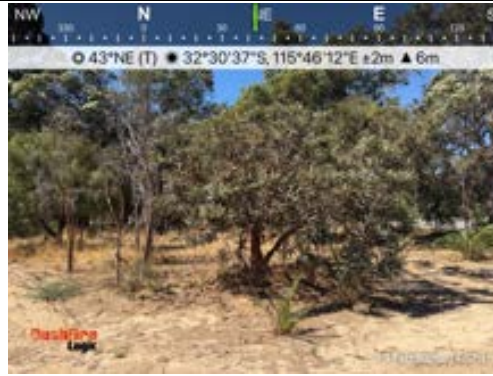
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Vegetation Plot 3				
Classification	Class D Scrub			
Exclusion Clause (if applicable)	N/A			
Effective Slope	Measured	Upslope	Applied Range (Method 1)	Upslope or flat 0 degrees
Description/Justification:	This plot is characterised by unmanaged medium to tall shrubs including Banksia trees 3-5 metres high. Unmanaged grasses also present.			
Post Development Assumptions:	Nil.			
				
Photo ID: P21		Photo ID: P22		

Bushfire Management Plan



Vegetation Plot 4				
Classification	Class A Forest			
Exclusion Clause (if applicable)	N/A			
Effective Slope	Measured	Upslope	Applied Range (Method 1)	Upslope or flat 0 degrees
Description/Justification:	This plot is characterised by Banksia trees with isolated eucalypts tall with an understory of juvenile trees, sclerophyllous shrubs and tall grasses providing a clear tiered vegetation structure.			
Post Development Assumptions:	Nil.			
				
Photo ID: P23		Photo ID: P24		
				
Photo ID: P25		Photo ID: P26		

Lots 2 and 3 (No.330-340) Lakes Road, Greenfields BMP (Version 1.1)

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Lots 2 and 3 (No.330-340) Lakes Road, Greenfields BMP (Version 1.1)

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Vegetation Plot 5				
Classification	N/A			
Exclusion Clause (if applicable)	2.2.3.2 (f) Low threat vegetation – minimal fuel condition.			
Effective Slope	Measured	N/A	Applied Range (Method 1)	N/A
Description/Justification:	Plot 5 includes areas permanently cleared of vegetation including existing road reserves, buildings and driveways. Plot 5 also includes areas of low-threat vegetation maintained in perpetuity including firebreaks and private cultivated gardens associated with existing dwellings and other land uses.			
Post Development Assumptions:	The subject land will be modified to comply with the requirements of Table 9: Asset Protection Zone Technical Requirements of the Guidelines.			
				
Photo ID: P32		Photo ID: P33		
				
Photo ID: P34		Photo ID: P35		

Lots 2 and 3 (No.330-340) Lakes Road, Greenfields BMP (Version 1.1)

31

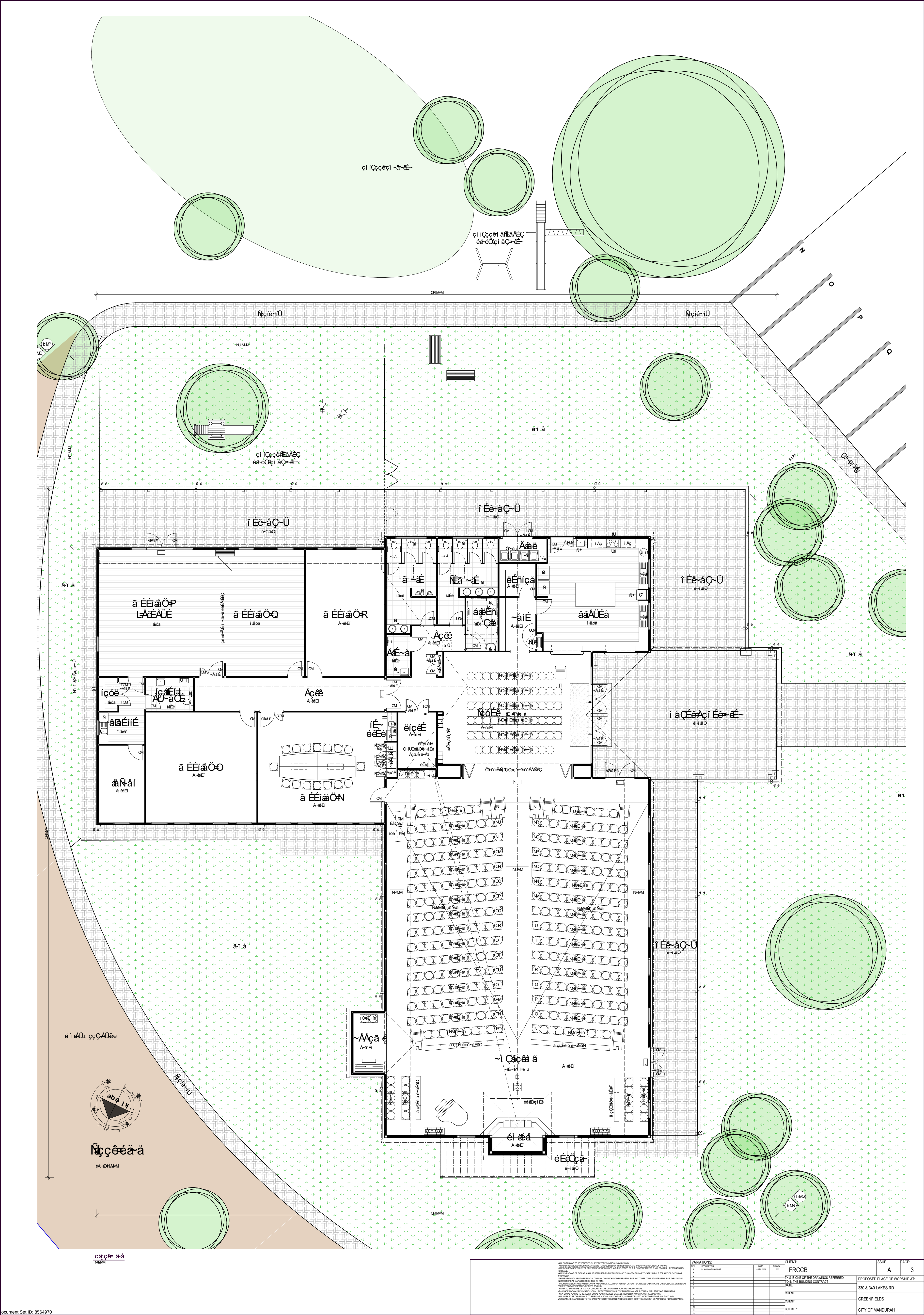
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Bushfire Management Plan



Lots 2 and 3 (No.330-340) Lakes Road, Greenfields BMP (Version 1.1)











HARLEY DYKSTRA

**PROPOSED PLACE OF WORSHIP
330-340 LAKES ROAD
GREENFIELDS**

ACOUSTIC ASSESSMENT

MAY 2026

OUR REF: 36388-2-26083

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
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Version: 1, Version Date: 11/05/2026



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DOCUMENT CONTROL PAGE

ACOUSTIC ASSESSMENT
PROPOSED PLACE OF WORHSIP
330-340 LAKES ROAD, GREENFIELDS

Job No: 26083

Document Reference: 36388-2-26083

HARLEY DYKSTRA

DOCUMENT INFORMATION				
Author:	Aidan Strumpher	Checked By:	Geoff Harris	
Date of Issue:	4 May 2026			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
1	Updated Drawings	11/03/26	AS	GH
DOCUMENT DISTRIBUTION				
Version No.	Destination			
2	Harley Dykstra Attn: Henry Dykstra Email: henryd@harleydykstra.com.au			

This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

Herring Storer Acoustics

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Our ref: 36388-2-26083

1. INTRODUCTION

Herring Storer Acoustics was commissioned to undertake an acoustic assessment of the proposed place of worship at 330-340 Lakes Road, Greenfields. The area is illustrated in Figure 3.1 and plans of the proposed addition are included in Appendix A.

It is understood that the intended operations of the venue primarily involve regular Sunday services for approximately one hour between 9:30 am and 3:30 pm. In addition to this the building would also host regular small group meetings and occasional special services such as weddings and funerals.

2. ENVIRONMENTAL NOISE CRITERIA

2.1 REGULATIONS

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable noise level is determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 2.1.

TABLE 2.1 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _A 10	L _A 1	L _A max
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax Slow} is more than 15dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3dB L_{A Fast} or is more than 3dB L_{A Fast} in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

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“tonality”

means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 2.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

Where the noise emission is music, then any measured level is adjusted according to Table 2.3 below.

TABLE 2.3 – ADJUSTMENTS TO MEASURED MUSIC NOISE LEVELS

Where impulsiveness is not present	Where impulsiveness is present
+10 dB(A)	+15 dB(A)

2.2 RECEIVERS

Nearby noise sensitive receivers include residences to the north and west on Lakes Road East and Lakes Road. Additionally, a place of worship is located on the adjacent lot to the south. The surrounding area and receivers assessed are illustrated in Figure 3.1. For succinctness, groups of residences are grouped in receivers R2 and R4. The highest noise levels within these groups are reported and assessed.

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FIGURE 2.1 – DEVELOPMENT LOCATION AND SURROUNDS

TABLE 2.4 – INFLUENCING FACTOR CALCULATION

Component	Influencing Factor (dB)
Secondary Road within 100m	2
Total	2

TABLE 2.5 - ASSIGNED OUTDOOR NOISE LEVELS

Receiver	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
R1, R2, R3	0700 - 1900 hours Monday to Saturday	47	57	67
	0900 - 1900 hours Sunday and Public Holidays	42	52	67
	1900 - 2200 hours all days	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	37	47	57

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

3. ENVIRONMENTAL NOISE MODELLING

The major noise emissions associated with the proposed development include noise from attendees utilising the car park, mechanical plant and music played within. Modelling was undertaken using the noise modelling software package SoundPlan.

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3.1 CAR PARK

Noise emissions related to car doors, car starts and vehicle movements within the car park have modelled. Maximum calculated noise levels are listed in Table 3.1.

TABLE 3.1 – CAR PARK NOISE EMISSIONS

Receiver	Noise Received from Source, dB(A)		
	Car Doors	Car Starts	Car Movement
R1	31	29	24
R2	37	35	35
R3	28	26	20
R4	30	28	24

3.2 MECHANICAL PLANT

As mechanical plant selections and locations have not been confirmed at this stage, modelling has been based on an assumed 70 dB(A) sound power level and located on the roof of the building. Calculated noise levels at the receivers are listed in Table 3.2.

TABLE 3.2 – MECHANICAL PLANT NOISE EMISSIONS

Receiver	Noise Level, dB(A)
R1	21
R2	19
R3	21
R4	16

Noise emissions from mechanical plant are typically tonal in nature and hence receive an adjustment of +5 dB to their assessable levels.

3.3 MUSIC

It is understood that regular services and group meetings will not involve amplified music. Wedding ceremonies hosted in the building are to be conducted in a similar manner to regular services except with occasional music played on a piano or organ.

Noise emissions from music played within the building are modelled using an internal sound pressure level of 90 dB(A) and an assumed sound reduction index (R_w) for the facades of 30 dB and with doors and windows closed. This is a conservative assessment both by overestimating the internal noise levels for the type of event and likely underestimating the performance of the facades. Calculated noise levels received at the nearby receivers are listed in Table 3.3.

TABLE 3.3 – MUSIC NOISE EMISSIONS

Receiver	Noise Level, dB(A)
R1	<5
R2	16
R3	17
R4	14

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4. ENVIRONMENTAL NOISE ASSESSMENT

Noise emissions calculated above are assessed against the requirements of the *Environmental Protection (Noise) Regulations 1997*.

4.1 CAR PARK

Car park noise emissions are assessed in Tables 4.1 through 4.3.

Car door and car start noise emissions are assessed against the L_{Amax} criteria. As car door noise emissions are frequently impulsive in nature they attract a +10 dB adjustment.

TABLE 4.1 – CAR DOOR ASSESSMENT

Receiver	Assessable Level dB(A)	Assessment Period	L_{Amax} Assigned Level	Exceedance
R1	31 [41]	Day	67	Complies
		Evening	67	Complies
		Sunday, PH Day	57	Complies
		Night	57	Complies
R2	37 [47]	Day	67	Complies
		Evening	67	Complies
		Sunday, PH Day	57	Complies
		Night	57	Complies
R3	28 [38]	Day	67	Complies
		Evening	67	Complies
		Sunday, PH Day	57	Complies
		Night	57	Complies
R4	30 [40]	Day	67	Complies
		Evening	67	Complies
		Sunday, PH Day	57	Complies
		Night	57	Complies

[] indicates that a +10 dB adjustment has been applied

TABLE 4.2 – CAR STARTS ASSESSMENT

Receiver	Assessable Level dB(A)	Assessment Period	L_{Amax} Assigned Level	Exceedance
R1	29	Day	67	Complies
		Evening	67	Complies
		Sunday, PH Day	57	Complies
		Night	57	Complies
R2	35	Day	67	Complies
		Evening	67	Complies
		Sunday, PH Day	57	Complies
		Night	57	Complies
R3	26	Day	67	Complies
		Evening	67	Complies
		Sunday, PH Day	57	Complies
		Night	57	Complies
R4	28	Day	67	Complies
		Evening	67	Complies
		Sunday, PH Day	57	Complies
		Night	57	Complies

Noise emissions associated with car movements are assessed against the L_{A1} assigned level.

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TABLE 4.3 – CAR MOVEMENT ASSESSMENT

Receiver	Assessable Level dB(A)	Assessment Period	L _{A1} Assigned Level	Exceedance
R1	24	Day	57	Complies
		Evening	52	Complies
		Sunday, PH Day	52	Complies
		Night	47	Complies
R2	35	Day	57	Complies
		Evening	52	Complies
		Sunday, PH Day	52	Complies
		Night	47	Complies
R3	20	Day	57	Complies
		Evening	52	Complies
		Sunday, PH Day	52	Complies
		Night	47	Complies
R4	24	Day	57	Complies
		Evening	52	Complies
		Sunday, PH Day	52	Complies
		Night	47	Complies

Noise emissions associated with the use of the car park comply with the requirements of the *Regulations* at all times.

4.2 MECHANICAL PLANT

While mechanical plant details have not been confirmed, indicative noise emissions associated with mechanical plant are assessed against the L_{A10} assigned levels. These emissions are typically tonal in nature and therefore receive a +5 dB adjustment to their assessable levels.

TABLE 4.4 – MECHANICAL PLANT ASSESSMENT

Receiver	Assessable Level dB(A)	Assessment Period	L _{A10} Assigned Level	Exceedance
R1	21 (26)	Day	47	Complies
		Evening	42	Complies
		Sunday, PH Day	42	Complies
		Night	37	Complies
R2	19 (24)	Day	47	Complies
		Evening	42	Complies
		Sunday, PH Day	42	Complies
		Night	37	Complies
R3	21 (26)	Day	47	Complies
		Evening	42	Complies
		Sunday, PH Day	42	Complies
		Night	37	Complies
R4	16 (21)	Day	47	Complies
		Evening	42	Complies
		Sunday, PH Day	42	Complies
		Night	37	Complies

() indicates a +5 dB adjustment has been applied for tonality

Noise emissions from the indicative mechanical plant comply with the requirements of the *Regulations* at all times.

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4.3 MUSIC

Noise emissions associate with music played within the building are assessed in Table 4.5. Musical noise emissions receive an adjustment of +10 dB to their assessable level.

TABLE 4.5 – MUSIC ASSESSMENT

Receiver	Assessable Level dB(A)	Assessment Period	L _{A10} Assigned Level	Exceedance
R1	1 {11}	Day	47	Complies
		Evening	42	Complies
		Sunday, PH Day	42	Complies
		Night	37	Complies
R2	16 {26}	Day	47	Complies
		Evening	42	Complies
		Sunday, PH Day	42	Complies
		Night	37	Complies
R3	17 {27}	Day	47	Complies
		Evening	42	Complies
		Sunday, PH Day	42	Complies
		Night	37	Complies
R4	14 {24}	Day	47	Complies
		Evening	42	Complies
		Sunday, PH Day	42	Complies
		Night	37	Complies

{ } indicates a +10 dB adjustment has been applied for music

Music noise emissions comply with the requirements at all times.

5. ROAD NOISE INGRESS

5.1 CRITERIA

The proposed development is located on the corner of Lakes Road East and Lakes Road. While these roads are not triggers for State Planning Policy 5.4, due to the proximity and the intended use of the building road noise impacts should be considered. AS 2107-2016 *Acoustics – Recommended design sound levels and reverberation times for building interiors* lists recommended internal design sound levels and reverberation times. Criteria relevant to this development are listed in Table 5.1

TABLE 5.1 – AS 2107 – 2016 RECOMMENDED NOISE LEVELS AND REVERBERATION TIMES

Room Type	Noise Level d(A)	Reverberation Time (s)
Places of worship – without speech amplification	30 to 40	0.6 to 0.8*
Nurseries	35 to 45	0.4 to 1.0
Conference and meeting rooms	30 to 40	0.6 to 0.7
Kitchens and service areas	45 to 55	-

* Dependent on the volume of the hall.

5.2 MODELLING

A site visit was conducted on the 30th of April 2026 with the intention of measuring the noise associated with Lakes Road and Lakes Road East, however major roadworks were underway and the road usage was deemed to be non-representative. As such, a desktop study has been undertaken using SoundPlan and the CoRTN Algorithm.

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The input data for the model included:

- Topographical data, with the ground level within the development based on natural ground levels as per Google Earth.
- Architectural Plans (Shown in Appendix A).
- Road Traffic data as per Table 5.1 and 5.2.
- Adjustments as listed in Table 5.3.

TABLE 5.2 – LAKES ROAD EAST NOISE MODELLING INPUT DATA

Parameter	Lakes Road East (Current) 2026*	Lakes Road East (Future) 2046**
Traffic Volumes	9,370 vpd	13,900 vpd
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%
Heavy Vehicles (%) (Assumed)	10%	10%
Speed (km/hr)	70 km/hr	70 km/hr
Road Surface	Dense Grade Asphalt	Dense Grade Asphalt

* Based on MRWA Traffic Map, attached in Appendix B

** Assumed, based on a 2% increase in traffic volumes per year

TABLE 5.3 – LAKES ROAD NOISE MODELLING INPUT DATA

Parameter	Lakes Road (Current) 2026*	Lakes Road (Future) 2046**
Traffic Volumes	7,330 vpd	11,550 vpd
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%
Heavy Vehicles (%) (Assumed)	5%	5%
Speed (km/hr)	70 km/hr	70 km/hr
Road Surface	Dense Grade Asphalt	Dense Grade Asphalt

* Based on MRWA Traffic Map, attached in Appendix B

** Assumed, based on a 2% increase in traffic volumes per year

TABLE 5.4 – ADJUSTMENTS FOR NOISE MODELLING

Description	Value
Façade Reflection Adjustment	+2.5 dB
Conversion from L_{A10} (18 hour) to L_{Aeq} (16 hour) (Day)	2.2 dB*
Australian Road Research correction	-1.7 dB*

* Based on State Planning Policy 5.4 guidance

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5.3 RESULTS

Noise levels received at the façade of the development from road noise were determined to be up to 67 dB(A) for future traffic volumes. Requirements to meet the AS2107 internal noise level criteria for the development are listed in Table 5.5 and 5.6.

TABLE 5.5 – REQUIREMENTS TO MEET INTERNAL NOISE CRITERIA

Element	R _w +C _{tr} Requirement
External Walls	50
Roof and ceiling	40

TABLE 5.6 – GLAZING REQUIREMENTS

Room	Noise level dB(A)	Criteria dB(A)	Glazing requirement R _w +C _{tr} dB
Auditorium and Lobby	60 – 67	30	33
Meeting 1	64	30	33
Meeting 2	64	30	34
Infant	64	35	28
All others	-	-	23

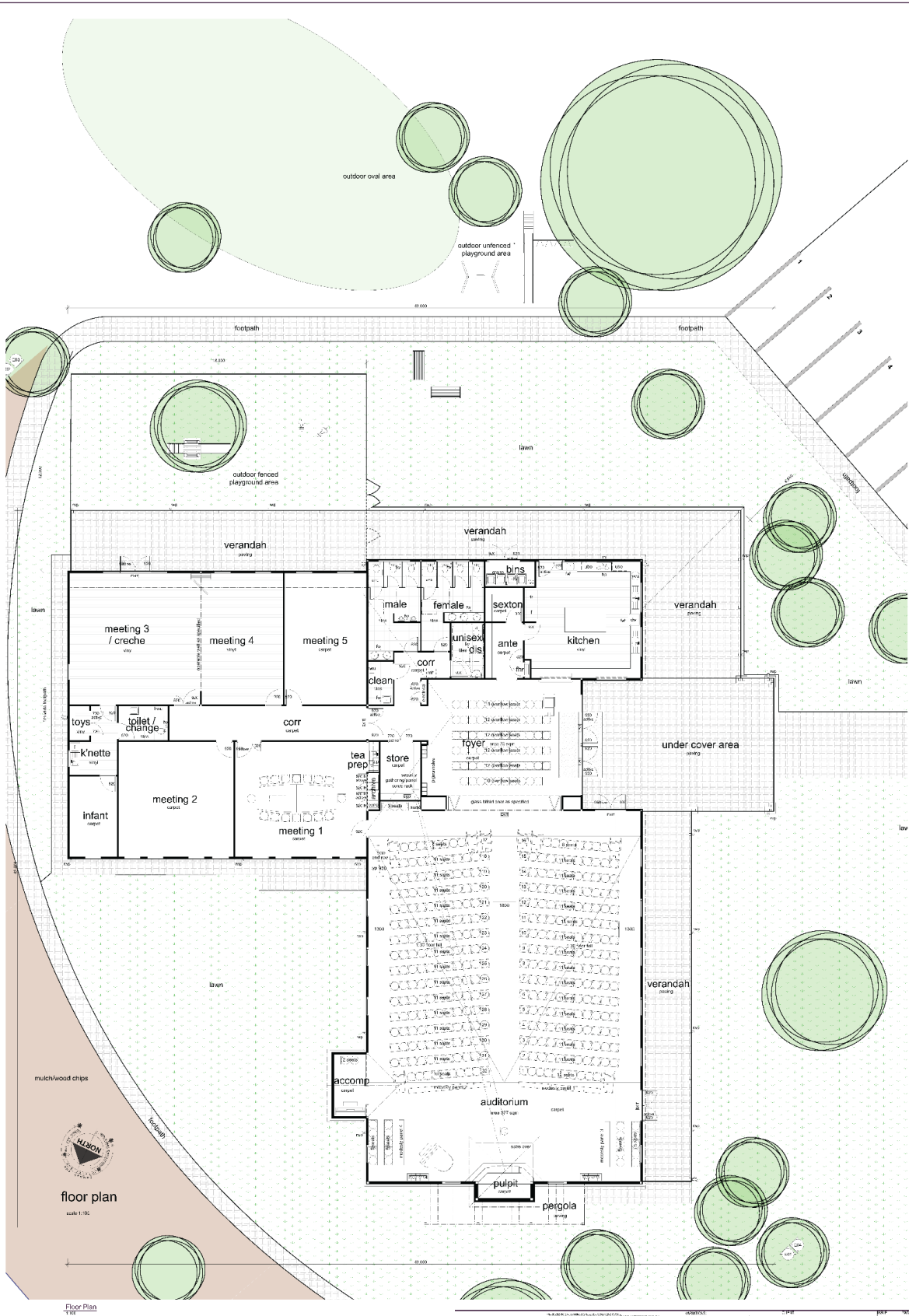
6. CONCLUSION

Noise emissions from the proposed place of worship were assessed against the *Environmental Protection (Noise) Regulations 1997* and were found to comply with the Regulations at all times. An assessment of road noise ingress to the development has been undertaken, the results of which are presented in Table 5.4 and Appendix B.

APPENDIX A

SITE PLAN





APPENDIX B

TRAFFIC DATA

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Our ref: 36388-2-26083

APPENDIX B



SITE 16191

Hourly Volume

Gordon Rd (2120397)

2022/23
Monday to Friday

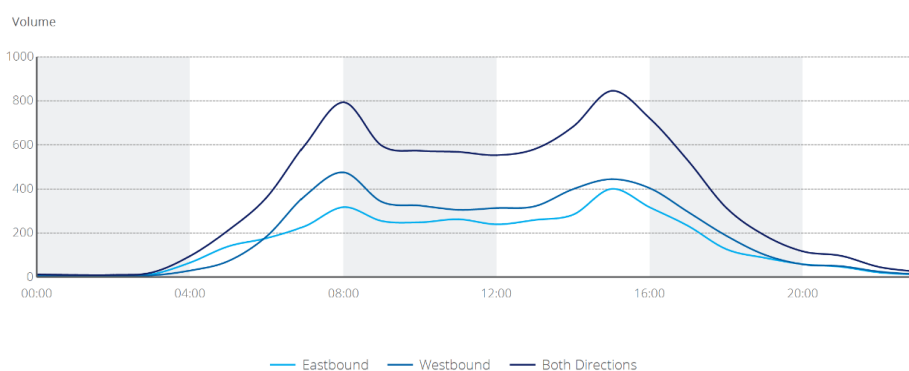
West of Lakes Rd (SLK 2.68)

	All Vehicles			Heavy Vehicles				
	EB	WB	Both	EB	WB	Both		%
00:00	6	7	13	1	1	2		15.4
01:00	4	6	10	0	0	0		0.0
02:00	4	6	10	1	0	1		10.0
03:00	13	8	21	3	2	5		23.8
04:00	66	30	96	12	4	16		16.7
05:00	140	73	213	24	9	33		15.5
06:00	177	185	362	33	28	61		16.9
07:00	232	370	602	39	37	76		12.6
08:00	318	476	794	45	49	94		11.8
09:00	255	342	597	48	38	86		14.4
10:00	249	325	574	47	35	77		13.4
11:00	263	306	569	44	30	74		13.0
12:00	240	314	554	38	34	72		13.0
13:00	260	322	582	47	39	86		14.8
14:00	284	400	684	40	44	84		12.3
15:00	401	445	846	59	41	100		11.8
16:00	317	404	721	29	31	60		8.3
17:00	233	296	529	22	19	41		7.8
18:00	127	188	315	7	11	18		5.7
19:00	88	102	190	8	5	13		6.8
20:00	59	58	117	4	3	7		6.0
21:00	47	50	97	6	2	8		8.2
22:00	21	25	46	2	1	3		6.5
23:00	12	13	25	1	0	1		4.0
TOTAL	3816	4751	8567	555	463	1018		11.9



Peak Statistics

AM	TIME	07:45	07:30	07:45	08:30	07:45	08:15
	VOL	319	517	834	52	51	98
PM	TIME	15:00	15:00	15:00	15:00	13:30	15:00
	VOL	401	445	846	59	49	100



Proposed Place of Worship – DA-12502 - 330 & 340 Lakes Road, Greenfields: Schedule of Submissions

The submissions contained within this schedule are officer-prepared summaries of the matters raised during public consultation. To improve readability, submissions have been summarised where common themes were identified.

No.	Summary of Submission	Officer Response
1	Objection is raised on environmental grounds due to the site's proximity to Lake Goegrup, surrounding wetlands and native vegetation. Concerns are raised regarding cumulative impacts associated with the existing Kingdom City Church, potential habitat loss for black cockatoos, osprey and other wildlife species, and the broader impact of additional development within an environmentally sensitive area. Further concerns relate to increased traffic, parking demand, noise, lighting and potential impacts on water quality and wetland hydrology. It is considered that the scale of the proposal is excessive and would contribute to further degradation of local environmental values.	Officers in Bushland Management raised similar concerns regarding the original application with the proposed removal of 33 trees. It was noted throughout the tree assessment provided by the applicant that several trees on the property proposed for removal are not endemic to Western Australia, providing minimal to no benefit to fauna that would otherwise utilise the vegetation. The tree assessment noted the presence of foraging beneath several Marri trees, reinforced further during the site inspection undertaken by the Mandurah Environmental Advisory Group (MEAG). In relation to traffic, officers from Engineering Services have considered and reviewed the traffic impact assessment submitted, confirming that the information supplied is consistent with the relevant Australian Standards, reflecting the road network adequately and provides a safe solution which does not adversely impact the network and surrounding landowners. The traffic assessment included the existing Place of Worship to the south both in context of its location and scale. With respect to parking, the site provides parking consistent with the requirements of Scheme No. 12 through both formal and informal parking. The traffic volumes generated by the number of vehicles capable of parking on site does not impact the existing road network.

		The acoustic assessment does not identify amenity impacts to the surrounding locality, including sensitive land uses. In relation to water quality and proximity to Geogrup Lake, the development does not propose a use which would see the alteration to soil characteristics, the disposal of harmful waste or other activity that would adversely affect the groundwater within the property and adjoining reserves. Further to this, the development is located at the furthest point from Geogrup Lake, reducing impacts of built form on the ecological functionality of the reserve.
2	Objection is raised due to concerns regarding impacts on local wildlife and habitat values. Concern is expressed that further development within the locality is unnecessary and that retaining existing vegetation should be prioritised. It is considered that alternative forms of development, including housing, would better serve community needs provided existing trees and habitat are protected.	With respect to further development, the subject site is zoned Rural Residential under Scheme No. 12. The site is subject to zone objectives, land use permissibility's and development controls which support thorough development considerations. The subject site is not considered by the Environmental Protection Authority to contain threatened ecological communities. As stated in response to submission 1, the site has considerable planted species, several of which are not endemic. In relation to potential for housing, the site is permitted to have single residential development, with the potential for subdivision into four (4) lots as previously approved by the Western Australian Planning Commission. The approval of a four-lot subdivision has the potential to allow for the blanket clearing of 1500m² per lot, resulting in the loss of 6000m² of vegetation, excluding the clearing required to support reduced bushfire threat ratings to a BAL-29. Refer to the officer responses provided for Submissions 1.

3	Concerns are raised regarding the removal of mature habitat trees, impacts on black cockatoos and other native fauna, fragmentation of wildlife habitat, and the site's proximity to Lake Goegrup and associated wetlands. Additional concerns relate to the scale and intensity of development within the Rural Residential zone, traffic generation, road safety, cumulative environmental impacts, adequacy of community consultation and the availability of alternative sites. Concern is also expressed regarding perceived environmental costs outweighing any public benefit associated with the proposal. Refusal of the application is requested.	Consideration and subsequent amended plans provided to reduce the number of trees removed from 33 to 18. The proposal was advertised for a period of 28 days, with signage placed on site and all relevant plans and supporting documentation available via the City's website. The advertising was carried out in accordance with the <i>Planning and Development Regulations 2015</i>. With respect to public benefit, the property is privately owned and zoned for development opportunities consistent with Scheme No. 12 requirements. Refer to the officer responses provided for Submissions 1.
4	Objection is raised due to ongoing loss of bushland within the locality and concern regarding the cumulative impacts of recent developments. Concern is expressed that the proposal would further reduce the natural character, amenity and environmental values of the area. It is considered that continued development within vegetated areas is inconsistent with community expectations regarding environmental protection. Refusal of the application is requested.	Officers acknowledge concerns regarding cumulative vegetation loss within the locality. Throughout the assessment process, the applicant was requested to redesign the proposal to significantly reduce vegetation impacts, resulting in a reduction from approximately 33 trees proposed for removal to 18. The revised layout retains the majority of mature native vegetation and concentrates development within the most disturbed portion of the site.
5	Clarification is sought regarding the denomination and operator of the proposed place of worship. Concern is expressed regarding uncertainty within the community about the intended users of the facility and the nature of the proposed organisation. Confirmation is requested regarding whether the development is intended for a Christian denomination or another faith-based organisation. Further information is sought to address community uncertainty.	The planning assessment relates to the land use of a Place of Worship rather than the specific beliefs or activities of a religious denomination. Scheme No. 12 defines a Place of Worship as premises used for religious activities such as a church, chapel, mosque, synagogue or temple. The application has been assessed against the planning merits of the proposed land use, built form, environmental impacts,

		servicing requirements and surrounding locality rather than the particular denomination or faith group occupying the premises.
6	Objection is raised due to concerns regarding impacts on native wildlife and the continued loss of habitat. It is considered that sufficient church facilities already exist within the surrounding area and that additional development is unnecessary. Concern is also expressed regarding perceived inconsistency between environmental protection objectives and approval of developments involving vegetation clearing. Refusal of the proposal is requested.	Officers acknowledge concerns regarding wildlife habitat and vegetation retention. As discussed elsewhere in this report, the proposal was significantly revised to reduce vegetation clearing and retain the majority of mature native trees and black cockatoo foraging habitat. The question of whether additional church facilities are required is not a planning consideration under Scheme No. 12. The assessment instead considers whether the land use is appropriate for the site and whether impacts can be appropriately managed.
7	Objection is raised due to the location of the proposal adjacent to wetlands and areas of ecological significance. Concerns are raised regarding removal of habitat trees utilised by black cockatoos, impacts from additional traffic, lighting and human activity, and the cumulative effect of development on the environment. Concern is also expressed regarding the suitability of the scale and intensity of the proposal within the Rural Residential area. It is considered that alternative locations with fewer environmental constraints should be investigated.	The proximity of Lake Goegrup and surrounding environmental values formed a key consideration during assessment of the application. In response to concerns raised by officers, MEAG and the community, the development footprint was amended to substantially reduce vegetation clearing and retain significant canopy trees. Engineering assessment confirms that traffic impacts and access arrangements comply with relevant standards, while conditions of approval address lighting, landscaping and vegetation protection. Officers consider the revised proposal appropriately balances environmental and community outcomes.
8	Objection is raised to the removal of mature native trees and associated impacts on native fauna. Concern is expressed regarding the cumulative loss of habitat occurring across Greenfields and the importance of retaining established vegetation for wildlife. It is considered that a place of worship does not justify the environmental impacts resulting from further vegetation removal. Protection of native flora and fauna is supported over additional development.	Officers acknowledge concerns regarding mature tree removal and cumulative habitat loss. Following detailed assessment, the applicant amended the proposal to significantly increase vegetation retention and reduce clearing requirements. The Tree Assessment concluded that trees proposed for removal do not currently contain hollows suitable for breeding habitat, while the majority of mature Marri trees that provide foraging opportunities are retained.

		Officers consider the revised design achieves a substantially improved environmental outcome compared with the original proposal.
9	Objection is raised specifically to the proposed removal of street trees required to facilitate access and road modifications. Concern is expressed that the removal of verge vegetation sets an undesirable precedent for future developments and may further impact black cockatoo habitat corridors. It is considered that alternative design outcomes should be investigated to avoid or minimise tree removal. Retention of existing street trees is requested.	The proposed road modifications require removal of a limited number of verge trees to facilitate safe access arrangements. Engineering officers have reviewed the access design and concluded that the proposed turn treatments are necessary to ensure the safe operation of the development and surrounding road network. Conditions of approval require landscaping and verge improvements, including additional tree planting. Officers are satisfied that tree removal has been minimised where practical while maintaining appropriate road safety outcomes.
10	Objection is raised due to concerns regarding the clearing of native vegetation and its value as habitat for local flora and fauna.	Officers acknowledge the environmental values of the site and surrounding locality.
	Concern is expressed that places of worship already exist within the broader community and that protection of the natural environment provides greater long-term benefit. The educational, environmental and recreational values of the site are emphasised. Retention of the site as native habitat is supported.	The proposal has been redesigned to reduce vegetation impacts and retain the majority of mature canopy trees. While concerns regarding the need for additional church facilities have been raised, planning assessments must consider whether the land use is permissible and appropriate in the context of the zoning and surrounding area. Officers consider the revised proposal strikes an appropriate balance between environmental protection and development requirements.
11	Objection is raised due to impacts on native wildlife, habitat trees and the surrounding wetland environment. Concerns are also raised regarding traffic generation, road safety and the removal of vegetation within a recognised tree preservation	Concerns regarding habitat protection, traffic and road safety have been carefully considered during the assessment process. The Traffic Impact Assessment has been reviewed by Engineering officers and demonstrates that the surrounding road

	area. Reference is made to the proximity of Lake Goegrup Nature Reserve and habitats supporting black cockatoos, possums and other fauna. It is considered that the proposal is inconsistent with the intent of the Rural Residential zone.	network can accommodate the proposal subject to the provision of upgraded turning treatments. The revised site layout significantly reduces vegetation clearing and retains the majority of habitat trees. Officers are satisfied that the proposal remains consistent with the objectives of the Rural Residential zone.
12	A request is made to extend the consultation period to enable adequate review of the proposal. Additional information is sought regarding environmental assessments and management measures, particularly in relation to black cockatoo habitat and vegetation retention. Concern is expressed regarding the proposed removal of trees and the adequacy of information available to the public during consultation. Refusal of the application is requested unless additional information is provided.	The proposal was advertised for a period of 28 days in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. Supporting technical information, including the Tree Assessment, Traffic Impact Assessment and Bushfire Management Plan, was made available during the advertising period. Concerns regarding vegetation retention and black cockatoo habitat were considered throughout the assessment and contributed to substantial amendments to the design. Officers are satisfied that sufficient information has been provided to enable determination of the application.
13	Objection is raised due to the proposed loss of tree canopy and mature vegetation. Concern is expressed regarding the long-term impact this would have on the environmental values and character of the area. It is considered that mature trees provide benefits that cannot be immediately replaced through new plantings. Retention of existing vegetation is supported.	Officers acknowledge that mature trees provide environmental and landscape values that cannot be immediately replicated through replacement planting. For this reason, significant effort was undertaken during assessment to redesign the development and maximise retention of mature canopy trees. The amended plans substantially reduce clearing compared with the original proposal and retain the majority of mature native vegetation on the site. Conditions of approval also require landscaping and tree protection measures to support the long-term environmental outcomes of the development.

14	Objection is raised due to concerns regarding black cockatoo habitat and the conservation status of the species. Concern is expressed that mature trees provide irreplaceable food and habitat resources and should be protected while recovery efforts continue. The proposal is considered unnecessary given existing places of worship within the locality. It is requested that environmental considerations be prioritised over additional development.	Officers recognise the importance of black cockatoo conservation and the value of mature Marri trees as foraging habitat. The Tree Assessment identified evidence of foraging activity beneath several trees on the site, which directly informed amendments to the development layout. The revised plans retain the majority of mature Marri trees and no trees proposed for removal currently contain hollows or features associated with breeding habitat. Officers therefore consider that environmental impacts have been appropriately minimised.
15	Objection is raised due to the proposed clearing of approximately 30 trees and the resulting loss of habitat for native wildlife. Concerns are raised regarding impacts on biodiversity, traffic generation, lighting, noise and increased human activity in a sensitive environmental setting adjacent to wetlands. It is considered that there is insufficient justification for locating the proposal on environmentally significant land when alternative sites may exist. Refusal of the application is requested and priority is placed on protecting existing habitat and mature vegetation.	Concerns regarding habitat loss, traffic, noise, lighting and impacts on nearby wetlands have been carefully considered through the assessment process. The proposal was amended to significantly reduce vegetation clearing and retain the majority of mature habitat trees. Traffic and acoustic assessments were reviewed by specialist officers who concluded that impacts can be appropriately accommodated subject to recommended conditions. Officers consider the revised development achieves an appropriate balance between environmental protection, community needs and orderly planning outcomes.
16	Objection is raised due to the site's location within a recognised tree preservation area and its proximity to Lake Goegrup Nature Reserve and associated wetlands. Concerns are raised regarding the removal of habitat trees used by black cockatoos, possums and other native fauna, including a significant tree proposed to be affected by the access arrangement. It is considered that further development within this environmentally sensitive area is inappropriate and inconsistent with conservation objectives.	Officers acknowledge concerns regarding habitat trees and the environmental sensitivity of the locality. Following consultation with Bushland Management officers, MEAG and the community, the development layout was amended to significantly reduce vegetation clearing and retain the majority of mature native trees. The revised design retains the majority of black cockatoo foraging habitat while no trees proposed for removal were identified as containing hollows suitable for breeding habitat.

		Officers consider the proposal appropriately balances development and environmental protection objectives.
17	Objection is raised on the basis that the subject land provides important habitat for native and threatened flora and fauna. Concern is expressed that the proposal would place additional pressure on already vulnerable species through the removal of vegetation and increased human activity. It is considered that the site is unsuitable for development and should remain protected from further clearing.	The environmental values of the site were a key consideration throughout the assessment process. While some vegetation removal is required, the proposal was redesigned to maximise retention of mature canopy trees and habitat values. The Tree Assessment concluded that the site does not contain threatened ecological communities and that vegetation impacts are localised in nature. Conditions of approval further require tree protection and landscaping measures to support long-term environmental outcomes.
18	Objection is raised due to the proposed clearing of approximately 30 trees adjacent to Lake Goegrup Nature Reserve and associated wetlands. Concerns relate to habitat loss, cumulative vegetation clearing within the locality and perceived inconsistencies between tree protection requirements applying to residents and development approvals. Protection of native vegetation and wildlife habitat is considered a higher priority than the proposed development.	Officers acknowledge concerns regarding cumulative vegetation loss and perceived inconsistencies relating to tree removal. The proposal was substantially revised during assessment, reducing tree removals from approximately 33 trees to 18 and retaining the majority of mature native vegetation. The revised outcome represents a significant improvement over the original design and compares favourably to the extent of clearing that could occur under the previously approved subdivision scenario.
19	Objection is raised due to the removal of mature vegetation within a Rural Residential area adjoining Lake Goegrup Nature Reserve. Concerns are raised regarding impacts on migratory birds, black cockatoos, possums and other native fauna utilising the site. It is considered that clearing of vegetation would negatively impact habitat values and is inconsistent with the intent of nearby tree preservation areas.	The environmental significance of mature vegetation and fauna habitat on the site has been carefully considered. The amended design retains the majority of mature Marri trees and foraging habitat, while the Tree Assessment concluded that no trees proposed for removal currently contain hollows likely to support breeding habitat. Officers are satisfied that the revised proposal achieves an appropriate balance between environmental protection and development opportunities permitted under the zoning.

20	Objection is raised due to environmental concerns and the belief that sufficient places of worship already exist within the locality. Concern is expressed regarding ongoing development within areas containing native vegetation and wildlife habitat. It is considered that environmental protection should be prioritised over additional church development.	The assessment has carefully considered environmental impacts associated with vegetation removal and habitat retention. While submitters have questioned the need for a further place of worship, the planning assessment focuses on whether the proposed land use is appropriate within the zoning framework and whether impacts can be appropriately managed. Officers are satisfied that environmental impacts have been significantly reduced and can be appropriately managed through the recommended conditions.
21	Objection is raised due to concerns regarding impacts on black cockatoos and other native wildlife species dependent on mature habitat trees. Additional concerns are raised regarding traffic impacts at the Lakes Road and Gordon Road intersection and the cumulative loss of vegetation across the locality. It is considered that the environmental significance of the area warrants greater protection from development pressures.	Concerns regarding black cockatoo habitat and traffic impacts were key matters considered during assessment. The revised plans retain the majority of mature Marri trees identified as providing foraging opportunities, while Engineering officers have reviewed and supported the Traffic Impact Assessment. The assessment concluded that the surrounding road network can safely accommodate the proposal subject to the provision of turning lane upgrades.
22	Objection is raised due to the location of the proposal adjacent to Lake Goegrup Nature Reserve and nearby wetlands. Concerns are raised regarding the removal of mature habitat trees, impacts on black cockatoo feeding and movement corridors, traffic generation, and compatibility of the development with the Rural Residential zoning and character of the area. It is also considered that the scale of the building and parking provision is excessive for the locality. Further environmental assessment, including a black cockatoo habitat assessment, is requested should the application continue to be considered.	The application was supported by a Tree Assessment which considered vegetation values and black cockatoo habitat characteristics. The assessment concluded that no trees proposed for removal currently contain hollows suitable for breeding habitat and the revised design significantly increased retention of mature native trees. Traffic, scale and zoning considerations have also been assessed, with officers concluding that the proposal satisfies the objectives of the Rural Residential zone subject to conditions.

23	Objection is raised to the removal of mature trees due to their environmental, heritage and landscape value. Concern is expressed that the ecological functions provided by existing mature trees cannot be replicated through replacement planting within a reasonable timeframe. Consideration is requested to redesigning, relocating or otherwise amending the proposal to retain significant vegetation.	Officers acknowledge that mature trees provide important environmental and landscape benefits which cannot be immediately replaced through new plantings. For this reason, officers requested substantial amendments to the original proposal resulting in significant reductions in vegetation clearing. The revised design maximises retention of mature trees where practicable while allowing development of a permissible land use within the zone.
24	Objection is raised due to concerns regarding environmental impacts, increased traffic and loss of Rural Residential character. Concerns are expressed regarding the removal of mature vegetation adjacent to Lake Goegrup Nature Reserve, increased traffic from church-related activities, and the visual and amenity impacts of a large-scale development within a semi-rural area. Additional concern is raised regarding the adequacy of the consultation period provided for the proposal. Refusal of the application is requested.	Environmental, traffic and character impacts have been comprehensively assessed through specialist supporting reports and internal referrals. The proposal was amended to reduce vegetation loss and Engineering officers have confirmed the road network can safely accommodate the development. The application was advertised in accordance with statutory requirements and officers consider the revised proposal remains compatible with the intended function of the Rural Residential zone.
25	The submission seeks clarification regarding several aspects of the Traffic Impact Assessment and future operation of the development. Questions are raised regarding traffic modelling at maximum capacity, parking demand, management of overflow parking, treatment of weddings and funerals within the assessment, cumulative traffic impacts with neighbouring places of worship, and future requirements for additional parking provision. Clarification is also sought regarding whether the Free Reformed Church of Comet Bay will be the sole operator of the site and whether other religious organisations could utilise the premises in the future.	The Traffic Impact Assessment considered both current and future operational scenarios for the proposed development, including peak attendance events and future congregation growth. Engineering officers reviewed the assessment and concluded that the proposed access arrangements and parking supply are appropriate. The development approval is attached to the land rather than a particular operator, however, any future use of the site must

		remain consistent with the approved Place of Worship land use and any conditions of approval.
26	Objection is raised due to environmental, planning and traffic concerns associated with the proposed development. Concerns relate to the site's proximity to Lake Goegrup Nature Reserve, removal of mature vegetation, impacts on native fauna, traffic generation and perceived inconsistency with the Rural Residential zoning and character of the locality. It is considered that a precautionary planning approach should be adopted given the long-term environmental consequences associated with vegetation loss.	The environmental and traffic matters raised have been carefully considered throughout the assessment process. Specialist reports and internal referrals informed a revised design that significantly reduced vegetation clearing while retaining the majority of mature habitat trees. Officers consider the proposal complies with the planning framework applying to the land and does not result in unacceptable environmental or traffic impacts.
27	Objection is raised due to the proposed removal of approximately 30 trees and associated impacts on habitat for black cockatoos and other threatened species. Concerns are expressed regarding the scale and intensity of the development, its compatibility with the Rural Residential zone, traffic generation and cumulative amenity impacts including lighting and noise. It is considered that more suitable sites exist within urban or community purpose zones. Refusal of the application is requested.	Officers acknowledge concerns regarding vegetation removal traffic and compatibility with the locality. The application was revised to significantly reduce clearing impacts and retain the majority of mature native vegetation. Traffic and acoustic assessments demonstrate that impacts can be appropriately managed, while the permissibility of a Place of Worship within the Rural Residential zone is established under Scheme No. 12 subject to public consultation and assessment.
28	Objection is raised due to the perceived unnecessary duplication of church facilities immediately adjoining an existing church. Concerns are expressed regarding vegetation clearing, wildlife displacement and the cumulative loss of native habitat that has resulted from recent developments within Greenfields. Protection of existing native vegetation and wildlife habitat is considered more beneficial to the community than the proposed development.	The existence of another church nearby does not preclude consideration of an additional Place of Worship under the planning framework. The assessment has focused on land use compatibility, environmental impacts and traffic outcomes. Following revisions to the proposal, officers are satisfied that the majority of native vegetation and habitat values will be retained and that the proposal can be accommodated without unacceptable impacts.
29	Concerns are raised regarding the removal of mature trees and existing street trees from the site. It is considered that greater efforts should be made to retain vegetation through design amendments and, where removal is unavoidable,	Tree retention was a primary focus of the assessment process, resulting in substantial amendments to the original plans. Conditions of approval require landscaping, replacement planting and protection of retained trees during construction.

	replacement planting should be required at a minimum equivalent ratio. Particular concern is expressed regarding impacts on red-tailed black cockatoo habitat and long-term canopy loss within the locality.	Officers acknowledge concerns regarding black cockatoo habitat and note that the majority of mature Marri trees providing foraging opportunities are proposed to be retained.
30	Objection is raised due to the perceived duplication of church facilities and the cumulative impact of vegetation clearing within Greenfields. Concerns are expressed regarding inconsistencies in tree protection outcomes between private residents and development approvals, together with the displacement of native wildlife resulting from habitat loss. Refusal of the application is requested on environmental grounds.	Officers acknowledge concerns regarding cumulative clearing and perceived inconsistencies in the application of vegetation protection measures. The proposal has been assessed on its individual planning merits and was subject to extensive review by environmental officers and MEAG. The revised development footprint significantly reduces vegetation loss compared with the original proposal and retains the majority of mature habitat trees on the site.
31	A detailed planning objection is raised regarding the scale and intensity of the proposal, compatibility with the Rural Residential zone, parking provision, traffic impacts, noise, vegetation clearing, drainage and operational management. Concerns are raised regarding parking shortfalls, cumulative impacts with the adjoining church, environmental assessments, stormwater management and future expansion of the site. It is considered that significant additional information and redesign are required before the proposal could be supported. Refusal or substantial modification of the application is requested.	The matters raised regarding traffic, parking, vegetation retention, drainage, noise and future site operations have been considered through detailed technical reporting and internal referrals. The proposal was substantially amended during assessment to reduce vegetation clearing and retain the majority of mature canopy trees. Engineering, Environmental Health and Bushland Management officers are satisfied that the proposal can be appropriately managed through the recommended conditions of approval.
32	Concern is expressed regarding perceived inconsistency in the application of tree protection requirements between private landowners and larger developments.	Officers acknowledge concerns regarding vegetation protection and community expectations. The proposal has undergone extensive environmental assessment, resulting in a revised layout that reduced tree removals from approximately 33 trees to 18 and retained the majority of mature native vegetation.

	Reference is made to recent vegetation clearing within the locality and concern is raised that community objections are not being adequately considered.	The application has been assessed on its planning merits and against the requirements of Scheme No. 12.
	Greater protection of existing vegetation is requested.	
33	Objection is raised on the basis that additional places of worship are not required within the locality. Concern is expressed that public resources and land could be directed toward alternative community needs. The proposal is considered unnecessary given the number of existing churches nearby.	The planning framework does not assess the need for a particular religious denomination or community organisation. Rather, the assessment considers whether the proposed land use is appropriate having regard to the zoning, site characteristics and potential impacts. A Place of Worship is an "A" use within the Rural Residential zone and may be supported where it satisfies the objectives of Scheme No. 12.
34	Objection is raised due to the site being identified as habitat for black cockatoos and concerns regarding removal of mature vegetation. Concern is also expressed regarding the perceived lack of need for another church in the area and the broader environmental impacts of the proposal. Refusal of the application is requested.	The importance of black cockatoo habitat was a significant consideration during assessment. The applicant was requested to redesign the proposal, resulting in retention of the majority of mature Marri trees identified as providing foraging opportunities. No trees proposed for removal were identified as currently containing hollows suitable for breeding habitat.
35	Objection is raised due to environmental impacts, increased traffic and loss of Rural Residential character. Concerns relate to vegetation clearing near wetlands, traffic associated with church activities and the suitability of a large-scale development within a semi-rural setting. Additional concern is raised regarding the consultation process and adequacy of public engagement.	Concerns regarding traffic, vegetation clearing and consultation have been considered. The application was advertised in accordance with statutory requirements and supported by technical assessments reviewed by City officers. Following revisions, vegetation impacts have been substantially reduced and traffic impacts are considered acceptable subject to the proposed turning lane upgrades.
36	Objection is raised due to the site's proximity to a tree preservation area and Lake Goegrup Nature Reserve.	Officers recognise the environmental values associated with the locality and nearby nature reserve. The amended design

	Concerns are expressed regarding removal of native vegetation, impacts on birdlife and broader ecological degradation within a valued wildlife area.	significantly improves tree retention outcomes and concentrates development within the more disturbed portion of the site.
	Protection of the site's environmental values is requested.	Officers consider the proposal provides an appropriate balance between environmental protection and permitted development opportunities.
37	Objection is raised due to the removal of bushland and resulting impacts on wildlife habitat. Concern is expressed that natural vegetation cannot be replaced once lost and should be prioritised over additional church development. Refusal of the application is requested.	While vegetation removal is proposed, the revised plans retain the majority of mature native trees and habitat values on the site. Conditions of approval require tree protection, landscaping and ongoing management measures to support the long-term retention of vegetation.
		Officers consider the environmental impacts have been minimised where practicable.
38	Concern is raised regarding vegetation removal and perceived relaxation of tree protection standards. It is considered that existing church facilities may be capable of meeting community needs without requiring additional vegetation clearing. Retention of the site's natural character is supported.	Concerns regarding vegetation protection have been addressed through substantial amendments to the original proposal. The revised design reduces clearing requirements and retains the majority of significant canopy trees.
		Whether alternative facilities exist elsewhere is not a determinative planning consideration in assessing the merits of the application.
39	Objection is raised due to loss of tree canopy and open space adjacent to environmentally sensitive land.	The proposal has been redesigned to minimise impacts on tree canopy and environmental values.
	Concern is expressed that the proposal would reduce the liveability and environmental character of the locality.	The majority of mature vegetation is retained and development is concentrated within the more disturbed areas of the site.
	Protection of existing vegetation is requested.	Officers are satisfied that the revised design remains compatible with the broader landscape character of the locality.
40	Objection is raised due to vegetation clearing, habitat loss and concerns regarding the frequency of church activities. It is considered that sufficient church facilities already exist and	The frequency and scale of church activities were considered through the traffic, parking and acoustic assessments submitted with the application.

	that additional environmental impacts are not justified. Refusal of the proposal is requested.	These assessments conclude that impacts can be appropriately accommodated, subject to conditions of approval. Environmental impacts have also been reduced through significant redesign and tree retention measures.
41	Objection is raised due to proposed clearing within an area described as Banksia Woodland habitat adjacent to wetlands and nature reserve land. Concerns are raised regarding black cockatoos, western ringtail possums and the absence of a fauna survey. The proposal is considered an unnecessary duplication of an existing neighbouring church and refusal is requested.	Bushland Management officers carefully considered the habitat values present on the site. The Tree Assessment concluded that no threatened ecological communities or breeding habitat trees would be affected by the revised proposal. The majority of mature Marri trees and associated foraging habitat are proposed to be retained.
42	Objection is raised due to vegetation clearing within an identified tree preservation area and impacts on wildlife habitat. Concerns also relate to traffic, noise, cumulative development within Greenfields and the existence of other churches along Lakes Road. Refusal of the application is requested.	Traffic, noise and vegetation impacts have been assessed through specialist reports and internal referrals. The revised development footprint substantially reduces vegetation removal compared with the original proposal, while Engineering officers have confirmed the road network can safely accommodate the development subject to the recommended upgrades.
43	Objection is raised due to the removal of mature habitat trees and proximity of another church immediately adjoining the site. Concern is expressed that important environmental values will be permanently lost if the development proceeds. Retention of the site as habitat is supported.	Officers acknowledge concerns regarding habitat loss and the proximity of the adjoining church. The assessment has focused on the planning merits of the proposal, including land use compatibility, environmental impacts and traffic outcomes. Following amendment, the majority of mature habitat trees are retained and environmental impacts are significantly reduced.
44	Objection is raised to the proposed clearing of native bushland for development purposes. Concern is expressed that alternative cleared sites may be available and that remaining habitat should be conserved for native wildlife. Refusal of the application is requested.	Alternative locations are not a determining factor where a proposal is capable of complying with the planning framework applicable to the land. The revised design has significantly reduced vegetation clearing and retains the majority of mature native vegetation.

		Officers are satisfied that environmental impacts have been appropriately minimised.
45	Objection is raised due to the existence of several places of worship already operating within Greenfields and along Lakes Road. Concerns are raised regarding vegetation clearing, traffic management, cumulative impacts with the adjoining church and the loss of habitat. It is considered that an already-cleared site would be more appropriate.	The existence of other places of worship in the locality does not prevent consideration of an additional Place of Worship on land where the use is capable of being supported under Scheme No. 12. Traffic, vegetation retention and cumulative impacts have been assessed, with officers concluding that the revised proposal can be accommodated without unacceptable impacts.
46	Objection is raised due to environmental impacts, increased traffic, potential noise impacts and the removal of mature vegetation. Concern is expressed regarding impacts on red-tailed black cockatoos and the broader loss of natural assets within the locality. It is considered that a place of worship is not an appropriate justification for further vegetation clearing.	Officers acknowledge concerns regarding vegetation removal, traffic and amenity impacts. The proposal was amended during assessment to significantly reduce vegetation clearing and retain the majority of mature native trees and black cockatoo foraging habitat. Traffic and acoustic assessments have been reviewed by specialist officers who are satisfied that impacts can be appropriately managed through the recommended conditions of approval.
47	Objection is raised due to the site being located within a tree preservation area and adjacent to existing church facilities. Concerns are expressed regarding additional noise, traffic generation, removal of significant trees and impacts on local amenity. It is considered that the proposal is inconsistent with the Rural Residential character of the area.	The proposal has been assessed against the objectives of the Rural Residential zone and the permissibility provisions of Scheme No. 12. Traffic, noise and vegetation impacts have been considered through technical assessments and internal referral processes. Officers are satisfied the revised design appropriately balances development outcomes with environmental protection and local amenity considerations.
48	Objection is raised due to the continuing loss of native vegetation and associated impacts on wildlife habitat. Concern is expressed that environmental values are being progressively eroded through development. Refusal of the	Officers acknowledge concerns regarding cumulative habitat loss within the locality. The development footprint was substantially revised during assessment to retain the majority of mature canopy trees and reduce clearing impacts.

	application is requested to protect habitat for black cockatoos and other native fauna.	Conditions of approval relating to landscaping, tree protection and vegetation management further assist in maintaining habitat values on the site.
49	Objection is raised due to impacts on endangered cockatoo habitat and the proposed removal of native trees within Banksia Woodland vegetation. Concern is expressed regarding the absence of a wildlife survey and the potential loss of habitat for black cockatoos and western ringtail possums. Further environmental assessment is requested prior to any determination.	Bushland Management officers reviewed the environmental information submitted with the application, including the Tree Assessment. The assessment concluded that no threatened ecological communities were identified and no trees proposed for removal currently contain hollows suitable for black cockatoo breeding habitat. Officers are satisfied that sufficient environmental information has been provided to inform determination of the application.
50	Objection is raised due to the proposed clearing of native vegetation and the perceived lack of need for an additional church facility. Concerns relate to impacts on black cockatoos, western ringtail possums and other fauna, together with the absence of a wildlife survey. It is considered that existing church facilities already serve the area and that environmental values should be prioritised.	The planning assessment does not consider the broader need for additional church facilities, but rather whether the proposed use is appropriate within the zoning and site context. Environmental impacts have been carefully assessed and the proposal redesigned to significantly reduce vegetation loss. The revised plans retain the majority of mature native trees and identified foraging habitat.
51	Objection is raised due to the proposed removal of mature trees, impacts on threatened black cockatoo habitat and the scale of the development. Concerns are also raised regarding traffic impacts, cumulative effects on surrounding residents and compatibility with the Rural Residential zone. Refusal of the application is requested.	Concerns regarding tree removal, traffic and compatibility with the locality have been considered throughout the assessment process. The revised design substantially reduces vegetation clearing, while Engineering officers have confirmed the proposed road upgrades and access arrangements provide a suitable traffic outcome.

		Officers consider the proposal remains consistent with the intent of the Rural Residential zone.
52	Objection is raised due to the removal of mature trees within a recognised black cockatoo habitat area. Concerns are expressed regarding traffic generation, habitat fragmentation and perceived inconsistency with Council commitments to conservation. It is considered that alternative locations should be investigated.	The significance of black cockatoo habitat was acknowledged during assessment and directly informed the redesign of the development. The amended plans retain the majority of mature Marri trees identified as providing foraging opportunities. Traffic impacts have been reviewed by Engineering officers, who raise no objection subject to the implementation of the recommended road upgrades.
53	Objection is raised due to the loss of mature trees and habitat for black cockatoos and western ringtail possums. Concern is expressed that a detailed environmental assessment should have accompanied the application. Further ecological investigations are requested before any approval is considered.	Environmental values on the site have been assessed through the Tree Assessment and review by the City's Bushland Management officers. The revised proposal significantly reduces impacts on native vegetation and retains the majority of mature habitat trees. Officers are satisfied adequate information has been provided to assess the environmental impacts of the proposal.
54	Support is expressed for the proposal on the basis that it represents an appropriate use of the land and would provide community benefits. It is considered that the development would support existing community involvement and allow further growth in local services and social support activities.	Officers note the support provided for the proposal and the perceived community benefits associated with establishing a permanent place of worship. The social and community services provided by the congregation have been acknowledged as part of the overall assessment. These positive community outcomes were considered alongside environmental, traffic and planning matters during the assessment process.

55	Objection is raised due to the perceived lack of need for another church within the locality and the loss of mature trees. Concern is expressed regarding the environmental, landscape and community value of open space and established canopy. Retention of the land as undeveloped open space is supported.	Officers acknowledge concerns regarding tree retention and the perceived need for additional church facilities. The proposal has been redesigned to minimise vegetation impacts and retain the majority of mature native vegetation. While open space and canopy values are recognised, the site is privately owned land located within a zone that contemplates development opportunities consistent with the provisions of Scheme No. 12.
56	Objection is raised due to the scale of the development and associated environmental impacts. Concern is expressed regarding the removal of mature vegetation, impacts on fauna and proximity to wetland areas. It is considered that the proposal is too intensive for the locality.	The scale of the proposal, vegetation impacts and relationship to nearby environmental values have been carefully assessed. Following consultation with City officers and MEAG, the development footprint was amended to significantly reduce clearing and improve tree retention outcomes. Officers consider the revised proposal achieves an appropriate balance between development requirements and environmental protection.
57	A design alternative is suggested that would reduce the development footprint and minimise vegetation loss. It is proposed that parking be incorporated beneath the main building to retain additional trees and habitat. Consideration of a revised design is requested.	Officers acknowledge the suggested alternative design approach. Throughout the assessment process, a number of design modifications were explored with the applicant to improve vegetation retention outcomes. The revised plans represent a substantial reduction in vegetation clearing when compared to the original proposal and are considered to provide an acceptable balance between functionality, cost, site constraints and environmental outcomes.
58	Objection is raised due to the perceived duplication of church facilities and impacts on wildlife habitat. Concern is expressed that community views should be given greater weight and that	The views of the community formed an important part of the assessment process and directly influenced discussions regarding redesign of the proposal.

	environmental values should be prioritised over further development.	This resulted in significantly improved vegetation retention outcomes compared with the original submission. Officers have considered both the environmental concerns raised and the planning merits of the proposal in reaching their recommendation.
59	Concern is expressed regarding ongoing loss of vegetation and tree canopy across Greenfields and Mandurah more broadly. Reference is made to wildlife displacement resulting from recent clearing activities and support is expressed for stronger local planning controls to protect significant trees. A fauna survey is considered necessary before determining the application.	Officers acknowledge concerns regarding cumulative canopy loss throughout the locality. The environmental review undertaken for this application focused on minimising vegetation removal and retaining mature habitat trees wherever practicable. The revised design substantially improves vegetation retention outcomes and conditions of approval require protection of retained trees throughout construction.
60	Objection is raised due to the site's environmental sensitivity and the proposed removal of approximately 30 mature trees. Concerns are expressed regarding fragmentation of habitat used by red-tailed black cockatoos and other species, together with the consistency of tree removal within an area subject to environmental protection measures. Significant redesign or refusal of the application is requested.	The environmental sensitivity of the site and the importance of habitat retention were key considerations throughout the assessment process. In response to concerns raised by officers, MEAG and the community, the proposal was redesigned to reduce vegetation removal from approximately 33 trees to 18 and retain the majority of mature native trees. Officers consider the amended layout achieves a significantly improved environmental outcome while allowing a land use that is capable of being supported within the Rural Residential zone.
61	Objection is raised due to the cumulative environmental impacts of development surrounding Goegrup Lake and associated wetlands. Concerns are expressed regarding impacts on turtles, black cockatoos and other native fauna, together with the	Officers acknowledge concerns regarding cumulative environmental impacts surrounding Lake Goegrup and the broader wetland system. The proposal was amended following consultation with City officers, Bushland Management officers and MEAG to

	cumulative habitat loss resulting from the existing Kingdom City development and further clearing. It is considered that approval would be inconsistent with broader environmental protection objectives and state planning policies.	significantly reduce vegetation clearing and retain the majority of mature native trees and black cockatoo foraging habitat. The development footprint is concentrated within the more disturbed portion of the site and officers consider the revised proposal appropriately balances environmental protection with land use opportunities supported under the planning framework.
62	Objection is raised due to the removal of native vegetation within an area identified as habitat for black cockatoos and western ringtail possums. Concern is expressed regarding the absence of a wildlife survey and the proximity of an existing large church immediately adjoining the site. Refusal of the application is requested to protect remaining bushland and wildlife habitat.	Officers acknowledge concerns regarding cumulative environmental impacts surrounding Lake Goegrup and the broader wetland system. The proposal was amended following consultation with City officers, Bushland Management officers and MEAG to significantly reduce vegetation clearing and retain the majority of mature native trees and black cockatoo foraging habitat. The development footprint is concentrated within the more disturbed portion of the site and officers consider the revised proposal appropriately balances environmental protection with land use opportunities supported under the planning framework.
63	Support is expressed for the proposal and the establishment of a Free Reformed Church facility within Mandurah. It is considered that the building would provide a positive community asset and serve a wider regional congregation. Approval of the application is supported.	Officers note the support expressed for the proposal and the community benefits associated with establishing a permanent place of worship within Mandurah. The social and community functions of the proposed development have been considered alongside environmental, traffic and planning matters during assessment of the application.
64	Images provided in support of an objection. No written planning comments were included with the submission.	The submission has been noted. While no specific planning comments were provided, all submissions received during the advertising period have been considered as part of the overall assessment of the proposal.

65	Concern is raised regarding the loss of mature trees and their value to black cockatoo habitat. It is suggested that the car park layout be reconsidered to retain a greater number of existing trees. Design modifications to minimise vegetation clearing are supported.	Officers acknowledge the suggested design amendments aimed at increasing tree retention. Throughout the assessment process, the applicant worked with City officers to modify the layout and reduce vegetation impacts. These amendments resulted in a substantial reduction in tree removals and retention of the majority of mature canopy trees and identified black cockatoo foraging habitat.
66	Objection is raised due to the site being within a recognised tree preservation area and habitat for black cockatoos and other native species. Concern is also expressed regarding the existence of an existing place of worship in close proximity. Refusal of the application is requested.	The environmental significance of the site and surrounding habitat values were key considerations during assessment. The proposal underwent significant redesign to reduce vegetation clearing and maximise retention of mature native trees. While another place of worship exists nearby, the proposal has been assessed on its individual merits against the relevant requirements of Scheme No. 12.
67	Concerns are raised regarding traffic movements at the Gordon Road and Lakes Road intersection and the potential interaction between church traffic and existing turning movements. Additional concerns relate to impacts on wildlife habitat, nearby wetlands and the removal of trees. Greater traffic consideration is requested before any approval is granted.	Traffic impacts associated with the Lakes Road and Gordon Road intersection were comprehensively assessed through the Traffic Impact Assessment and review by the City's Engineering officers. The assessment concluded that the surrounding road network can safely accommodate the development, subject to the provision of upgraded turning lanes and associated access treatments. Environmental concerns raised were also addressed through significant reductions in vegetation clearing and improved retention outcomes.

68	Support is expressed for the proposal on the basis that a church provides positive social and community outcomes. It is understood that a significant number of native trees are proposed to be retained and that the development may assist in supporting family and community connections. Approval of the application is supported.	Officers note the support expressed for the proposal and the recognition that substantial vegetation retention has been achieved through the revised design. The assessment concluded that the amended plans provide an appropriate balance between community needs, environmental protection and orderly planning outcomes.
69	Objection is raised due to the site being located near a black cockatoo habitat area and concerns regarding the removal of trees used as an important food source. Additional concerns are expressed regarding ongoing roadworks, traffic conditions and a perceived lack of need for another church in the area.	The importance of mature Marri trees as a food source for black cockatoos was recognised throughout the assessment process and informed discussions with the applicant regarding redesign of the proposal. The revised plans retain the majority of mature Marri trees and associated foraging habitat. Traffic concerns were independently reviewed by Engineering officers who concluded that the proposed access arrangements can operate safely.
70	Objection is raised due to the removal of trees considered important to black cockatoo habitat. Concern is expressed that suitable alternative sites may be available that would avoid impacts on wildlife. Protection of habitat values is requested.	Officers acknowledge concerns regarding habitat impacts and the availability of alternative sites. The application has been assessed on the basis of the subject land, its zoning, site characteristics and ability to accommodate the proposed development. Significant amendments were made during assessment to reduce clearing impacts and retain the majority of mature canopy vegetation and foraging habitat values.
71	Objection is raised due to increased traffic and potential impacts on access to Peel Health Campus and emergency services. Concerns are also expressed regarding vegetation clearing, the proximity of two large churches, increased noise and light impacts, and the suitability of the site for development.	Traffic generation, access arrangements, noise and lighting impacts were assessed through supporting technical reports and referrals to specialist officers. Engineering officers have confirmed that the road network can safely accommodate the proposal, while Environmental Health

		officers are satisfied that amenity impacts can be appropriately managed through conditions of approval. Vegetation impacts have also been significantly reduced through redesign of the development footprint.
72	Support is expressed for the proposal as a positive addition to the area that may provide broader community benefits. It is considered that the development represents investment in the locality and could contribute positively to the future of the area.	Officers note the support expressed for the proposal and the positive contribution it is anticipated to make to the local community. These social and community benefits were considered alongside environmental, traffic and planning matters throughout the assessment process.
73	Support is expressed for the proposal following review of the publicly available plans and supporting studies. It is considered that traffic, vegetation retention and acoustic matters have been appropriately addressed and that the proposal would provide a suitable permanent facility for the congregation.	Officers note the support provided following review of the supporting technical reports. The conclusions reached within the Traffic Impact Assessment, Tree Assessment and acoustic assessment were independently reviewed by relevant City officers and informed the recommendation presented within this report.
74	Objection is raised due to concerns regarding black cockatoo habitat, tree removal and additional traffic within the locality. Concern is expressed that sufficient places of worship already exist within the area and that future generations should benefit from retained environmental values.	Concerns regarding black cockatoo habitat, tree removal and traffic impacts have been carefully considered throughout the assessment. The revised development layout substantially reduces vegetation clearing and retains the majority of mature Marri trees identified as providing foraging opportunities. Traffic impacts have been assessed by Engineering officers who support the proposal subject to the recommended road upgrades.

75	Images were provided as part of the submission. No written planning comments accompanied the images.	The submission has been noted. While no specific written planning comments accompanied the images provided, all submissions received during the public advertising period have been considered as part of the overall assessment of the proposal.
76	Objection is raised due to the number of existing places of worship already located along Lakes Road and within the surrounding locality. Concerns are expressed regarding the accuracy of the traffic assessment given recent and ongoing roadworks, together with the loss of mature trees and the gradual urbanisation of the area. It is considered that existing church facilities should be utilised rather than developing additional bushland.	The number of existing places of worship within the locality is acknowledged. However, the planning assessment considers whether the proposed land use is appropriate for the subject site having regard to the zoning, site characteristics and potential impacts. Engineering officers reviewed the Traffic Impact Assessment and concluded that the surrounding road network can safely accommodate the proposal subject to the provision of the recommended turning lane upgrades. The proposal was also amended during assessment to significantly reduce vegetation clearing and retain the majority of mature native trees on the site.
77	Conditional support is expressed provided no significant trees are removed as part of the development. Questions are raised regarding the scale of the proposed facility and the need to accommodate a congregation of up to 350 people. A reduction in the building footprint is suggested to minimise environmental impacts.	Officers acknowledge the conditional support expressed and the preference for retention of significant trees. Tree retention formed a major component of the assessment process, resulting in substantial amendments to the original plans and a reduction in vegetation clearing from approximately 33 trees to 18. The proposed building size and seating capacity were assessed having regard to the applicant's current congregation, projected growth and parking requirements. Officers consider the revised proposal appropriately balances functional requirements with environmental outcomes.

78	Objection is raised due to the environmental impacts associated with clearing mature trees and wildlife habitat. Concerns are expressed regarding impacts on native bird species, including osprey, wedge-tailed eagles and red-tailed black cockatoos, together with increased traffic generation. It is considered that places of worship are already adequately provided within Mandurah.	The potential impacts on native fauna and habitat values were carefully considered throughout the assessment process. The revised development layout retains the majority of mature Marri trees and existing foraging habitat identified on the site. Traffic impacts were assessed through the Traffic Impact Assessment and independently reviewed by Engineering officers, who concluded that the development can be accommodated without unacceptable impacts to the surrounding road network. Officers consider the environmental impacts have been substantially reduced through the amended design.
79	Objection is raised due to concerns regarding habitat loss, declining bird populations and broader environmental impacts. Concern is also expressed regarding the need for an additional church when numerous existing churches already operate within the City. The proposal is considered inconsistent with community expectations regarding environmental protection.	Officers acknowledge concerns regarding habitat loss and the protection of local bird populations. These matters were considered in conjunction with the Tree Assessment, Bushland Management comments and feedback received through public consultation. The revised proposal significantly improves vegetation retention outcomes compared with the original design and retains the majority of mature habitat trees. While the number of places of worship within the broader locality has been raised, the assessment focuses on whether the proposal is appropriate within the context of the applicable planning framework.
80	Concern is expressed regarding the adequacy of community consultation and the perceived lack of consideration given to environmental impacts. Objection is raised to the removal of trees for a non-essential development and a more detailed	The proposal was advertised for a period of 28 days in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, with development plans and supporting technical information made available for public review.

	review of the proposal is requested. Refusal of the application is supported.	Community feedback played an important role in the assessment process and contributed to discussions with the applicant regarding redesign of the development. These discussions resulted in significant improvements to vegetation retention outcomes and a reduction in the extent of clearing proposed. Officers are satisfied that the application has been subject to an appropriate level of consultation and technical review to support determination of the proposal.
81	Objection is raised due to the loss of bushland habitat and concerns regarding traffic generation and road safety. Questions are raised regarding site access arrangements and whether the local road network can reasonably accommodate another place of worship in proximity to existing facilities. Environmental and infrastructure impacts are requested to be carefully considered.	Concerns regarding traffic generation, road safety and site access are acknowledged. Engineering officers reviewed the Traffic Impact Assessment and concluded that the surrounding road network can safely accommodate the development, subject to the provision of the proposed turning lane upgrades and associated access treatments. Concerns regarding environmental impacts and habitat retention have been addressed through the revised development layout, which significantly reduced vegetation clearing and retained the majority of mature native trees. Refer also to the officer response provided for Submission 67.
82	Objection is raised due to concerns regarding Rural Residential zoning, road safety, environmental impacts and the adequacy of technical studies. Concerns are expressed regarding weekday events not being fully considered within the traffic assessment, removal of trees within a preservation area and the absence of an independent flora and fauna assessment. It is also considered that sufficient church facilities already exist within the locality.	The matters raised regarding traffic, Rural Residential zoning, vegetation retention and environmental assessment have been considered during the assessment process. The proposal is an 'A' use within the Rural Residential zone and may be approved subject to consultation and assessment against the provisions of Scheme No. 12.

		Traffic, environmental and land use matters were reviewed through specialist reports and internal referrals. Refer also to the officer responses provided for Submissions 22, 31 and 67.
83	Objection is raised due to perceived inconsistency in the application of tree preservation policies. Concerns relate to the removal of mature trees, impacts on black cockatoo habitat, transparency of the consultation process and the need for an additional church in the area. The proposal is considered contrary to community expectations regarding environmental protection.	Concerns regarding tree preservation, black cockatoo habitat and community expectations are acknowledged. The proposal was significantly amended throughout the assessment process to reduce vegetation clearing and maximise retention of mature habitat trees. The consultation process was undertaken in accordance with statutory requirements and all submissions received have been considered as part of the officer assessment.
84	Objection is raised due to the proposed removal of mature native trees adjacent to Lake Goegrup Nature Reserve. Concerns are expressed regarding habitat loss, duplication of church facilities and impacts on wildlife. It is considered that environmental protection should take precedence over further development of church infrastructure.	The environmental values associated with Lake Goegrup Nature Reserve and surrounding habitat were key considerations during the assessment process. Following consultation with City officers, Bushland Management and MEAG, the proposal was revised to substantially reduce vegetation removal and retain the majority of mature native trees. The proximity of other places of worship has also been considered; however, the proposal has been assessed on its own planning merits.
85	A detailed objection is raised by a neighbouring landowner regarding noise, vegetation removal, traffic, bushfire risk, water management, parking provision and impacts on local amenity. Concerns are expressed regarding the scale of the proposal, cumulative impacts, environmental values and the suitability of the location. Refusal of the application is requested on multiple planning grounds.	Officers acknowledge the detailed concerns raised regarding noise, vegetation retention, traffic, bushfire management, servicing, parking provision and residential amenity. These matters have been comprehensively assessed through the Traffic Impact Assessment, Bushfire Management Plan, Tree Assessment, acoustic assessment and internal referrals to Engineering, Environmental Health and Bushland Management officers. In response to concerns raised during assessment, the

		proposal was substantially redesigned to reduce vegetation clearing and improve retention of mature habitat trees. Recommended conditions of approval address noise attenuation, landscaping, tree protection, construction management, waste management, parking provision, servicing and bushfire management requirements. On balance, officers are satisfied the revised proposal can be accommodated without resulting in unacceptable impacts on adjoining properties or the broader locality.
86	Objection is raised due to impacts on a tree preservation area, nearby wetlands and local wildlife habitat. Concerns are also raised regarding traffic congestion along Lakes Road and the suitability of the site for a large-scale development. It is considered that alternative locations should be explored.	Concerns relating to environmental values, wetlands and traffic impacts are acknowledged. The revised plans significantly reduce vegetation clearing compared with the original proposal and retain the majority of mature native vegetation. Traffic impacts have been reviewed by Engineering officers, who support the proposal subject to the recommended intersection and turning lane upgrades. Refer also to the officer responses provided for Submissions 7, 22 and 67.
87	Objection is raised due to proposed tree removal and perceived inconsistency between tree preservation controls applying to residents and those applying to development projects. Additional concerns relate to traffic, noise and the existence of another church nearby. Retention of the site as wildlife habitat is supported.	Officers acknowledge concerns regarding tree preservation, wildlife habitat, traffic, noise and the proximity of another church. The proposal has undergone significant amendment to improve vegetation retention outcomes and has been assessed against the relevant planning framework. Traffic and amenity impacts can be appropriately managed through the recommended conditions of approval. Refer also to the officer responses provided for Submissions 18, 30 and 47.
88	Objection is raised due to the proximity of another existing place of worship and concerns regarding impacts on local bird habitat. Questions are raised regarding information contained	The proximity of an existing place of worship has been considered during the assessment process. The Traffic Impact Assessment was reviewed by the City's Engineering officers,

	within the traffic assessment, including references to existing site access arrangements. Refusal of the application is requested.	who concluded that the site access arrangements and surrounding road network are capable of accommodating the proposal subject to the proposed upgrades. The application has been assessed on the planning merits of the proposed development rather than the existence of other facilities within the locality. Refer also to the officer responses provided for Submissions 25 and 45.
89	Objection is raised regarding the broader community benefit of the proposal and concerns relating to increased traffic and environmental impacts. Personal concerns are expressed regarding the operation and community integration of the Free Reformed Church. It is requested that consideration be given to whether the proposal is in the broader public interest.	The planning assessment considers land use compatibility, environmental impacts, traffic, servicing and compliance with the provisions of Scheme No. 12. Matters relating to the internal operations, beliefs or governance of a religious organisation are not planning considerations relevant to the determination of the application. Officers note the concerns raised and have assessed the proposal against the applicable planning framework. Refer also to the officer response provided for Submission 5.
90	Objection is raised due to impacts on native bushland, black cockatoo habitat and other threatened fauna species. Concerns are expressed regarding proximity to Lake Goegrup, increased traffic, environmental assessments and perceived inconsistency between vegetation protection objectives and proposed clearing. Refusal of the application is requested.	Concerns regarding impacts on black cockatoo habitat, vegetation retention, traffic generation and the environmental significance of the locality have been carefully considered. The proposal was amended during assessment to substantially reduce vegetation clearing and retain the majority of mature native vegetation and identified foraging habitat. Traffic impacts have been reviewed and accepted by Engineering officers, while environmental matters were considered by Bushland Management officers and MEAG. Refer also to the officer responses provided for Submissions 1, 22 and 60.
91	Objection is raised due to the proposed removal of approximately 25 mature trees within a recognised habitat	Officers acknowledge concerns regarding vegetation removal, black cockatoo habitat, traffic safety and the availability of

	area for black cockatoos. Concerns are expressed regarding perceived inconsistencies between vegetation protection requirements applying to residents and the level of vegetation clearing proposed as part of the development. It is considered that the site should remain protected and that alternative locations within commercial or industrial areas would be more appropriate. Additional concerns are raised regarding traffic safety and the existing level of church provision within the locality.	alternative sites. The proposal was substantially amended during the assessment process, reducing vegetation clearing from approximately 33 trees to 18 and retaining the majority of mature Marri trees that provide foraging habitat. Traffic impacts have been reviewed by Engineering officers, who concluded that the surrounding road network can safely accommodate the proposal subject to the provision of the recommended turning lane upgrades. Refer also to the officer responses provided for Submissions 22, 60 and 67.
92	A strong objection is raised on the basis that the proposal is inconsistent with the objectives of the Rural Residential zone. Concerns are expressed regarding the scale of the proposed development, including the building footprint, auditorium capacity, parking provision and associated institutional infrastructure. Additional concerns relate to the removal of mature trees, impacts on black cockatoo habitat and increased traffic generation requiring road upgrades and turning lanes. It is considered that the proposal would adversely affect the character of the locality and should be refused.	The scale, intensity and compatibility of the proposal with the Rural Residential zone were key considerations during the assessment process. A Place of Worship is an 'A' use within the zone and may be approved following public consultation and assessment against the provisions of Scheme No. 12. The proposed building, parking areas and access arrangements were assessed against relevant planning, engineering and environmental considerations, with the amended design significantly reducing vegetation impacts. Refer also to the officer responses provided for Submissions 22, 31 and 51.
93	Objection is raised on the basis that the proposed location is unsuitable for a development of this scale. Concerns are expressed regarding the clearing of mature vegetation, loss of habitat, increased traffic volumes and the introduction of a high-intensity land use within a Rural Residential setting. It is considered that alternative locations within commercial or community purpose areas would be better equipped to accommodate a facility of this size without requiring significant vegetation clearing. The cumulative environmental and traffic impacts of the proposal are identified as key concerns.	Officers acknowledge concerns regarding the intensity of development, vegetation clearing and traffic generation. The application has been assessed having regard to the characteristics of the subject site, applicable zoning and potential impacts. Throughout the assessment process, the proposal was redesigned to substantially reduce vegetation loss and retain the majority of mature native vegetation.

		Traffic and parking matters have been independently reviewed by Engineering officers and are considered acceptable subject to the recommended conditions. Refer also to the officer responses provided for Submissions 7, 24 and 27.
94	A detailed objection is raised regarding traffic safety, vegetation removal and environmental impacts. Concerns are expressed that the Traffic Impact Assessment relies on traffic data collected during roadworks and may underestimate existing traffic volumes and operational impacts. Additional concerns relate to the removal of a significant mature habitat tree, impacts on Banksia Woodlands, black cockatoo habitat and other bird species utilising the site. It is considered that the proposal would adversely affect road safety, wildlife habitat and residential amenity, and refusal of the application is requested.	Concerns regarding traffic modelling, road safety and environmental impacts have been carefully considered. The Traffic Impact Assessment was reviewed by the City's Engineering officers, who were satisfied that the adopted methodology appropriately assessed the operation of the road network and proposed access arrangements. Environmental matters were assessed through the Tree Assessment and review by Bushland Management officers, resulting in amendments to the proposal to improve vegetation retention outcomes. Refer also to the officer responses provided for Submissions 21, 49 and 67.
95	Objection is raised by a neighbouring landowner regarding the removal of approximately 30 trees and the resulting loss of vegetation, rural character and visual amenity. Concerns are also expressed regarding impacts on black cockatoo habitat, wetland-associated fauna, traffic generation and the adequacy of the acoustic assessment. Additional concerns relate to noise from the proposed outdoor playground, congregation activities and potential impacts on nearby residential properties. It is requested that further assessment and substantial amendments be undertaken prior to determination of the application.	Officers acknowledge the concerns raised by the adjoining landowner regarding vegetation retention, traffic, noise, visual amenity and potential impacts on nearby residents. These matters were comprehensively assessed through specialist reports, including the Traffic Impact Assessment and acoustic assessment, together with internal referrals to Engineering, Environmental Health and Bushland Management officers. Conditions of approval have been recommended relating to noise attenuation, landscaping, tree protection and site management. Refer also to the officer response provided for Submission 85, which addresses similar matters in detail.

96	Objection is raised due to the removal of significant mature trees within a recognised tree protection area and the perceived incompatibility of the proposal with the Rural Residential character of the locality. Concerns are expressed regarding traffic safety associated with a busy road intersection and the number of existing churches already operating along Lakes Road. It is considered that the development would adversely affect local amenity and environmental values. Protection of the existing tree canopy and relocation of the proposal to a more suitable site are requested.	Concerns regarding Rural Residential character, tree retention, traffic safety and the location of other churches within the locality are acknowledged. The proposal was redesigned to significantly reduce vegetation clearing and retain the majority of mature native vegetation located on the site. Traffic impacts have been assessed by Engineering officers, while the suitability of the proposed land use has been considered against the objectives and permissibility provisions of Scheme No. 12. Refer also to the officer responses provided for Submissions 45, 47 and 51.
97	A detailed objection is raised regarding the environmental impacts of the proposal, particularly the removal of approximately 30 mature trees and the resulting loss of habitat and landscape character. Concerns are expressed regarding the absence of a comprehensive ecological assessment, impacts on biodiversity, loss of canopy cover and the removal of trees within a recognised Tree Protection Area. Additional concerns relate to traffic generation, road upgrades, cumulative development impacts and the compatibility of the development with the Rural Residential zone. It is considered that insufficient information has been provided to justify the environmental impacts required to facilitate the proposal.	The environmental issues raised, including biodiversity values, habitat retention, vegetation removal and compatibility with the Rural Residential zone, were key considerations throughout the assessment process. Bushland Management officers reviewed the supporting environmental information and requested additional consideration of vegetation retention opportunities, resulting in significant amendments to the development layout. The revised proposal retains the majority of mature habitat trees and substantially reduces clearing impacts compared with the original design. Refer also to the officer responses provided for Submissions 31, 49 and 60.
98	Objection is raised due to the removal of mature vegetation and habitat that provides ecological value for black cockatoos, possums, microbats and other native fauna. Concern is expressed that alternative church facilities may already exist and that additional clearing of mature trees cannot be justified when alternative sites may be available. Particular emphasis	Officers acknowledge concerns regarding habitat values for black cockatoos and other native fauna. The Tree Assessment concluded that no trees proposed for removal contain hollows suitable for breeding habitat, while the revised development layout retains the majority of mature Marri trees and associated foraging habitat.

	is placed on the habitat value of mature hollow-bearing trees and the importance of retaining existing ecological communities. Refusal of the proposal is requested.	The environmental values of the site were carefully considered during assessment and directly influenced the redesign of the proposal.
99	Objection is raised due to the proposed loss of mature trees used by red-tailed black cockatoos and other native fauna. Concern is expressed regarding perceived inconsistencies between Council tree protection initiatives and the scale of tree removal proposed. It is considered that sufficient places of worship already exist and environmental protection should be prioritised. Refusal is requested.	Concerns regarding the loss of mature trees and black cockatoo habitat are acknowledged. The proposal was amended during assessment to significantly reduce vegetation clearing and retain most mature canopy trees identified on the site. While concerns regarding tree preservation initiatives have been noted, the application has been assessed on its individual merits and against the requirements of the planning framework.
100	Objection is raised regarding traffic and road safety impacts, particularly given the location of the proposed access near the Lakes Road and Gordon Road intersection. Concerns are expressed regarding assumptions adopted within the Traffic Impact Assessment, parking demand estimates, overflow parking arrangements and environmental consequences of additional vehicle activity. Further concerns relate to perceived inconsistencies between vegetation clearing restrictions imposed on residents and the scale of clearing proposed for the development. Additional technical information and consideration of alternative sites are requested.	Traffic generation, road safety, parking demand and access arrangements have been carefully assessed through the Traffic Impact Assessment and review by the City's Engineering officers. The assessment concluded that the proposed access location meets the required sight distance standards and that the surrounding road network can safely accommodate the development subject to the recommended road upgrades. Concerns regarding vegetation clearing have been addressed through substantial redesign of the proposal and improved tree retention outcomes.
101	Objection is raised due to the site proximity to Lake Goegrup Nature Reserve and concerns regarding removal of approximately 25 native trees. Concerns are expressed regarding impacts on water quality, native wildlife habitat and the health of the surrounding wetland system. It is considered that a commercial-scale building and large parking area are inappropriate within a Rural Residential area adjoining environmentally sensitive land.	Officers acknowledge concerns regarding the proximity of the site to Lake Goegrup Nature Reserve, vegetation removal and potential impacts on environmental values. The revised development layout significantly reduces the extent of clearing originally proposed and retains the majority of mature native vegetation and black cockatoo foraging habitat. The proposed use is not expected to generate activities that would adversely affect groundwater, wetland hydrology or water

		quality, and connection to reticulated sewer is recommended as a condition of approval.
102	Objection is raised due to the site location within a Rural Residential area and recognised tree protection area. Concerns are expressed regarding the loss of mature trees, impacts on black cockatoo habitat and proximity to Lake Goegrup Nature Reserve. Additional concerns relate to road safety due to the site location on a busy intersection.	The concerns raised regarding tree removal, black cockatoo habitat, traffic safety and the environmental sensitivity of the locality are acknowledged. Refer to the officer responses provided for Submissions 16, 21 and 67.
103	No objection is raised to the concept of a Place of Worship; however, concerns are expressed regarding the removal of mature trees and the absence of a flora and fauna assessment. It is suggested that the parking layout be redesigned to facilitate greater tree retention. It is recommended that a flora and fauna study be completed and design amendments be considered prior to determination.	The concerns raised regarding tree retention, environmental assessment and potential design amendments are acknowledged. Refer to the officer responses provided for Submissions 49, 53 and 65.
104	Objection is raised due to the removal of mature trees within an area identified as important black cockatoo habitat and a recognised bird preservation area. Concerns are expressed regarding impacts on wildlife, traffic congestion, noise and the need for publicly funded road upgrades. It is considered that the environmental significance of the site outweighs any benefit associated with the proposal.	The concerns raised regarding black cockatoo habitat, vegetation removal, traffic impacts and road upgrades are acknowledged. Refer to the officer responses provided for Submissions 22, 52 and 67.
105	A comprehensive objection is raised regarding environmental impacts within a Tree Preservation Area and habitat for black cockatoos and other protected species. Concerns are expressed regarding removal of mature native trees, cumulative habitat loss, long-term impacts on threatened bird populations and the number of existing churches already within the locality. Refusal or relocation of the proposal is requested.	The concerns raised regarding cumulative habitat loss, black cockatoo conservation and vegetation removal are acknowledged. Refer to the officer responses provided for Submissions 14, 60 and 97.
106	Objection is raised due to the site being located within a Tree Preservation Area and habitat for threatened wildlife. Concerns are expressed regarding cumulative habitat loss from recent developments, impacts on Carnaby's black	The concerns raised regarding habitat loss, environmental values and cumulative vegetation clearing are acknowledged. Refer to the officer responses provided for Submissions 17, 61 and 97.

	cockatoos and other fauna, and the suitability of the site for further clearing. Reference is also made to potential Aboriginal cultural heritage values associated with the land. Refusal of the application is requested.	Matters relating to Aboriginal cultural heritage are outside the scope of this development assessment and are addressed through separate legislative processes.
107	Concern is expressed regarding the removal of approximately 25 on-site trees and 5 street trees. It is considered that the loss of vegetation would adversely impact birds, possums, insects and broader habitat values that contribute to the character of the locality. Relocation of the proposal to an already-cleared site is requested.	The concerns raised regarding the removal of on-site and verge vegetation are acknowledged. Refer to the officer responses provided for Submissions 9, 23 and 29.
108	Objection is raised due to the proposed clearing of vegetation within a Tree Preservation Area and the resulting impacts on black cockatoos and other native fauna. Concerns are also raised regarding habitat fragmentation, noise, traffic, drainage, loss of visual amenity and precedent effects. It is considered that environmentally significant land should be protected from development where alternative sites may exist.	The concerns raised regarding vegetation retention, habitat fragmentation, drainage, traffic and amenity impacts are acknowledged. Refer to the officer responses provided for Submissions 26, 31 and 60.
109	Objection is raised due to the cumulative concentration of places of worship along Lakes Road and the associated impacts on local character. Concerns are expressed regarding loss of remaining bushland, increased traffic, noise and activity levels, and the removal of mature vegetation and habitat. It is considered that the scale of the proposal is inconsistent with the Rural Residential setting.	The concerns raised regarding the concentration of places of worship within the locality, vegetation loss and impacts on local character are acknowledged. Refer to the officer responses provided for Submissions 28, 45 and 96.
110	Objection is raised regarding increased traffic, parking demand, noise and impacts on neighbouring residential amenity. Concern is expressed that the development is of a scale and intensity that would place additional pressure on local infrastructure and reduce neighbourhood amenity. Refusal of the application is requested.	The concerns raised regarding traffic, parking demand, noise and residential amenity are acknowledged. Refer to the officer responses provided for Submissions 46, 71 and 85, which address these matters in detail.
111	Objection is raised due to the environmental significance of the site and its importance to native birdlife. Concerns are expressed regarding continued loss of natural landscapes and tree canopy within Mandurah, and the perceived lack of need	The concerns raised regarding environmental values, native bird habitat, vegetation loss and the need for an additional place of worship are acknowledged. Refer to the officer responses provided for Submissions 10, 34 and 79.

	for another place of worship. Greater consideration of community and environmental values is requested.	
112	A formal objection is lodged to the proposal. No specific planning grounds or supporting detail are provided within the submission.	The objection is noted. As no specific planning grounds were provided, no detailed officer response is required. The submission has nevertheless been considered as part of the assessment of the application.
113	Objection is raised due to the proximity of another place of worship and concerns regarding the scale of development proposed for the site. It is considered that full development of the lot would be inconsistent with the rural character and visual amenity of the area.	The concerns raised regarding the scale of the development, proximity to another place of worship and compatibility with the character of the locality are acknowledged. Refer to the officer responses provided for Submissions 45, 92 and 109.
114	Objection is raised due to the removal of vegetation used as habitat for endangered red-tailed black cockatoos. Concerns are also expressed regarding impacts on nearby wetlands, local amenity and the compatibility of a large building and parking area within the Rural Residential zone. Relocation to a commercial area is suggested.	The concerns raised regarding black cockatoo habitat, wetland proximity, vegetation removal and the suitability of the proposal within the Rural Residential zone are acknowledged. Refer to the officer responses provided for Submissions 22, 52 and 101.
115	A detailed objection is raised regarding traffic safety, road network capacity, mature tree retention and impacts on protected wildlife habitat. Concerns are expressed that the Traffic Impact Assessment may underestimate existing hazards and that the proposal would increase risks to motorists and emergency services. It is considered that alternative sites should be investigated to avoid environmental and traffic impacts.	The concerns raised regarding traffic safety, road network capacity, mature tree retention and alternative locations are acknowledged. Refer to the officer responses provided for Submissions 67, 94 and 100.
116	Concerns are raised regarding impacts on black cockatoo nesting habitat and the ability of the surrounding road network to manage additional traffic. Clarification is sought regarding the denomination and operation of the proposed place of worship due to the proximity of an existing church. Additional information is requested prior to any decision.	The concerns raised regarding black cockatoo habitat, traffic impacts and the operation of the proposed place of worship are acknowledged. Refer to the officer responses provided for Submissions 5, 14 and 21.

117	Concern is expressed regarding the adequacy of environmental investigations undertaken to date and the limited consultation period available to review the proposal. It is requested that determination be deferred until broader environmental assessments are completed and the community has had additional opportunity to review the findings.	The concerns raised regarding environmental investigations and the consultation process are acknowledged. Refer to the officer responses provided for Submissions 12, 49 and 80.
118	Objection is raised due to the proposed loss of approximately 30 mature trees in close proximity to a Tree Preservation Area. Concerns relate to impacts on protected species including black cockatoos, peregrine falcons, western ringtail possums and migratory shorebirds. It is considered that the environmental sensitivity of the site warrants refusal of the application.	The concerns raised regarding vegetation removal, habitat impacts and the environmental significance of the site are acknowledged. Refer to the officer responses provided for Submissions 17, 60 and 105.
119	Objection is raised due to impacts on flora and fauna, traffic, and noise within a semi-rural residential environment. Concerns are expressed regarding the removal of mature trees, increased congestion at the Lakes Road and Gordon Road intersection, and cumulative noise impacts associated with two churches operating in close proximity. Alternative sites are considered more suitable.	The concerns raised regarding traffic, noise, vegetation retention and compatibility with the surrounding locality are acknowledged. Refer to the officer responses provided for Submissions 46, 71 and 85.
120	Objection is raised due to cumulative impacts associated with another church adjacent to Kingdom City Church. Concerns are expressed regarding increased traffic, parking demand, noise, removal of native vegetation and impacts on black cockatoo habitat within a recognised Tree Preservation Area. Careful consideration of environmental and residential amenity impacts is requested.	The concerns raised regarding cumulative impacts associated with the adjoining church, traffic, parking demand, vegetation removal and black cockatoo habitat are acknowledged. Refer to the officer responses provided for Submissions 1, 45 and 61.
121	Objection is raised due to the existence of other churches within the area and concerns regarding impacts on endangered black cockatoo habitat. It is considered that additional church facilities are unnecessary and would result	The concerns raised regarding the need for an additional place of worship and impacts on black cockatoo habitat are acknowledged. Refer to the officer responses provided for Submissions 20, 34 and 74.

	in avoidable environmental impacts. Refusal of the application is requested.	
122	A detailed objection is raised regarding the methodology, assumptions and conclusions of the Traffic Impact Assessment. Concerns are expressed regarding use of outdated traffic data, omission of major committed developments, vehicle occupancy assumptions and the absence of cumulative traffic modelling with nearby churches. It is requested that the assessment be independently peer reviewed and that traffic, parking and infrastructure requirements be reassessed.	The concerns raised regarding the methodology, assumptions and conclusions of the Traffic Impact Assessment are acknowledged. Refer to the officer responses provided for Submissions 25, 94 and 100, which address traffic modelling, parking demand and road network capacity.
123	Objection is raised due to the removal of mature trees and wildlife habitat. Concern is expressed regarding the cumulative loss of vegetation throughout Mandurah and Peel and the need to retain remaining bushland rather than facilitate additional development. Alternative developed sites are considered more appropriate.	The concerns raised regarding vegetation removal and the cumulative loss of habitat throughout the region are acknowledged. Refer to the officer responses provided for Submissions 4, 48 and 59.
124	Strong support is expressed for the proposal and the benefits it would provide for the congregation and wider community. It is considered that efforts have been made to minimise environmental impacts and retain vegetation where possible. Approval of the application is supported as an opportunity to provide a permanent place of worship and community facility.	Officers note the support expressed for the proposal and the recognition of the efforts made to reduce environmental impacts through the revised design. Refer also to the officer responses provided for Submissions 54, 68 and 73.
125	Objection is raised due to the perceived lack of need for another church and the removal of native vegetation and wildlife habitat. Concern is expressed that alternative cleared sites or existing facilities should be utilised rather than further reducing environmental values. Refusal of the application is requested.	The concerns raised regarding vegetation retention, habitat protection and the availability of existing church facilities are acknowledged. Refer to the officer responses provided for Submissions 10, 28 and 55.
126	Objection is raised due to environmental impacts, habitat loss and the availability of existing church facilities. Concerns are expressed regarding black cockatoo habitat, traffic generation, parking demand and the adequacy of the Traffic	The concerns raised regarding habitat impacts, traffic generation, parking demand and community need are acknowledged. Refer to the officer responses provided for Submissions 20, 25 and 82.

	Impact Assessment. It is considered that the proposal represents a want rather than a community need and should not occur at the expense of environmental values.	
127	Concerns are raised regarding the residential nature of the locality, black cockatoo breeding habitat and potential runoff impacts to nearby nature reserves and wetlands. It is considered that alternative sites should be investigated and that cumulative environmental impacts require greater consideration.	The concerns raised regarding residential amenity, black cockatoo habitat and potential impacts on nearby wetlands are acknowledged. Refer to the officer responses provided for Submissions 7, 22 and 101.
128	Objection is raised regarding traffic congestion and road safety at the Gordon Road and Lakes Road intersection. Additional concerns relate to impacts on black cockatoo habitat, tree removal and development within a recognised preservation area. Refusal of the proposal is requested.	The concerns raised regarding traffic congestion, road safety and black cockatoo habitat are acknowledged. Refer to the officer responses provided for Submissions 21, 67 and 100.
129	A comprehensive objection is raised due to the removal of approximately 30 mature trees, impacts on threatened species and the location of the development adjacent to Goegrup Nature Reserve. Concerns are expressed regarding traffic safety, perceived inequity in vegetation clearing controls and the lack of published flora and fauna investigations. Further environmental and traffic assessments are requested before any determination.	The concerns raised regarding vegetation removal, threatened species habitat, traffic safety and environmental investigations are acknowledged. Refer to the officer responses provided for Submissions 49, 94 and 97.
130	Objection is raised due to continued vegetation clearing and the perceived oversupply of church facilities within Mandurah. Concern is expressed regarding impacts on wildlife habitat and the need to retain mature trees wherever possible.	The concerns raised regarding vegetation clearing, wildlife habitat and the number of church facilities within Mandurah are acknowledged. Refer to the officer responses provided for Submissions 20, 55 and 79.
131	Concerns are raised regarding the lack of a publicly available environmental impact assessment and the age of the traffic and noise information supporting the proposal. Protection of wildlife habitat and preservation of Greenfields environmental values are considered important issues requiring further investigation.	The concerns raised regarding environmental information and supporting technical studies are acknowledged. Refer to the officer responses provided for Submissions 12, 49 and 117.

132	Concerns are raised regarding community need, traffic impacts, stormwater management and the removal of mature trees used by red-tailed black cockatoos. Additional information is sought regarding environmental assessments, tree replacement outcomes and long-term canopy restoration. Alternative community uses retaining a greater number of trees are suggested.	The concerns raised regarding traffic impacts, stormwater management, habitat retention and tree replacement are acknowledged. Refer to the officer responses provided for Submissions 29, 31 and 100.
133	Objection is raised due to the removal of trees and the resulting impacts on wildlife habitat. It is considered that development of the site for a church is inappropriate given the environmental value of the area.	The concerns raised regarding vegetation removal and habitat impacts are acknowledged. Refer to the officer responses provided for Submissions 8, 17 and 48.
134	Objection is raised due to the removal of trees, impacts on multiple wildlife species and potential adverse effects on surrounding residents. Protection of native habitat is supported over the proposed development.	The concerns raised regarding wildlife habitat and potential impacts on surrounding residents are acknowledged. Refer to the officer responses provided for Submissions 46, 71 and 85.
135	Concern is expressed regarding the removal of native habitat that supports local flora and fauna. It is considered that remaining natural areas should be protected from ongoing development pressures and retained in a natural state where possible.	The concerns raised regarding the retention of natural areas and cumulative environmental impacts are acknowledged. Refer to the officer responses provided for Submissions 4, 59 and 123.
136	Objection is raised due to the proposal being located within an area identified as habitat for endangered black cockatoos and other protected flora and fauna. Concerns are expressed regarding the removal of vegetation within a recognised habitat area and the cumulative impacts of multiple church developments along Lakes Road. It is considered that protection of environmental values should take precedence over additional development.	The concerns raised regarding black cockatoo habitat, protected fauna and the cumulative presence of places of worship along Lakes Road are acknowledged. Refer to the officer responses provided for Submissions 61, 84 and 105.
137	Objection is raised due to likely impacts on native trees, birdlife and wildlife habitat. Reference is made to existing signage identifying the area as requiring protection and preservation. It is considered that no further development should occur within this environmentally sensitive area.	The concerns raised regarding wildlife habitat, vegetation protection and the environmental sensitivity of the locality are acknowledged. Refer to the officer responses provided for Submissions 17, 36 and 118.
138	A comprehensive objection is raised by a resident directly opposite the proposed access point. Concerns relate to	The concerns raised regarding traffic safety, residential amenity, vegetation retention, cumulative impacts and the overall

	compatibility with the Rural Residential zone, impacts on residential amenity, cumulative impacts with Kingdom City Church, traffic safety, noise, vegetation removal and the adequacy of environmental and servicing information. It is considered that the scale and intensity of the proposal are inconsistent with the character of the locality and that the application should be refused or deferred pending further studies.	suitability of the proposal have been comprehensively assessed. Refer to the officer responses provided for Submissions 31, 85 and 95, which address these matters in detail.
139	Objection is raised due to impacts on local wildlife, vegetation and neighbourhood character within a recognised tree preservation area. Concerns are also expressed regarding traffic impacts associated with the proposed access arrangement and the concentration of church facilities along Lakes Road. It is considered that the proposal provides limited community benefit relative to its environmental impacts.	The concerns raised regarding vegetation removal, traffic impacts, neighbourhood character and the concentration of places of worship within the locality are acknowledged. Refer to the officer responses provided for Submissions 45, 96 and 109.
140	Objection is raised due to existing traffic congestion and concerns regarding safe access to nearby schools, aged care facilities and Peel Health Campus. Concern is expressed regarding further impacts on local amenity and environmental values. It is considered that the proposal would place unnecessary pressure on the surrounding road network.	The concerns raised regarding traffic congestion, access to key community facilities and road network capacity are acknowledged. Refer to the officer responses provided for Submissions 67, 71 and 100.
141	A detailed objection is raised by residents immediately opposite the proposed access. Concerns relate to traffic safety, noise, loss of neighbourhood character, vegetation clearing, impacts on black cockatoos and integration with the surrounding residential area. Additional concerns are raised regarding consultation, bushfire risk, cumulative impacts with nearby churches and whether the site represents the highest community benefit use. Refusal of the application is requested.	The concerns raised regarding traffic safety, amenity impacts, vegetation retention, consultation, bushfire management and cumulative impacts have been comprehensively assessed. Refer to the officer responses provided for Submissions 85, 95 and 138, which address these matters in detail.
142	Objection is raised due to the scale of the development, removal of native vegetation and potential impacts on protected bird species. Concerns are expressed regarding traffic congestion, loss of environmental values and the	The concerns raised regarding vegetation removal, protected bird habitat, traffic impacts and the proximity of another place of worship are acknowledged. Refer to the officer responses provided for Submissions 22, 45 and 104.

	suitability of locating a large place of worship adjacent to an existing church. Protection of native habitat is requested.	
143	Objection is raised due to impacts on native wildlife habitat and the continued loss of mature vegetation within the locality. Concerns are expressed regarding traffic safety, particularly for nearby residents accessing their properties. It is considered that alternative cleared sites should be investigated before environmentally significant vegetation is removed.	The concerns raised regarding habitat loss, vegetation retention and traffic safety are acknowledged. Refer to the officer responses provided for Submissions 17, 65 and 81.
144	Objection is raised due to the proximity of an existing church, removal of approximately 30 trees and the need for additional turning lanes. Concerns are expressed regarding impacts on birdlife, traffic and the adequacy of community notification. It is considered that the congregation could continue utilising existing facilities rather than developing the subject land.	The concerns raised regarding vegetation removal, additional turning lanes, traffic impacts and the presence of existing church facilities are acknowledged. Refer to the officer responses provided for Submissions 9, 45 and 76.
145	Concerns are raised regarding the loss of mature trees that provide habitat for local bird species including osprey and whistling kite, as well as ringtail possums. Additional concern is expressed regarding traffic safety and vehicle movements associated with the proposal. Greater protection of wildlife habitat is requested.	The concerns raised regarding wildlife habitat, mature tree retention and traffic safety are acknowledged. Refer to the officer responses provided for Submissions 17, 23 and 81.
146	Objection is raised regarding the size and location of the proposed development within a Rural Residential area. Concerns are expressed regarding impacts on wildlife habitat, tree removal, noise, lighting, stormwater runoff and traffic generation. It is considered that the proposal is incompatible with the character and environmental values of the locality.	The concerns raised regarding the scale of development, vegetation removal, amenity impacts, drainage and traffic generation are acknowledged. Refer to the officer responses provided for Submissions 31, 56 and 85.
147	Support is expressed for the proposal on the basis that a church is considered a relatively unobtrusive land use. It is considered that the loss of vegetation associated with the proposal is limited and that many trees on the site are not significant habitat trees. Approval of the application is supported.	Officers note the support expressed for the proposal and the acknowledgement of the environmental outcomes achieved through the revised design. Refer also to the officer responses provided for Submissions 54, 68 and 124.
148	Objection is raised due to traffic congestion and road safety concerns at the Lakes Road and Gordon Road intersection. It	The concerns raised regarding traffic congestion, road safety and alternative land use opportunities are acknowledged. Refer

	is considered that land in proximity to schools, hospitals and public transport should be prioritised for housing rather than additional places of worship. An alternative location for the church is suggested.	to the officer responses provided for Submissions 67, 100 and 140.
149	Objection is raised due to concerns regarding road safety at the proposed entry location and the existence of another large church nearby. Concerns are also expressed regarding cumulative environmental impacts and recent vegetation clearing within the locality. Relocation of the proposal to a more suitable site is requested.	The concerns raised regarding road safety, cumulative environmental impacts and the proximity of another place of worship are acknowledged. Refer to the officer responses provided for Submissions 61, 67 and 109.
150	Clarification is sought regarding the denomination and belief system associated with the proposed place of worship. Concern is expressed regarding the purpose of the facility and whether additional information can be provided regarding the organisation intended to occupy the site.	The planning assessment relates to the land use of a Place of Worship rather than the beliefs or doctrines of a particular religious organisation. Refer to the officer responses provided for Submissions 5 and 89.
151	Objection is raised due to concerns regarding the location of the proposed Place of Worship adjacent to Kingdom City Church and the potential cumulative impacts on traffic movements at the Gordon Road and Lakes Road intersection. Concern is expressed regarding road safety, access to Peel Health Campus and the concentration of church facilities along Lakes Road. Additional concerns relate to the removal of mature trees utilised by black cockatoos, cumulative loss of native vegetation within Greenfields, and the broader impact on environmental values and community character. It is requested that further environmental assessment be undertaken and alternative sites be investigated.	The concerns raised regarding traffic impacts, the concentration of places of worship within the locality, vegetation removal, black cockatoo habitat and cumulative environmental impacts are acknowledged. Refer to the officer responses provided for Submissions 61, 67, 76 and 105.

15 LATE AND URGENT BUSINESS ITEMS

16 CONFIDENTIAL ITEMS

Nil

17 CLOSE OF MEETING