

**SCHEDULE OF SUBMISSIONS**

<b>YourSay Response</b>						
	<b>First Name</b>	<b>Surname</b>	<b>Town</b>	<b>Do you support the proposal?</b>	<b>Why do you support this proposal? /Why don't you support this proposal?</b>	<b>Response</b>
<b>1</b>	K.	MacLeay	Vasse	No	<ul style="list-style-type: none"> <li>• Already an existing 3 – 4 service stations in the area.</li> <li>• Concerns regarding impact of Busselton Outer Bypass, (BOB) and additional traffic as a result of BOB along Bussell Highway traveling towards Margaret River.</li> <li>• Concerns that traffic entering Bussell Highway from future BOB, traffic travelling between Dunsborough and Bussell and future Vasse Bypass will miss development.</li> <li>• Concerns regarding increase in use of electric vehicle and decrease demand for fossil fuel station.</li> <li>• Concerns regarding proposed height of sign. Height considered excessive and will stand out amongst vegetation.</li> <li>• Concerns regarding impact of future dual carriageway along Bussell Highway on the development and how vehicles will be able to access development.</li> </ul>	<ul style="list-style-type: none"> <li>• Number of existing Service Stations within the locality as well as future demand for service stations is not a valid planning consideration.</li> <li>• Refer to officer comment section report for further discussions regarding:               <ul style="list-style-type: none"> <li>○ Vehicle movements and traffic</li> <li>○ Pylon Sign.</li> </ul> </li> </ul>
<b>2</b>	R.	Barden	Vasse	No	<ul style="list-style-type: none"> <li>• Concerns regarding traffic volumes at intersection of Northerly Street and Bussell Highway.</li> <li>• Concerns regarding number of existing service stations within the area and impact on existing businesses within the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to officer comment section report for further discussions regarding:               <ul style="list-style-type: none"> <li>○ Traffic</li> </ul> </li> <li>• Number of existing Service Stations within the locality is not a valid planning consideration.</li> </ul>
<b>3</b>	C.	Hess	Vasse	No	<ul style="list-style-type: none"> <li>• Concerns regarding truck movement along Northerly Street to the round-about at the intersection of Northerly Street and Bussell Highway north of the site (including noise and safety concerns). Development should be designed to stop trucks travelling north on Northerly street.</li> <li>• Northerly Street should be for local traffic movement only.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to officer comment section report for further discussions regarding:               <ul style="list-style-type: none"> <li>○ Vehicle movements and traffic</li> </ul> </li> </ul>

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					<ul style="list-style-type: none"> <li>Concerns regarding additional truck movements and impact on school children crossing Northerly Street to get to Cape Naturaliste High School.</li> </ul>	
<b>4</b>	M.	McDermott	Vasse	No	<ul style="list-style-type: none"> <li>Concerns regarding number of existing service stations within the area.</li> <li>Concerns regarding impact on existing local businesses within the area including Vasse General Store and Carbarup General Store.</li> </ul>	<ul style="list-style-type: none"> <li>Economic impact upon existing Service Stations within the locality is not a valid planning consideration.</li> </ul>
<b>5</b>	J.	Smith	Kealy	No	<ul style="list-style-type: none"> <li>Environmental report submitted by the developers is poorly researched and relies on previous out of date reports. The report on the wetland references a report from 2006. This wetland has rebounded significantly in the 14 years since.</li> <li>Water levels have changed significantly in recent times due to the huge amount of development that has been undertaken in the area.</li> <li>Wetland has been rehabilitated and re-vegetation has taken place and made a huge difference to the quality of this wetland. It is no longer degraded and is now an important wetland for local birds and other indigenous species.</li> <li>Concerns regarding petrol spill or run-off from the hardstand would be catastrophic for this wetland and the animals that rely on it for their habitat.</li> <li>Better located south of Northerly Street where the land is dryer and there is a lower risk of contamination of an important local wetlands.</li> </ul>	<ul style="list-style-type: none"> <li>Refer to officer comment section report for further discussions regarding: <ul style="list-style-type: none"> <li>Environmental Impacts , including impacts upon Franklin Wetland.</li> </ul> </li> </ul>
<b>6</b>	Withheld	Withheld	Vasse	No	<ul style="list-style-type: none"> <li>Concerns regarding number of service stations with convenience stores already located in the immediate area.</li> <li>Adverse effects on the Franklin Wetland Reserve immediately behind the proposed development. The Franklin Wetland Reserve was rehabilitated to be a self-sustaining state which provided for the reestablishment of over 70,000 native wetland plants and increased the native fauna and flora to the area. Consequently, this Reserve now serves as a dual purpose in catering for both commuters (walking or bike riding) and wetland visitors so people can appreciate the beauty and values of the wetlands</li> </ul>	<ul style="list-style-type: none"> <li>Economic impact upon existing Service Stations within the locality is not a valid planning consideration.</li> <li>Refer to officer comment section report for further discussions regarding: <ul style="list-style-type: none"> <li>Environmental Impacts , including impacts upon Franklin Wetland.</li> <li>Vehicle movements and traffic</li> </ul> </li> </ul>

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					<p>along with native flora and fauna. Concerns how chemicals and contaminates will be contained where there is potential harm associated with nutrients and other chemicals to maintain the ecological processes and functions within the sensitive wetland environment. Such contamination risks could occur through leakage of fuels from storage facilities such as underground tank systems and /or through petrol and oil separators spillage of engine coolant, fuel, hydraulic fluid, lubricants or solvents on the forecourt areas.</p> <ul style="list-style-type: none"> <li>• Increased traffic on Northerly Street and potential impact on nearby schools, including Vasse Primary School is situated on Kaloorup Road Vasse, Cape Naturaliste College is located on Yebble Drive Vasse.</li> <li>• City of Busselton Local Planning Strategy 2019 supporting the Busselton Outer Bypass and Vasse-Dunsborough Link Road when these links are completed, there is likely to be a reduced amount of traffic entering and exiting at the western end of Northerly Street where this development is proposed therefore, the need for this proposed development in this location to meet the future needs of the area is not supported as existing services will adequately satisfy these requirements.</li> <li>• The development noted above refers only to a Service Station and Advertisement sign. The addition of a Convenience Store is only seen in the drawings submitted and as such approval has not been requested, nor should be given for its inclusion with the above application.</li> </ul>	
<b>7</b>	K.	Kelly	Kealy	No	<ul style="list-style-type: none"> <li>• Concerns regarding impact on wetlands in the vicinity of the site, including fauna.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to officer comment section report for further discussions regarding:</li> <li>• Environmental Impacts , including impacts upon Franklin Wetland.</li> </ul>
<b>8</b>	J.	Palk	Kealy	No	<ul style="list-style-type: none"> <li>• Saturation of service stations within the area already</li> <li>• Concerns regarding impact on surrounding small businesses.</li> <li>• Concerns regarding traffic congestion</li> </ul>	<ul style="list-style-type: none"> <li>• Number of existing Services Stations within the locality as well as economic impact upon existing Service Stations within the locality is not a valid planning consideration.</li> </ul>

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						<ul style="list-style-type: none"> <li>• Refer to officer comment section report for further discussions regarding: <ul style="list-style-type: none"> <li>○ Vehicle movements and traffic</li> </ul> </li> </ul>
<b>9</b>	R.	Callegari	Kealy	No	<ul style="list-style-type: none"> <li>• Saturation of service stations within the area already</li> <li>• Concerns regarding impact on surrounding small businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Number of existing Services Stations within the locality as well as economic impact upon existing Service Stations within the locality is not a valid planning consideration.</li> </ul>
<b>10</b>	D.	Cant	Kealy	No	<ul style="list-style-type: none"> <li>• Saturation of service stations within the area already</li> <li>• Concerns regarding impact on surrounding small businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Number of existing Services Stations within the locality as well as economic impact upon existing Service Stations within the locality is not a valid planning consideration.</li> </ul>
<b>11</b>	M.	Sharp	Kealy	No	<ul style="list-style-type: none"> <li>• Saturation of service stations within the area already</li> <li>• Concerns regarding scale of signage in rural setting.</li> </ul>	<ul style="list-style-type: none"> <li>• Number of existing Services Stations within the locality as well as economic impact upon existing Service Stations within the locality is not a valid planning consideration.</li> <li>• Refer to officer comment section report for further discussions regarding: <ul style="list-style-type: none"> <li>○ Pylon Sign.</li> </ul> </li> </ul>
<b>12</b>	G.	Macdonald	Vasse	No	<ul style="list-style-type: none"> <li>• Concerns regarding impact on surrounding businesses, including Vasse General Store</li> <li>• Concerns regarding impact on intersection of Bussell Highway and Northerly Street.</li> <li>• Concerns regarding additional truck movements along Northerly Street and potential impact upon students crossing Northerly Street to Cape Naturaliste High School.</li> </ul>	<ul style="list-style-type: none"> <li>• Economic impact upon existing Service Stations within the locality is not a valid planning consideration.</li> <li>• Refer to officer comment section report for further discussions regarding: <ul style="list-style-type: none"> <li>○ Vehicle movements and traffic</li> </ul> </li> </ul>
<b>13</b>	K.	Thomson	Vasse	No	<ul style="list-style-type: none"> <li>• Saturation of service stations within the area already</li> <li>• Concerns regarding impact on surrounding small businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Number of existing Services Stations within the locality as well as economic impact upon existing Service Stations within the locality is not a valid planning consideration.</li> </ul>

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14	Hatch Roberts Day on behalf of Perron Developments Pty Ltd and Stawell Pty Ltd (Vasse Joint Venture).			<ul style="list-style-type: none"><li>• There is a legitimate question whether approval is consistent with orderly and property planning process. The Site is zoned Urban Development and development applications are required to be determined in accordance with the approved structure plan. The application is considered to be premature until such time that an amendment to the Vasse Structure Plan is completed.</li><li>• Extent of landscaping is insufficient to manage the visual impact of the development as viewed from Bussell Bypass.</li><li>• Height of the pylon sign is not consistent with other signage approved within the locality. Recommend it be reduced to at least 10m.</li></ul>	<ul style="list-style-type: none"><li>• Refer to officer comment section report for further discussions regarding:<ul style="list-style-type: none"><li>○ Land use permissibility</li><li>○ Landscaping and visual amenity</li><li>○ Pylon Sign.</li></ul></li></ul>
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