

Deputation Agenda Forum : Henley Brook development LSP

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Reading through the document prepared for the Ordinary Meeting of Council it appears to me that no comments by the general public have been incorporated, bar two objections by landowners. How many submissions were there from the public and did none of these submissions have anything to contribute to the assessment?

Transport Network Section

From my appraisal, traffic modelling for the Henley-Brook development area is clearly not up to date :

- The effect of the Ellenbrook train line has not been and cannot be assessed since expected patronage data will not be released by Metronet till mid 2020.
- No traffic modelling is available for the new Drumpellier Drive.
- The current upgrade works of Reid Hwy impede integrated comprehensive traffic surveys.

Therefore the transport network proposal can currently not be accepted and can be updated when relevant data become available.

The eastern 1.5km of Park Street, Henley Brook, is inside the **Swan Valley Planning Act** area, which means that it should not become a commuter thorough fare. Upgrading Park St would also increase the amount of traffic on West Swan Road which should be marked as a tourist route and therefore commuting traffic should be kept to a minimum.

Widening roads and building more roads are not a sustainable solutions for increased people movements and is an outdated business model for solving transport problems.

Environmental

In 2008 the Garnaut Climate Change Review, which examined the scientific evidence around the impacts of climate change on Australia and its economy, predicted that without adequate action, the nation would face a more frequent and intense fire season by 2020.

Unfortunately their prediction has come true. The catastrophic bushfires over East highlight that business as usual can not any further be prolonged.

The impact of any suburban development will be felt for many years in the future.

Combining these two issues it is clear that our approach to urban development has to change now. The change should not only come through regulations. International financial institutions, like investment and insurance, stress more and more that the fiduciary duties of company directors should include strong action on climate change. A former Chairman of global insurance giant AXA warned that *“A 2°C world might be insurable, A 4°C world certainly would not be”*. Natural catastrophes will have very costly financial consequences. The financial industry even mentions that companies could be sued if they do not carry out these principles. Governments at all levels will also be targeted if they knowingly ignore the impacts of climate change.

This is not even looking in the ethical and moral reasons to carry out climate change avoidance, mitigation and adaption for the benefit of the current and future generations.

My question, where is the evidence that the City has stepped up its action on climate change, and insisted that this development proposal would comply with the 1.5C target set by the IPCC.

Conclusion

The current Henley Brook Structure Plan should not be adopted until all the concerns raised in this deputation and in my submission are adopted.

Environmental concerns, that is avoidance, mitigation and adaption, **should be central in assessing this and any future, large or small, development proposals.**

P.S. It would be appreciated if the City's documents have page numbers and document name on the footer.