



February 2024

# **Metropolitan Region Scheme Amendment 1404/41**



## **Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads Reservation)**

Submissions 126 - 207

City of Fremantle  
City of Cockburn

Volume 2 of 2





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**Metropolitan Region Scheme  
Amendment 1404/41**

**Roe 8 Remainder and Roe 9  
(Removal of Primary Regional  
Roads Reservation)**

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**Submissions 126 - 207**

**City of Fremantle  
City of Cockburn**

**Volume 2 of 2**



February 2024

The Western Australian Planning Commission acknowledges the traditional owners and custodians of this land. We pay our respect to Elders past and present, their descendants who are with us today, and those who will follow in their footsteps.

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MRS Amendment 1404/41      Submissions 126 - 207  
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This document is available in alternative formats on application to the Department of Planning, Lands and Heritage Communications Branch.

## Introduction to Metropolitan Region Scheme major amendments

The Western Australian Planning Commission (WAPC) is responsible for keeping the Metropolitan Region Scheme (MRS) under review and initiating changes where they are seen as necessary.

The MRS sets out the broad pattern of land use for the whole Perth metropolitan region. The MRS is constantly under review to best reflect regional planning and development needs.

A proposal to change land use reservations and zones in the MRS is regulated by the *Planning and Development Act 2005*. That legislation provides for public submissions to be made on proposed amendments.

For a substantial amendment, often referred to as a major amendment (made under section 41 of the Act), the WAPC considers all the submissions lodged, and publishes its recommendations in a report on submissions. This report is presented to the Minister for Planning and to the Governor for approval. Both Houses of Parliament must then scrutinise the amendment before it can take legal effect.

In the process of making a substantial amendment to the MRS, information is published as a public record under the following titles:

### **Amendment report**

This document is available from the start of the public advertising period of the proposed amendment. It sets out the purpose and scope of the proposal, explains why the amendment is considered necessary, and informs people how they can comment through the submission process.

### **Environmental review report**

The Environmental Protection Authority must consider the environmental impact of an amendment to the MRS before it can be advertised. Should it require formal assessment, an environmental review is undertaken and made available for information and comment at the same time as the amendment report.

### **Report on submissions**

The planning rationale, determination of submissions and the recommendations of the WAPC for final approval of the amendment, with or without modification, is documented in this report.

### **Submissions**

This document contains a reproduction of all written submissions received by the WAPC on the proposed amendment.

### **Transcript of hearings**

A person who has made a written submission may also choose to appear before a hearings committee to express their views. The hearings proceedings may be recorded and transcribed, and the minutes of all hearings will be published and made available.



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2 *Name removed at the request of the submitter*  
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4 *Name removed at the request of the submitter*  
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## Submissions



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 16:06:47

## Introduction

1 What is your first name?

First name:  
Trent

2 What is your surname?

What is your surname?:  
Rojahn

3 What is your email address?

Email:  
trent.rojahn@gmail.com

4 What is your address?

address:  
41 Alma Street, Fremantle

5 What is your phone number?

Phone number:  
0438721048

6 Are you responding on behalf of an organisation?

No  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary, I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I would like the entire area to be protected as parks and rec, with no development of cardigan st and the protection of Randwick Stables.

We have so few wildlife corridors left, I am sick of seeing black cockatoos dead on the road. It's a beautiful and important area that needs to be supported as it is, not cleared.

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 16:34:17

### Introduction

1 What is your first name?

First name:  
Hailey

2 What is your surname?

What is your surname?:  
Pennock

3 What is your email address?

Email:  
ham.pk7@gmail.com

4 What is your address?

address:  
35 starling st Hamilton hill

5 What is your phone number?

Phone number:  
0474447378

6 Are you responding on behalf of an organisation?

No  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Im an oxygen breather

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 16:56:00

### Introduction

1 What is your first name?

First name:  
Maria

2 What is your surname?

What is your surname?:  
Cadzow

3 What is your email address?

Email:  
mcadzow1@bigpond.com

4 What is your address?

address:  
  
41 Hadley Gardens  
Kardinya

5 What is your phone number?

Phone number:  
+61423599899

6 Are you responding on behalf of an organisation?

No  
  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Dear ladies and gentlemen

For a few years now, I have been engaged in landcare projects. I am not a very political person or an activist, however, the destruction of the Roe 8 bushland during the outgoing Liberal Government has shown me that every single individual has a part to play in the protection of our invaluable natural places.

Most of my family live in Europe and they are frightened by the dramatic climatic changes that have become the norm in recent years and are projected to get worse: flash flooding, heat waves, droughts, rogue fires to name only a few. Europe used to be conservative with its green spaces but politics change and more and more land gets chewed up by housing, commerce and roads.

I am not a scientist, but even I understand that deforestation and overpopulation lead to a considerable imbalance on our globe. We need trees, open



spaces and water catchment areas for ground water supply and to reduce the increasing heat reflecting from built-up spaces. Most of all, we need to become more considerate of the interdependencies between nature and our human endeavours.

The Roe8 and Roe9 reserves are an integral part of local indigenous cultural heritage and it is about time to acknowledge the relevance of First Nation's spiritual and environmental custodianship of these lands.

The reserves also hold some of the most pristine bushland within the Perth area, cared for by my and other bush care groups, in particular the diamond shape road reserve around Stock and Forrest Road with a myriad of native flora and fauna threatened to be turned into Bitumen without even a option for discussion. I cannot even express my disappointment that the "intersection" has been excluded from public consultation!

As for the rest of the reserve, probably the single-most unique opportunity for a sizeable East-West nature link. This link could become a showcase for urban eco-planning, integrating existing bushland with parks, recreation areas, safe cycle paths and pedestrian walkways from wetlands to waves. Truly unique, as this would be the only true East West corridor in all of Perth.

I love cycling, twice a week I brave the trip around the river but I dread riding home because there are no safe cycling paths. South Street is outright dangerous for cyclists and other east west tangents are not much better. I would love to have a cycle path like the new Cottesloe-Fremantle path to take me home safely from Freo.

I understand that the road reserves are attractive for building more residential and commercial centres and be it just to stop any further attempts to extend Roe Highway west . . . However, there is no need for large-scale development that cuts through the existing corridor altogether. If there need to be houses, they could be built in strategic location, along the edge of the reserve, intruding only so far that a Highway would no longer be an option, thus leaving a sizeable green corridor for plants, animals and humans alike.

We will need to rethink the footprints of human habitation, leaving enough natural spaces to counterbalance our activities: high-density housing, fewer roads, more parks, recreational and green spaces.

Climate change is real and our cities need to become greener, we all know that and I have seen plenty of council initiatives to address this. With Roe8 and Roe9, we already have the canvas and the support of many community groups to expand the tree canopies we so urgently need. Yes, some areas will need cleaning up but there are plenty of motivated people like myself who would happily lend a hand to remove illegally dumped rubbish and pick weeds.

Anything is possible and I believe we need to dream big to turn things around, actively plan to meet world-wide emission targets and support our planet so that it can continue to support us.

Beelias Wetlands are a nature reserve of the highest ranking. We have the some of the most pristine beaches in the world and we have endangered animals and plants that need our protective support. My dream is that the Beelias Nature Reserve expands all the way to the Ocean connecting our most cherished and endangered flora and fauna for the enjoyment of future generations.

To summarise:

I plead to:

Maintain the natural fauna within the Roe8 and Roe9 road reserves and turn them into an Regional Park and Recreation area. They should become a protected green corridor connecting our unique wetlands to pristine beaches; providing enjoyment to humans, food and habitation for native animals and biodiversity for endangered flora.

Restrain domestic development to a minimum favouring high density housing, fewer roads in conjunction with larger parks and recreational spaces.

Save S7 from destruction; it is a unique, pristine and much loved part of the currently excluded Stock Road intersection.

Build the first safe cycle path from the Ocean to the Freeway. We have some of the best cyclists in the world; they deserve to be better protected.

Endeavour to include the corridor into the Beelias Regional Park to form the first truly unique East-West corridor in Perth.

Acknowledge and honour Nyoongar custodianship of this land.

Actively consider this a model project addressing the effects of climate change, human habitation and the loss of biodiversity.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 17:23:15

## Introduction

1 What is your first name?

First name:  
Antony

2 What is your surname?

What is your surname?:  
Mountjoy

3 What is your email address?

Email:  
tonymountjoysolar@gmail.com

4 What is your address?

address:  
  
27 Daly St South Fremantle WA 6162

5 What is your phone number?

Phone number:  
0438249873

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business immediately adjacent to the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Leave Randwick stables alone. They should be heritage listed as they provide so much value to the community. The whole proposed path is necessary for the survival of birds including the endanger Red Tail Black Cockatoo- leave the trees where they are.

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
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Please upload any supporting documents:  
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## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 17:48:18

## Introduction

1 What is your first name?

First name:  
Raymond Grenfell

2 What is your surname?

What is your surname?:  
Grenfell

3 What is your email address?

Email:  
raymondgrenfell@gmail.com

4 What is your address?

address:  
14 Cardigan Street, Hamilton Hill WA 6163

5 What is your phone number?

Phone number:  
0458295474

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live in/own a property within or partly within the proposed MRS amendment boundary, I work/run a business within or partly within the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I have lived in Hamilton Hill since 1998 and been a resident on Cardigan St since 2011.

While I support the removal of Roe 8/9 from the Metropolitan Regional Scheme and have personally advocated for this for over a decade, including being a committee member of the Rethink The Link campaign group, there are many aspects of the current draft concept plan that need serious reconsideration and amendment.

Randwick Stables, The Hamilton Hill Swamp Precinct and Aboriginal Heritage Area

I welcome the protection of Randwick Stables, the Hamilton Hill Swamp precinct and surrounding Aboriginal Heritage Area. Randwick Stables is a very significant and valuable heritage area that provides incredible community connectivity and activation through the 'living heritage' of the stables, the oldest working stables in Western Australia. This area is also very significant for its Aboriginal heritage and environmental value, with many mature tuarts



and other trees that provide habitat and food for native fauna including the endangered Carnaby Cockatoo and Red-Tail Cockatoo. I frequently see these birds and others feeding in this area on Cardigan St, an area that also has significant trees and open space used by endangered fauna. The area also contains the Randwick Stables Community Garden, adjacent to the Norfolk Island pines in the open space. This garden provides much needed connectivity to the local community, as well as providing space for a local refugee community to grow their own food. This entire area (Randwick Stables, the Hamilton Hill Swamp Precinct and broader Aboriginal Heritage Area) is incredibly valuable and needs to be protected.

#### Cardigan St

Cardigan St contains several properties belonging to Main Roads, WAPC and in private ownership. The street includes bushland that forms a part of the significant Aboriginal heritage site, furthermore the street is the only access to Randwick Stables and is a part of the bridle trail that leads directly to the heritage listed horse beach, horses walk down Cardigan St on a daily basis. The houses themselves have considerable heritage value, currently under investigation. I am very concerned about development of Cardigan St and the implications on the natural, environmental and heritage of the area, as well as on the residents.

The houses on Cardigan St have been occupied for decades, my neighbour has been in her house for close to twenty five years. These houses, and many within the corridor, have acted as an unofficial form of social housing, providing affordable housing to the tenants. This point cannot be understated, in the current housing crisis DPLH has to give considerable thought to the rights and future of the current tenants and ensure that they are not simply evicted to make way for development.

#### Protect The Wildlife Corridor as Parks and Recreation

The land that makes up the Roe 8/9 road reserve currently acts as the very last east-west wildlife corridor link in the Perth metropolitan area. This is such a significant point that cannot be undervalued or understated. Countless federal, state and international reports have made absolutely clear that there is a dire need to retain and enhance green open spaces to help mitigate the impacts of climate change, including helping to address the pressures on biodiversity and habitat loss.

There needs to be a continuous corridor from Beeliiar wetlands to the ocean to ensure connectivity for wildlife, to preserve the seven distinct ecological zones, to protect endangered species and biodiversity. The state government have an incredible opportunity to lead by example and protect this wildlife corridor.

Rather than seeing this as an opportunity for housing in-fill and development it is integral that we view this corridor from a holistic perspective. A recent study has found that The City of Cockburn has been ranked the third-lowest in Perth for tree canopy, number 32 of 34 LGAs across Perth-Peel. Current climate predictions indicate a serious need for tree canopy as our climate warms, if we accept current climate modelling, it would be dangerously negligent to not use this available land to preserve and regenerate the natural environment.

In years to come this east-west linkage will be a vital natural island and corridor, that if regenerated and preserved can provide a world-class example of environmental and social planning. I implore the state government to listen to the community and think critically on the significance of this bushland and the kind of future we all wish to be living in.

Therefore I ask that the DPLH rezone the entirety of the corridor, especially remnant bushland and 'unused land', as parks and recreation, and include this as a part of the Beeliiar Regional Park.

The community have campaigned for decades on this issue, committing immense amounts of our time and resources to protecting and enhancing this bushland. I sincerely implore the state government to listen to the local community and preserve and protect the entire Cockburn Wildlife Corridor.

Please upload any supporting documents:

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Please upload any supporting documents:

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Please upload any supporting documents:

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#### Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

#### Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:  
0458295474

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Contact phone number (business hours)::

Postal address::

15 I would prefer my hearing to be conducted in:

Public

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 18:03:38

## Introduction

1 What is your first name?

First name:  
Taylah

2 What is your surname?

What is your surname?:  
Griffin

3 What is your email address?

Email:  
principal@kerrystreet.wa.edu.au

4 What is your address?

address:  
  
20 Forrest Road, Hamilton Hill, 6163

5 What is your phone number?

Phone number:  
0893351471

6 Are you responding on behalf of an organisation?

Yes  
  
Organisation:  
Kerry Street Community School

7 Which of the following best applies to you? Please select all relevant responses

I work/run a business within or partly within the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I am writing on behalf of Kerry Street Community School to express our support and provide comments on the proposed amendment to the Roe 8 and Roe 9 Corridor Planning Study, specifically pertaining to Main Roads Amendment 1404/41. Our school, Kerry Street Community School, serves as a vital educational institution within the corridor and currently leases land from Main Roads for our operations. We believe that this proposed amendment holds significant importance for the wellbeing of our school community and the boarder local area. We are excited to see the rezoning of this land, as it provides us with a unique opportunity for growth.

Kerry Street Community School has been an integral part of the local community for 36 years, fostering a nurturing environment for education and personal growth. Our school's location within the corridor provides us with unique opportunities for experiential learning, community engagement, and a strong sense of place. Our interactions with the local community have transcended transactional relationships, weaving us into the very social fabric that defines our neighbourhood.



The proposed amendment to remove the primary regional roads reservation within the Roe 8 and Roe 9 corridor aligns with our vision for the school's future and the wellbeing of our students. Specifically, we endorse the indicative concept plan of Lot 12, 14, 16, and 60 (as indicated in the attached image) as public purpose, which would be possible under the current amendment plan for urban zoning. Safeguarding the integrity of the land Kerry Street Community School utilises from the encroaching regional road plans is vital, enabling us to uphold a secure, engaging, and easily accessible educational environment. Furthermore, this amendment would facilitate our prospects to expand the school to accommodate high school students, allowing us to continue nurturing creativity, critical thinking, and holistic development among our students.

The current Main Roads land that we lease serves a vital purpose as our Wilderness Area, an essential space for additional parking, gardening, sports, and nature-based activities. We value providing our students with space to cultivate a culture of adventurous play, foster risk-taking, and nurture problem-solving skills. With a strong commitment to preserving native flora and fauna, we intend to maintain the majority of this land in its natural state, only making necessary constructions on minimal areas. Furthermore, we have been actively rehabilitating the land: planting native plants, removing debris and noxious weed and providing supports for native fauna.

We also have plans to construct a small car park on the land adjacent to the school to address current parking and traffic management concerns. We can provide a traffic impact statement as evidence if required. This car park project has already received approval from Main Roads and the City of Cockburn council; however, we are hesitant to proceed with the plan as there is concern that we are investing in land that is not yet titled as public purpose or school usage.

A core facet of our school's mission is to be a resourceful hub for the community. Kerry Street takes pride in offering hall and commercial kitchen hire to the community, and regularly hosts a variety of community events. The prospect of exploring land hire opportunities for events further fuels our enthusiasm for fostering community engagement and unity. Our new school strategic plan also focuses on broadening the school's ecosystem to connect further with the wider community.

Concerning the adjacent property on the corner of Forrest Road and Rockingham Road (Lot 1, Forrest Road), currently listed as Local Historic Heritage Place on the indicative concept plan, we would like the opportunity to explore the possibility of revitalising this area. We would also like to consider the feasibility of utilising this location for our proposed high school site.

Finally, we wish to voice our support for Port School and Fremantle Christian College in their endeavours to retain their respective nature corridor lands for continued education. Moreover, we stand firmly in support of maintaining as much natural habitat as possible, further supporting the health and vitality of our local ecosystem.

Attached to our submission is documentation detailing our current and proposed use of the land adjacent to the school. We are committed to working collaboratively with all relevant parties to ensure the successful implementation of these initiatives, which will not only enhance our ability to serve our students but also contribute positively to the overall development of the local area.

Please upload any supporting documents:

Submission on proposed amendment.pdf was uploaded

Please upload any supporting documents:

Kerry Street Current and Future Usage.pdf was uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



05 October 2023

### Submission on Proposed Amendment 1404/41

I am writing on behalf of Kerry Street Community School to express our support and provide comments on the proposed amendment to the Roe 8 and Roe 9 Corridor Planning Study, specifically pertaining to Main Roads Amendment 1404/41. Our school, Kerry Street Community School, serves as a vital educational institution within the corridor and currently leases land from Main Roads for our operations. We believe that this proposed amendment holds significant importance for the wellbeing of our school community and the broader local area. We are excited to see the rezoning of this land, as it provides us with a unique opportunity for growth.

Kerry Street Community School has been an integral part of the local community for 36 years, fostering a nurturing environment for education and personal growth. Our school's location within the corridor provides us with unique opportunities for experiential learning, community engagement, and a strong sense of place. Our interactions with the local community have transcended transactional relationships, weaving us into the very social fabric that defines our neighbourhood.

The proposed amendment to remove the primary regional roads reservation within the Roe 8 and Roe 9 corridor aligns with our vision for the school's future and the wellbeing of our students. Specifically, we endorse the indicative concept plan of Lot 12, 14, 16, and 60 (as indicated in the attached image) as public purpose, which would be possible under the current amendment plan for urban zoning. Safeguarding the integrity of the land Kerry Street Community School utilises from the encroaching regional road plans is vital, enabling us to uphold a secure, engaging, and easily accessible educational environment. Furthermore, this amendment would facilitate our prospects to expand the school to accommodate high school students, allowing us to continue nurturing creativity, critical thinking, and holistic development among our students.





# Kerry Street COMMUNITY SCHOOL

The current Main Roads land that we lease serves a vital purpose as our Wilderness Area, an essential space for additional parking, gardening, sports, and nature-based activities. We value providing our students with space to cultivate a culture of adventurous play, foster risk-taking, and nurture problem-solving skills. With a strong commitment to preserving native flora and fauna, we intend to maintain the majority of this land in its natural state, only making necessary constructions on minimal areas. Furthermore, we have been actively rehabilitating the land: planting native plants, removing debris and noxious weed and providing supports for native fauna.

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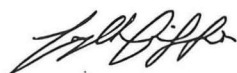
A core facet of our school's mission is to be a resourceful hub for the community. Kerry Street takes pride in offering hall and commercial kitchen hire to the community, and regularly hosts a variety of community events. The prospect of exploring land hire opportunities for events further fuels our enthusiasm for fostering community engagement and unity. Our new school strategic plan also focuses on broadening the school's ecosystem to connect further with the wider community.

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Attached to our submission is documentation detailing our current and proposed use of the land adjacent to the school. We are committed to working collaboratively with all relevant parties to ensure the successful implementation of these initiatives, which will not only enhance our ability to serve our students but also contribute positively to the overall development of the local area.

Yours Sincerely,



**Taylah Griffin**  
Acting Principal  
Deputy of Teaching and Learning



# Kerry Street COMMUNITY SCHOOL

## Current usage - Roe 8 and Roe 9 Corridor





# Kerry Street COMMUNITY SCHOOL

## Proposed Developments - Roe 8 and Roe 9 Corridor

**Community Events**

We intend to continue developing connections with the wider community and further broadening the school's ecosystem. The school is also exploring the opportunity for external hire of the school grounds.




**Native Flora and Fauna**

KSCS intends to continue to cultivate and plant WA native flora. We will also continue to maintain and grow the native environment to maintain existing and encourage new fauna.



**Carpark**

The school intends to construct a carpark at the rear of the Wilderness Area to address traffic and parking concerns. Approval has already been received from Cockburn City Council and concept designs and concept designs developed.



**High School**

Our new Strategic plan identifies a strong focus on establishing a high school. The proposed extension aligns seamlessly with our mission by offering a consistent and progressive educational journey for our students. Expanding into a high school will provide continuity to our student-centred pedagogy, experiential learning, and community engagement.

**Wildgrass Oval**

Based on student feedback we intend to create an additional flat grassed area. We will utilize the existing empty space to minimise impact on native flora and level out the ground and plant native grass.



**Soil Improvement**

Sustainable practices are high priority and in particular creating waterwise gardens. The school plans to investigate the use of wicking beds and incorporating Bentonite clay to form a loam base soil. We also intend to utilise worm farms and compost bins to improve water holding capacity.




Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 18:34:31

### Introduction

1 What is your first name?

First name:  
sarah

2 What is your surname?

What is your surname?:  
nelson

3 What is your email address?

Email:  
sarahnelsongrace@gmail.com

4 What is your address?

address:  
70 Frederick road hamilton hill

5 What is your phone number?

Phone number:  
0416735645

6 Are you responding on behalf of an organisation?

No  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live in/own a property within or partly within the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I support the proposed amendment as it preserves Ranwick stables and surrounding open space and tuarts around the stables including the bush area on Cardigan street.

This area brings incredible benefits to myself and the community. The natural environments and opportunity to engage with the horses, animals and birdlife bring a lot of health benefits to my life while i manage chronic illness. Engaging with community, meeting new people, connecting to this unique and essential natural land brings incredible health benefits to our community. A special space that provides the chance to wander and unwind from the demands of everyday life and rejuvenate ourselves. This environment is integral to the preservation of wildlife in the area and also an asset to the city as a natural popular destination.

Please upload any supporting documents:  
No file uploaded



Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

## Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:

0416735645

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Contact phone number (business hours)::

Postal address::

70 Frederick road

15 I would prefer my hearing to be conducted in:

Public

Response ID ANON-F8WB-1A9F-8

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 18:39:05

## Introduction

1 What is your first name?

First name:  
Gabriele

2 What is your surname?

What is your surname?:  
Rossi

3 What is your email address?

Email:  
gabri.rossi@gmail.com

4 What is your address?

address:

6 Stratton Street

5 What is your phone number?

Phone number:  
0477172756

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live in/own a property within or partly within the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

On the basis of the first submission round I'd like to reiterate my concerns and vision for the Rezoning of Roe 8 and Roe 9 lands.

My family has a strong connection to the corridor, in particular the area surrounding Randwick Stables which is literally behind my house as well as the whole corridor which I use to go to work by cycling or running.

As Veterinarian and researcher, I strongly believe in conserving nature and taking all actions necessary to reduce the effects of climate change. We don't really need more residential and commercial areas. There are new commercial areas in the area which are not used and there are existing building which will need a major refurbishment.

I propose that the all corridor is rezoned as a conservation/recreation area, and that trails are provided for all members of the community to use, including equestrian, reopening the link between the wetlands and the ocean.

The corridor that is left between the wetlands and the ocean is an essential habitat path for the endangered cockatoos, and other bird species and wildlife, that would be decimated should further development occur. Any development or housing must be on the very edges of the corridor to enable



the connectivity to remain.

With an important vote about the recognition of Aboriginal people, it is important to preserve such an important Aboriginal site.

Whilst there have been some positive amendments from the first round of submissions, I strongly believe that the existing 11km wildlife corridor between the wetlands and the ocean is such an important and valuable asset for the area, that further levels of protection should be put in place.

Requests and reasoning as follow:

1. Provide a protective curtilage Randwick Stables around the stables and community garden, including Cardigan St - Preserve important food sources and habitat for the endangered cockatoos and other wildlife. Allow access to the stables to remain, allowing the viability of the stables and protecting the connectivity of the corridor.
2. Conserve Dixon Reserve – A unique, natural open space that is used by the community that is also a significant cultural heritage site and swamp precinct.
3. Protect ecological zones – With 7 different ecological zones including wetlands, forest and dune systems.
4. Regenerate & increase tree canopy - Increase and protect existing urban bushland
5. Respect significant Aboriginal heritage areas - Provide indigenous information throughout the corridor for locals and visitors.
6. Create wide pathways – Enable walkers, cyclists and horse riders to enjoy a unique variety of ecosystems with an abundance of flora and fauna.
7. Educational - Incorporate the community and schools to be involved in the educational value of the land, promoting the existence of nature and environmental urban design.
8. Create a legacy to be proud of- create a world class reserve Cockburn, Perth, WA and Australia can be recognised for.

The irreversible damage to the community, wildlife, environment, and climate that developing these zones would incur, cannot be underestimated. Please take this opportunity to respect the land and culture it brings, protect the environment, enhance the community and to take positive active measures towards climate change, including urban cooling and carbon sequestration.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Response ID ANON-F8WB-1A9Q-K

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 18:46:18

### Introduction

1 What is your first name?

First name:  
Yvonne

2 What is your surname?

What is your surname?:  
Gosselink

3 What is your email address?

Email:  
yvonne@indali.com

4 What is your address?

address:  
  
12/20 Enderby Close, North Coogee

5 What is your phone number?

Phone number:  
0404805091

6 Are you responding on behalf of an organisation?

No  
  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

There is an increasingly strong trend within the worldwide community to recognise the many benefits of "green corridors" within urbanized cities. London, Singapore, Montreal and even Mexico City provide some outstanding examples of efforts to regenerate and link natural habitats within an urban environment. Here, within the Perth planning community, we had the corridor plan in the early 1970s. Being largely a linear city, it was based more upon north/south corridors with virtually no east/west linkages. In the late 1980s this plan was expanded and developed into Metronet which more heavily emphasized linkages between the built environment nodes, rather than retention of the natural environment. I took my 1st plane flight in 1965, then again in 1972. What struck me so much at the time was the fact you could not easily see the density of housing from the air in the Perth suburbs, as the predominate impression was of the large trees along the verges and in both the front and backyards of the ¼ acre blocks. So different for example to Sydney and London at that time. Since then, the loss of natural habitat in the north/south corridors between the Peel region and the outer suburbs has been astounding. Very few of our iconic species have survived in any numbers within the urbanized areas. I am thankful for the green urban spaces that have survived as reserves and parklands, including the Beeliar wetlands. However most of these, regardless of size, are totally encapsulated by urban sprawl, preventing the expansion of wildlife populations. With higher density living and urban infill, a flight into our city now, does not give much of a hint of a green vista, not many areas

for our native animals to establish a strong foothold.

I did live in Calgary, Alberta, Canada for a while in the 1980s. That was, like Perth, a city benefiting from the boom in coal, oil and minerals. It has always had a somewhat smaller population than Perth, and yet even then, they had designed raised intersections for major roads to minimize their impact. Not all were well designed, but they had incorporated wildlife tunnels and culverts many years before it was even a consideration in W.A.

I acknowledge the need to design a road network in our region that will serve us well in the future with an ever-growing population and ongoing uncertainty about port development involving inner city freight haulage. These can be managed with innovative designs that incorporate concerns for retention, or even extension of green spaces and wildlife habitats. With the demise of the Perth Freight Link Reserve based upon Roe 8/9 extension plans, the community has already rallied together with local government to very successfully rehabilitate the western section of Roe 8 along Forrest Road, within Coolbellup. The area is too small in itself to satisfy all needs, but wow, it is wonderful to drive along that area soaking in the wonderful feeling of the natural bushland surrounding the road. It lifts me up when I feel down.

I also acknowledge the financial, social and environmental benefits of urban infill and increased housing density. This can be achieved without such a significant loss of wildlife habitat or historically significant sites, it just needs to be done well. The proposed amended plans go some of the way to achieving this aim, but it could go so much further to achieve real success for the benefit of future generations.

The currently proposed amendment recommends roughly half of the existing PFL reserved area become designated for "Parks and Recreation" and slightly more than half zoned as urban land. I do not agree with many of these recommendations. I do support the transfer of the land from its current designation.

1. I broadly agree with the proposed zoning amendments for Clontarf Hill and Randwick Stables subject to further respectful discussion with the Whadjuk Aboriginal Corporation and the community supporting the Stables. I would hope this leads to an agreement that the land remains accessible to the public and permanently includes a significant percentage of tree cover and local flora.
2. In line with the trend for linked green spaces in major cities around the world, I can envisage the possibility of creating a Wildlife Corridor and multi-use zone between Forrestdale Lake and South Beach, South Fremantle (Wetlands to Ocean). It is true some linking zones may be particularly narrow but with good management could be achieved.
3. Outside this Amendment criteria, the walking path from Cockburn Rd to South Beach is already used by Randwick Stables, and could be further developed for multi-use benefits. There is a small distance from Cockburn Rd to Clontarf Hill where undeveloped lands could possibly be requisitioned for green space.
4. I support conceptually the redevelopment of the Wally Hagan Basketball Stadium and linking with Dixon Park. This would provide an ideal opportunity for the Cockburn City Council to incorporate some natural habitat surrounding the area creating a multi-use community picnic area with tree canopy cover and thick shrubbery supportive to native flora and fauna.
5. I believe the land currently designated for parks and recreation north of Rockingham Rd and west of the Forrest Rd intersection should be extended to Leda Rd and set aside for rehabilitation to natural bushland with extra tree canopy cover where it does not interfere with the power lines. There is insufficient tree canopy cover in this area. Tree cover assists with heat reduction and carbon capture around busy urban roads, apart from the extra benefit for the survival of flora and fauna plus human feeling of well-being.
6. The area immediately north of that mentioned above, east of Leda St, south of Starling St and abutting the Kerry St Community School could be returned to urban land. The appeal of the land would be much greater after rehabilitation of green space to the south of the properties.
7. The former Council Building site would be ideal for preservation of the historic site as a recreational venue complete with surrounding tree cover and green landscaping incorporating safe breeding spaces for native fauna.
8. I would like to see Johnson's Stable formally designated as a historical site with an additional requirement to incorporate appropriate landscaping and tree cover.
9. The 2 land areas on either side of Carrington St would clearly be highly sought after commercial land. Nevertheless, while recognising this, I would love to see the area of land recommended to be rezoned as urban at these sites to be reduced by at least 50%, so that there can be developed parkland on either side of the road reducing the impact of the road and its major intersection with Rockingham Rd. This again would reduce the amount of heat in this area, making it more conducive to pedestrian traffic and thereby making the property more appealing in general.
10. In order to complete the green corridor from Carrington Street to the Princess Jo Irwin Park and Bushland Reserve, I believe that at least part of the area recommended to be transferred to urban land between south of Wheeler Rd and Ahern St would need to be classified for Parks and Recreation.
11. Some of these undeveloped areas could become bushfire prone in the intervening period, before full rehabilitation has been achieved. My experience with bushfires in urban areas would suggest a major factor is to remove and actively prevent introduced non-native grass species. Fires in eucalypt canopies, close to urban development, are a major hazard to be prevented whenever possible. However this concern is not sufficient to over-rule the benefits of thick and connected vegetation within city areas.

I have a vision of what this green ribbon could look like. It would need government and community commitment to achieve this. With this effort and commitment it could become a great attraction to our area. There are just so many benefits that would flow from such a long connected green corridor.

\* A place to relax, unwind and promote community well-being and improved mental health.

\* A means to reduce the amount of heat absorbed by so much concrete, tarmac, metal roofing and tiling/paving, so very important given the likely temperature increase with climate change.

\* Providing the opportunity for wildlife communities to expand to avoid population pressures within enclosed environments. For this to be successful more planning thought needs to be given to enable wildlife crossings over roads, especially the major arterial roads and intersections. We see too many



unnecessary road kills. The research is already available. It can be done.

\* A means to engage and promote community through encouragement of volunteers assisting in the rehabilitation, design of community gathering points, and creation of walkways and cycle paths conducive to human interaction.

\* A community feature that can be envied and invites pleasure seeking visitors into our community.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 19:05:23

## Introduction

1 What is your first name?

First name:  
David

2 What is your surname?

What is your surname?:  
Pensabene

3 What is your email address?

Email:  
david.pensabene@gmail.com

4 What is your address?

address:  
35 Phoenix Road Spearwood

5 What is your phone number?

Phone number:  
0415303399

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I believe that the entire corridor should be protected from commercial real estate developments.  
I believe the opportunity to preserve an East-West corridor of this size is a fantastic opportunity for our decision makers.  
The corridor should be zoned as a reserve for parkland and recreation.  
The historic Randwick Stables must be protected for their heritage value as well as the community engagement with the place.  
The Affordable Housing on Cardigan Street is an imperative guard against homelessness, and should be preserved and resourced by public housing providers.

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 19:34:06

## Introduction

1 What is your first name?

First name:  
Christine

2 What is your surname?

What is your surname?:  
Duckham

3 What is your email address?

Email:  
duckhamc@yahoo.com.au

4 What is your address?

address:  
  
68 Healy Road  
Hamilton Hill WA 6163

5 What is your phone number?

Phone number:  
0408931633

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

The location is Dixon Park Precinct

Re: Metropolitan Region Scheme Amendment  
1404/41 (Major Amendment) Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads Reservation)

Thank you for the opportunity to provide comment on this Amendment. My comments relate to areas outside of the scope of the MRS Amendment but are areas that are closely linked to portions of the western section of the Roe 9 Primary Regional Roads Reservation.

Dixon Park and Clontarf Hill

The Amended report Volume 2 of 2 published in July 2023 by the West Australian Planning Commission (WAPC) stated:

## Clontarf Hill and Dixon Reserve

### Aboriginal heritage

Of the response, 23 per cent acknowledged the high cultural significance of the corridor to Whadjuk Noongar people, particularly north west portion of Roe 9 (part of Clontarf Hill Registered Aboriginal Heritage Site # 18332, Figure 3).

Some submissions suggested that the draft concept plan should include opportunities for interpretative signage and education about the heritage values, encouraged the reinstatement of the wetlands (Dixon Reserve) and stressed the importance of ongoing consultation with Traditional Owners. "Four submissions, including one from the City of Fremantle, requested Clontarf Hill (part of Aboriginal Heritage Site # 18332) be incorporated in the proposed amendment and reserved as Parks and Recreation. (p5).

A small number of submissions also requested Dixon Reserve be included in the study and reserved for Parks and Recreation." (p9).

Five per cent of submissions called for the protection of bushland located within the Fremantle to Rockingham Access Corridor Primary Regional Road reservation, with many calling for this to be included in the proposed MRS amendment for Roe 8 and Roe 9.

The cover letter written by Simone McGurk, State Member for Fremantle

Stated in the EARLY EUROPEAN AND ABORIGINAL HERITAGE STUDY

HAMILTON HILL SWAMP PRECINCT report compiled by Terra Rosa that "The Hamilton Hill Swamp Precinct lies at the heart of our local community.

In 2017, Mark McGowan and I committed to delivering \$50,000 for a study of the site's rich Aboriginal and early European heritage.

Bringing together everything we know about the precinct in a single document has been a monumental but vitally important task. Years have been spent trawling through maps, records, and media clippings, and sharing the stories handed down about this country by successive generations.

Hamilton Hill Swamp was used by Nyoongar people as a camping, hunting and ceremonial meeting ground. It holds a special place in the Seven Sisters Dreaming and associated song lines.

Following European arrival, the site was closely identified with figures of Nyoongar leadership and resistance like Midgiegooroo and Yagan, whose stories are finally being heard and recognised as crucial aspects of Western Australia's history.

The precinct is also closely associated with prominent early colonial families, the emergence of the horse racing industry in Western Australia, market gardening, and community activism against projects like the Fremantle Eastern Bypass and Perth Freight Link.

While the funds were provided by the State Government, I am grateful for the work of Terra Rosa and the City of Cockburn in managing this project.

This study has also been driven, to a large degree, by traditional owners and local residents. I expected nothing less from such an active and engaged community, and thank everybody who took part and helped shape the study.

Having brought together the various threads of the Hamilton Hill Swamp's past, this study will provide a valuable guide and resource as our community considers how the precinct should best be used and managed into the future."

The Terra Rosa Report EARLY EUROPEAN AND ABORIGINAL HERITAGE STUDY HAMILTON HILL SWAMP PRECINCT "Most stakeholders held environmental concerns for the Hamilton Hill Swamp Precinct, with the majority mentioning a request for rehabilitation of the original wetland environment to the west of Dixon Reserve. Approximately 65% of respondents indicated they were involved in environmental sustainability related activities at the Hamilton Hill Swamp Precinct and many stated that the Precinct held ecological values to them. The unique environment of the Hamilton Hill Swamp Precinct was emphasised including, wetland habitats which attract several bird species including the ibis, whose numbers have been declining and therefore prompting the need for habitat restoration. The black, white and red cockatoos were also mentioned as being unique visitors to the area, as well as the blue tongue lizard and several different spider species. Suggestions that a wildlife corridor be improved through rehabilitation and for the wetland environment to be re-established comes from the need to enhance the biodiversity of the Precinct to allow natural species to return and also for the community's enjoyment. Specific tree species including the tuart and banksia were requested to be properly managed and conserved. Stormwater management as well as weed control were also suggested as effective environmental management strategies for the area."

"I would like to see more trees and natural areas including reinstatement of the original swamp"

- Stakeholder, P58

Some stakeholders mentioned that the Precinct was one of the only natural 'undeveloped' environments left in the area and that the open space and rugged atmosphere is not present as you move closer to Fremantle.

"The swamp needs to be regenerated and turned back into a wild space for community and natural use. I am concerned by the threat of housing and roads destroying the area"

- Stakeholder

Many stakeholders made mention of the wildlife corridor which needs to be protected and enhanced, as it attracts many species (mentioned above) that require the biodiversity (not found elsewhere) in order to sustain the plants and animals native to the area.

Environmental sustainability and returning the area west of Dixon Reserve to its natural vegetative state is recognised by stakeholders and Traditional Owners as being a high concern in relation to the Hamilton Hill Swamp Precinct. P 59

City of Fremantle August 2023 OCM minutes (PC2308-6 PROPOSED METROPOLITAN REGION SCHEME AMENDMENT 1404/41 – ROE 8 REMAINDER AND ROE 9 (REMOVAL OF PRIMARY REGIONAL ROADS RESERVATION) stated:

..."provision of additional reserve land to facilitate the full redevelopment of the Wally Hagan centre and the reinstatement of Hamilton Hill Swamp, including review of the need for Starling Street west of Leda Street, the inclusion within the reserve of the properties at 60 – 70 Rockingham Road, and the



potential to re-locate Leda Street further east.

These comments provide evidence of the support for the reinstatement of the swamp and included in this submission is also a document (Dixon Park Community Masterplan Ideas) created in 2018 and provided to the City of Cockburn outlining some ideas that were put together as a result of community consultation regarding the re-development of the Wally Hagan Basketball Stadium. Although outside of the scope of the MRS Amendment, I wish to remind the WAPC that the removal of the Roe 9 from the MRS has wider planning implications and the local community have for many years envisioned restoration of significant areas of the reserve. I believe the Major Amendment, Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads Reservation) provides an opportunity for the community to share these aspirations and consultation to take into account these widely held hopes and dreams for their neighbourhoods.

Please upload any supporting documents:

Dixon park community planning ideas.pdf was uploaded

Please upload any supporting documents:

Dixon park Swamp .jpg 1.png was uploaded

Please upload any supporting documents:

Communityatswamp.JPG was uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

### Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:

0408931633

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Contact phone number (business hours)::

Postal address::

15 I would prefer my hearing to be conducted in:

Public



## **Dixon Park Community Masterplanning Ideas:**

A compilation of ideas from the *Friends of Dixon Park Community Group*

May 2018

Illustrated and Annotated by *Domenic Trimboli, B.EnvDes M.Arch(HD) ARBV*

## CONTENTS

- 1 Sketch of Dixon Park Regional Area
- 2 Aerial Satellite View of Dixon Park
- 3 Proposed Plan of Site Use
- 4 Composite Image of Proposal
- 5 Precedent Case Study
- 6 Bicycle & Walking Access
- 7 Site Parking Strategy



## FOREWORD

*Dixon Park Friends* is a community group of local people who live around and use Dixon Park Reserve on the corner of Hurford and Ommaney Streets in Hamilton Hill. Historically, this site was a wetland and holds significance to Aboriginal culture especially as a location along the *Manjarree Trail* linking what are now the areas of Perth and Mandurah. Following colonial settlement it was used as a place for refuse landfill and has since been repurposed as a recreational reserve for dogs, horse exercise as well as a children's playground.

In order to obtain maximum value out of the open space and taking into account the wishes from the community, we present this draft plan on how we see this space being utilised in the future.

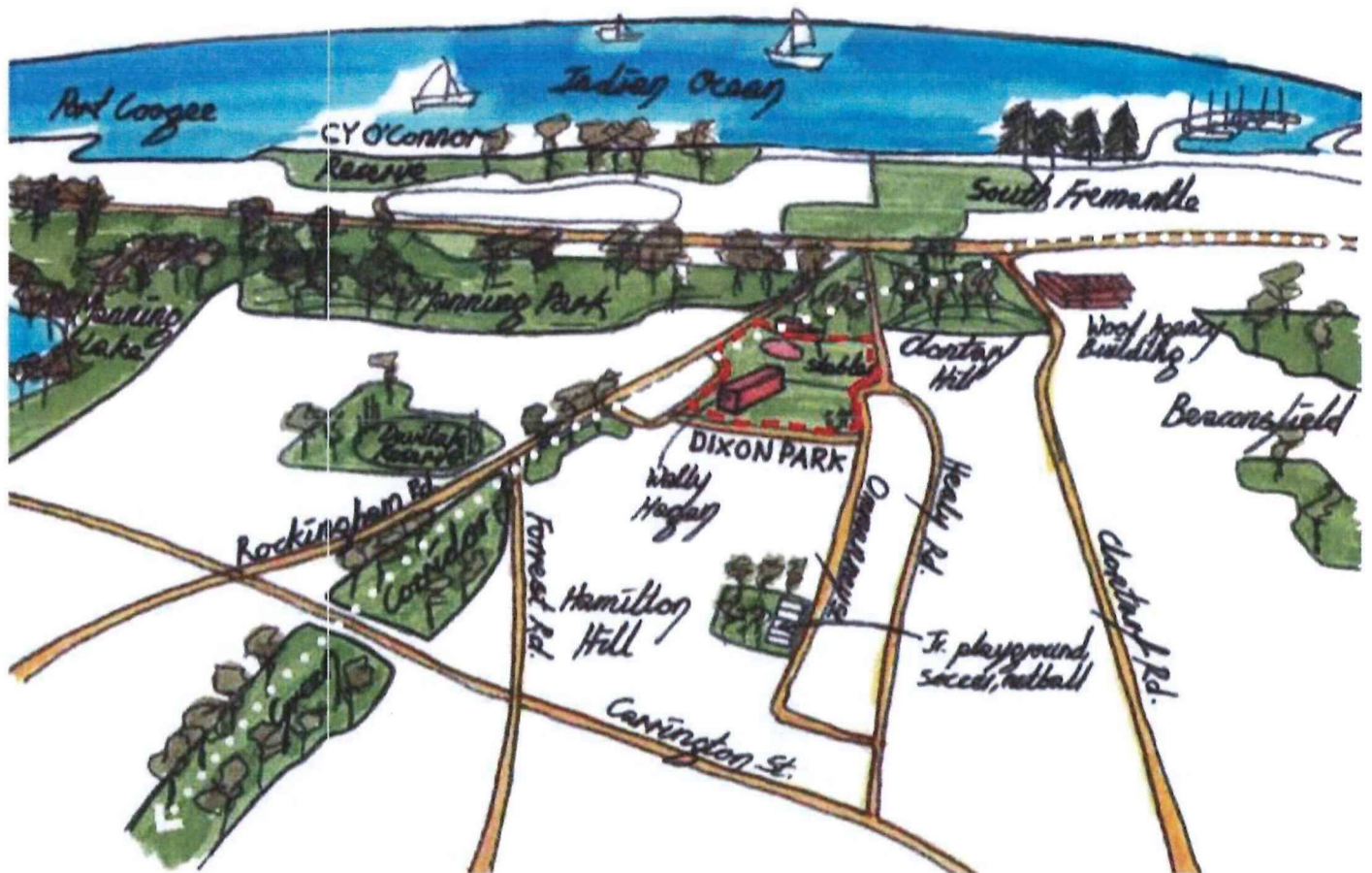
In this strategy we have incorporated both the historic value of the site as well as its current and future usage needs. To summarise, we propose:

1. An interactive rain garden that incorporates the function of stormwater collection and filtration, utilisation of this water for irrigation of the other areas, as well as an environmental educational resource for local schoolchildren - specifically focussing on flora, fauna and the implementation of interpretative signage of Aboriginal and European history. The draft plan aligns strongly with the *City of Cockburn's* water wise program and the repurposing of the sump is consistent with the city's *Drainage Management Strategy (DMS) 2013-2023*. We feel that the restoration of the wetland in Dixon Park as illustrated here is a wonderful opportunity for the Council to engage in the water wise wetland practises it strives for, creating an example of environmental transformation, innovation and sustainability.
2. Sports facilities; including a junior cricket field surrounded by a horse training/running track, two junior soccer fields and an extension of the existing Wally Hagan stadium. With the addition of these amenities we can meet the demand of growing numbers of young families moving into Hamilton Hill and the surrounding areas whilst maintaining the open and natural feel of the reserve.
3. Connectivity is key in a growing community and hence we propose a shared path that links to the bicycle pathways planned to run from the *Beaconsfield Davies* development along the wool stores site on Clontarf Road bordering the edge of Clontarf Hill towards South Beach. This path can also connect with the soon to be realized cycle lane along Rockingham Road which can extend both along the wildlife corridor to Bibra Lake, as well as link up with the BMP bicycle path in the pipeline. This will create kilometres of safe bicycle paths that can be used by people of all ages; connecting communities and green areas.
4. Finally, we propose an additional parking to meet the demands of increased site use with the least disturbance on the natural elements of the park. Specifically, this includes the addition of angled parking along Ommaney St near the existing nature playground as well as the expansion of the existing *Wally Hagan Stadium* parking area.

The linking of housing, sport, community, heritage and leisure facilities has the potential to satisfy all stakeholders, future population needs as well as aesthetic and innovative development which is greater than the sum of its parts. We feel that the proposed plan meets all of these criteria and therefore we hope to obtain full support for our recommendations.

For more information please contact the *Dixon Park Friends* through Christine Duckham ([duckhamc@yahoo.com.au](mailto:duckhamc@yahoo.com.au)) or Jozina de Ruiter ([jozinasdrum@yahoo.com.au](mailto:jozinasdrum@yahoo.com.au)).

SKETCH OF DIXON PARK REGIONAL AREA



Approximate site area shown dashed in red. Dotted in white is the approximate route of the Indigenous Manjarree Trail from Perth to Mandurah via the areas of Fremantle, Bibra Lake, Rockingham and Clontarf Hill shown above.



AERIAL SATELLITEVIEW OF DIXON PARK AT 1:5000 SCALE



KEY 1, Dixon Park Reserve 2. Children's Playground 3. Wally Hagan Basketball Stadium 4. Wildlife/Green corridor 5. Future development area (DA 39) 6. Horse training track 7. Randwick Stables 8. Randwick Stables Community Garden 9. Dashed line indicating approximate location of historical limestone track 10. Area of Tuart Trees with significance 11. Clontarf Hill (City of Fremantle) 12. Community Centre 13. Sump 14. Shopping Centre 15. Existing BMX area 16. Predominant horse training accessway crossing Rockingham Rd 17. Manning Park



PROPOSED PLAN OF SITE USE



KEY 1. Dixon Park Reserve Rain Garden 2. Existing Children's Playground 3. New angled parking to Ommanney St 4. Viewing & Lighting corridor complimenting street lots 5. Pathways 6. Wally Hagan Basketball Stadium (with arrows indicating potential lines of expansion) 7. Revised & expanded car parking south of stadium 8. Shared path from Clontarf Hill & linking to proposed Rockingham Rd Cycle Lane by City of Cockburn 9. Proposed native tree, shade planting corridor 10. Area of Tuart Trees with significance 11. Clontarf Hill 12. Revised horse training & running track combined with Junior cricket field within boundary 13. Randwick Stables 14. Randwick Stables Community Garden 15. Proposed Junior Soccer fields 16. Community Centre 17. Horse access to Rockingham Rd 18. 'Green buffer' between horse training area & rear of development area 19. Green corridor



COMPOSITE IMAGE OF PROPOSED DIXON PARK 'RAIN GARDEN'

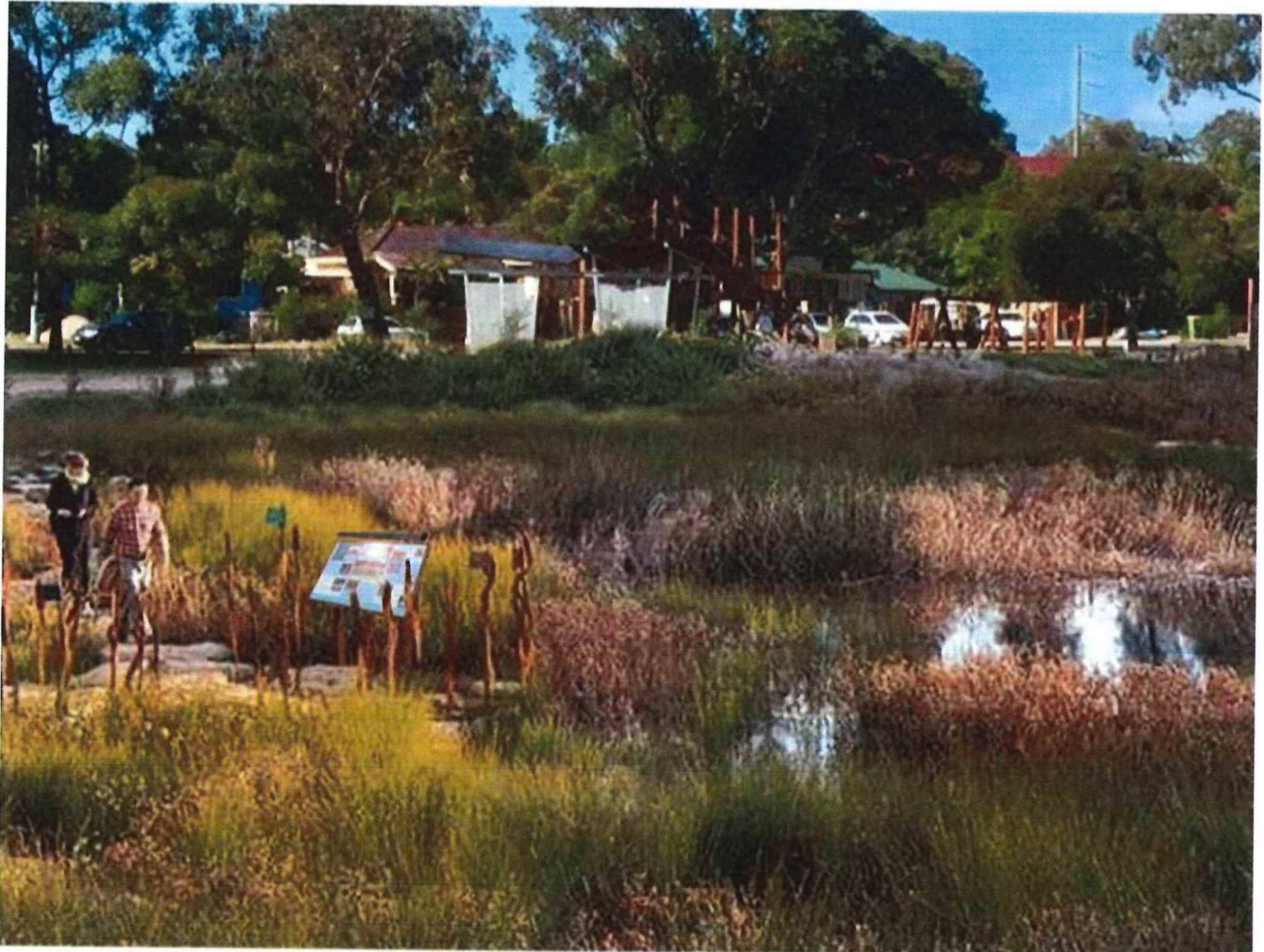


Image Above: Centre of Dixon Park (facing north) demonstrating recreational spaces, rain garden and interpretive features.

Image Left: Centre of Dixon Park showing pooling of water following heavy rains (2018).

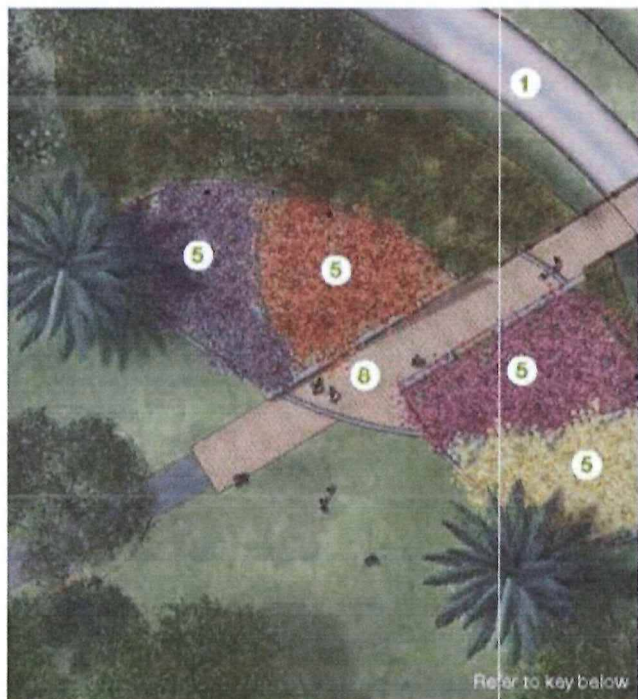
Image Right: Current view within Dixon Park (2018) looking north towards Ommanney Street.





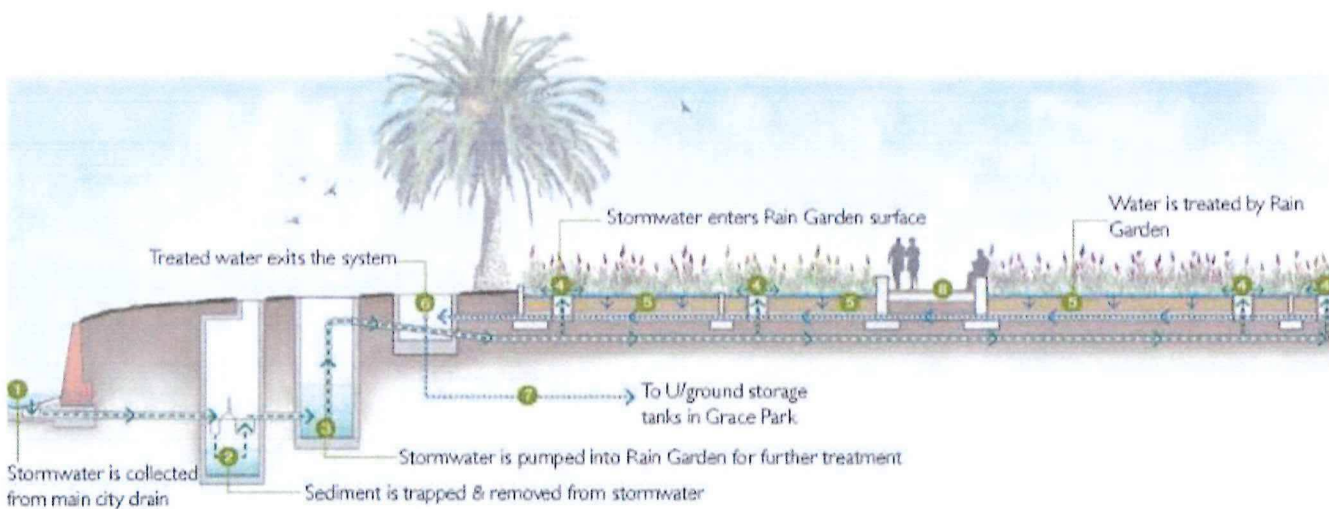
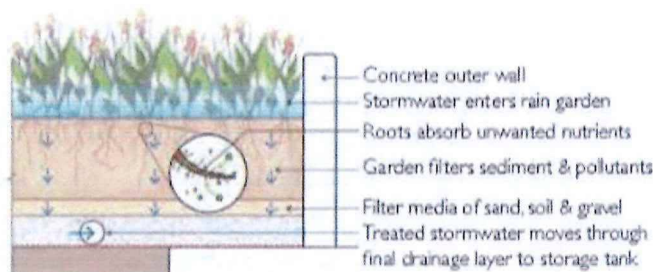
**PRECEDENT CASE STUDY: GRACE PARK (HAWTHORN, VICTORIA)**

Sample images and text from *Grace Park Raingarden* information brochure by *City of Boroondarra* in association with *Melbourne Water & the Victorian State Government*. Available from *City of Boroondarra* website media as at access from 9th May 2018.



**What are Rain Gardens?**

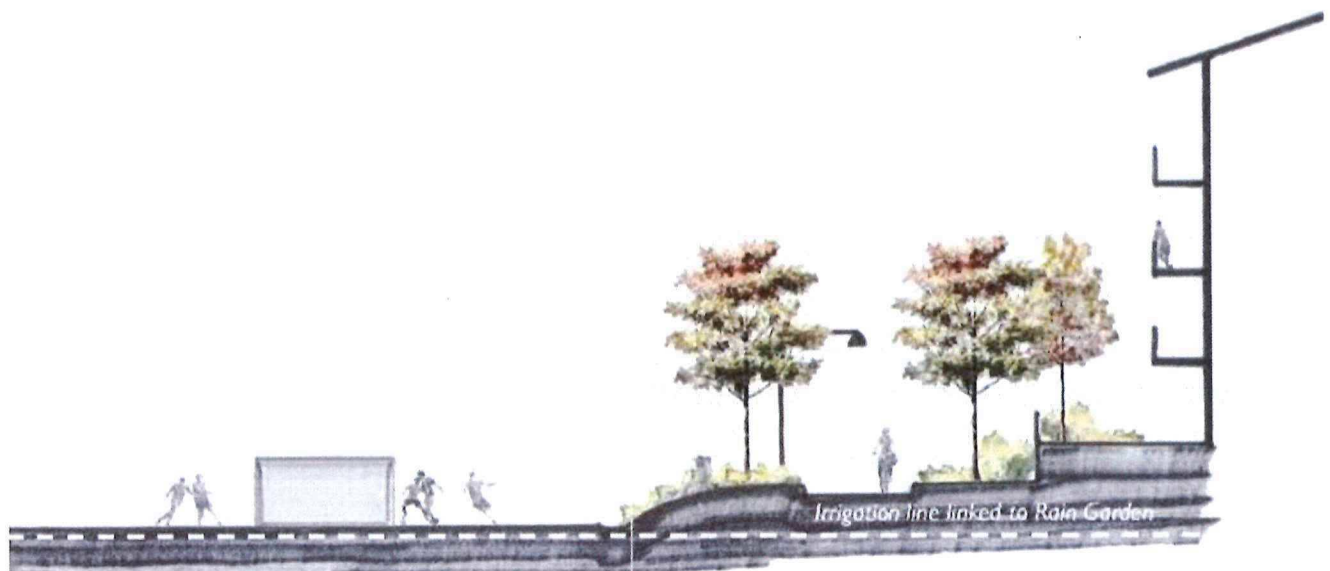
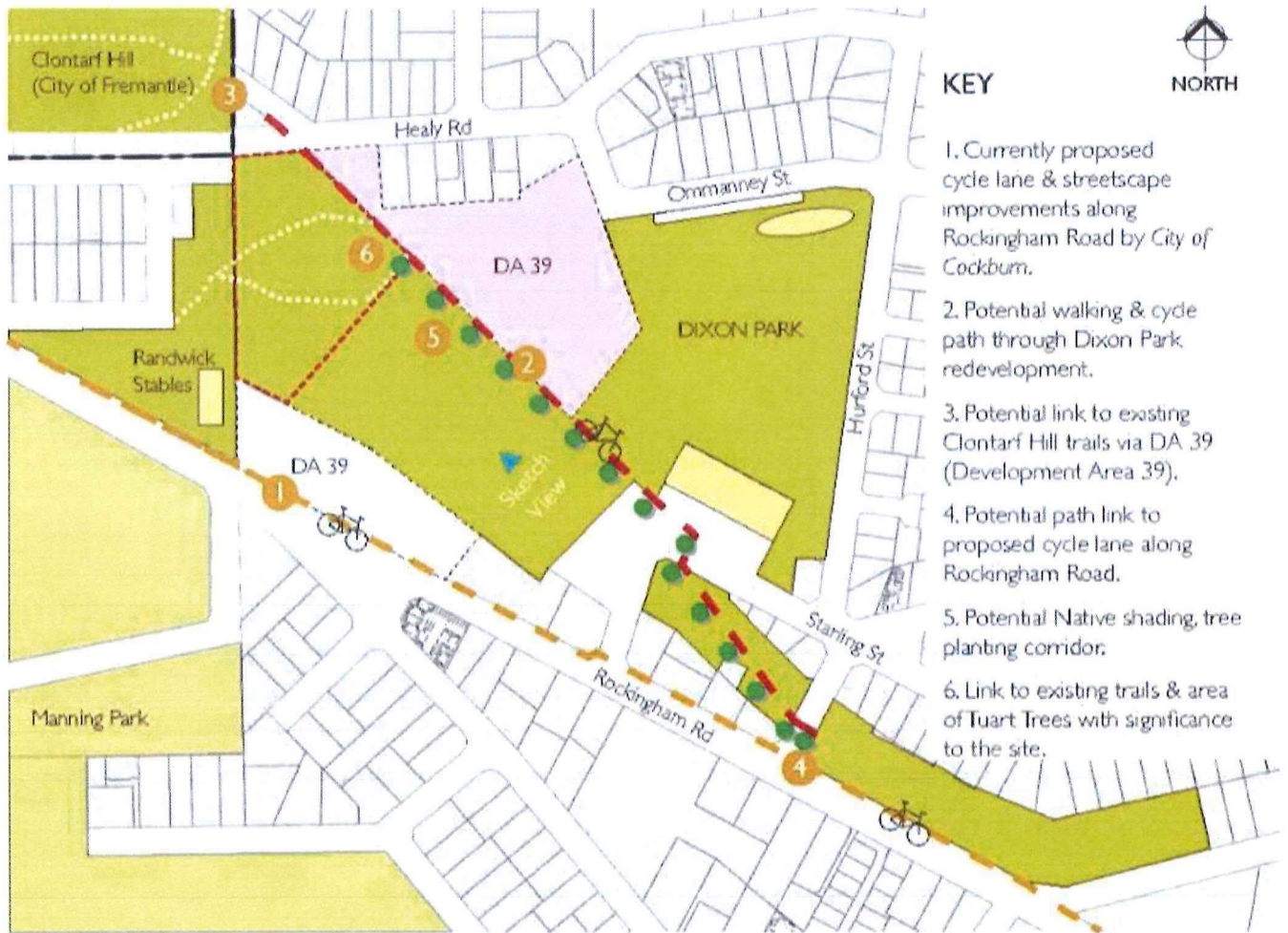
Rain gardens (also called bio-retention systems) are specially designed garden beds that filter stormwater run-off. They provide biological treatment of stormwater using soil, plants, roots and microbes. By treating the water, rain gardens prevent excess stormwater, nutrients, rubbish and sediment from polluting our waterways, bays and oceans.



**Site Section & Key**

- 1. Hawthorn Main Drain
- 2. Sediment chamber (traps sediment in stormwater)
- 3. Inlet wet well (holds stormwater until pumped out)
- 4. Rain Garden inlet (water enters Rain Garden)
- 5. Rain Garden
- 6. Outlet wet well (treated water leaves Rain Garden)
- 7. Outlet to underground tanks in Grace Park
- 8. Walkway

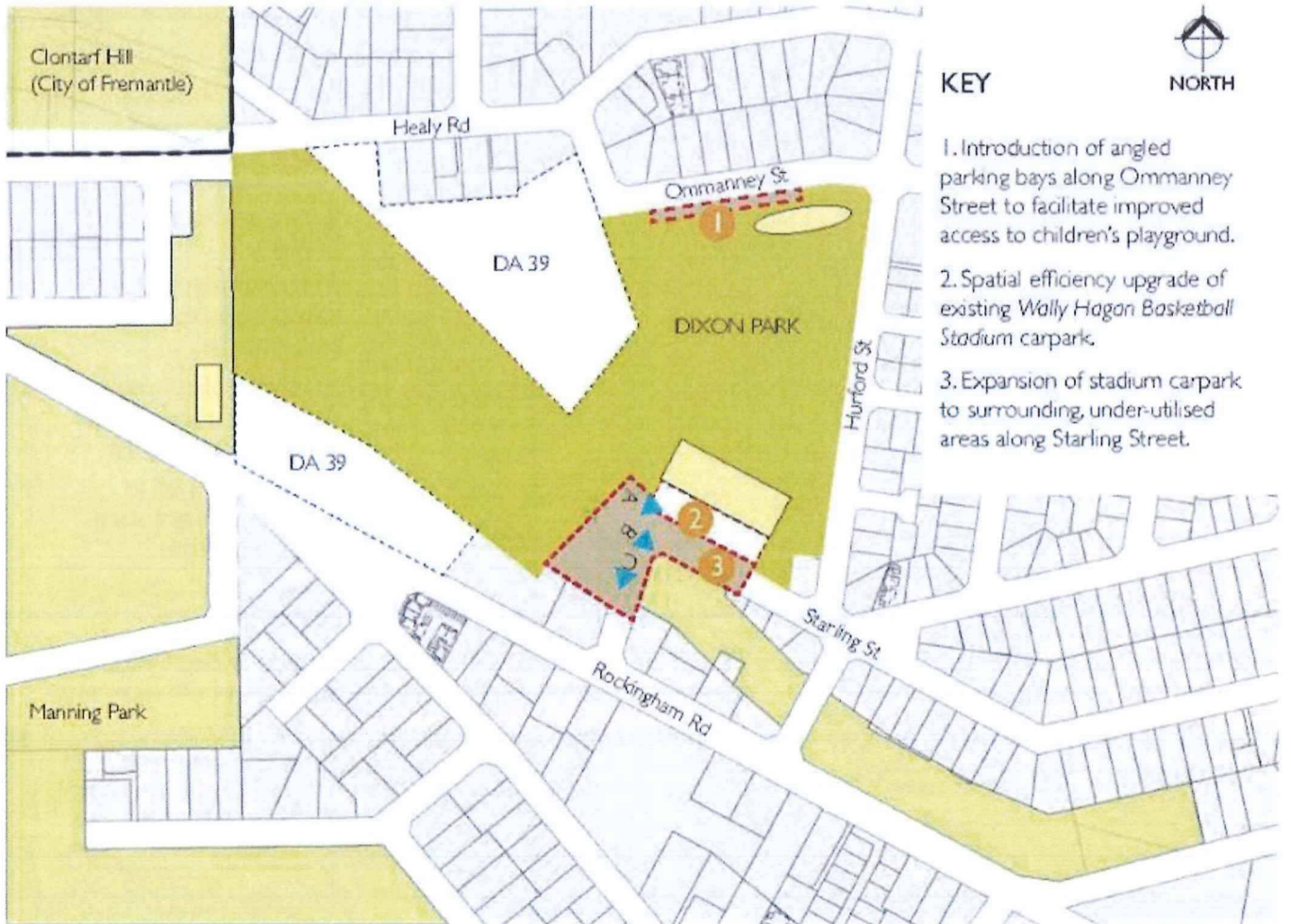
IMPROVED BICYCLE ACCESS



COMPOSITE SKETCH THROUGH SHARED PATH/PLAYING FIELD



EXPANSION OF PARKING TO MEET INCREASED SITE USE



Current views from proposed carpark expansion areas south of Wally Hagan Basketball Stadium.

THANK YOU

Friends of Dixon Park Community Group Ideas 2018

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Compiled by Domenic Trimboli *B.EnvDes M.Arch(HD) ARBV*





Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 20:00:54

## Introduction

1 What is your first name?

First name: ***Name and contact details removed at the request of the submitter***

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I want to see this area become a connected wildlife corridor as so much of Perth's landscape has become fragmented through urban development, which has resulted in species becoming more vulnerable and at risk of extinction. In order for a well-connected wildlife corridor to exist from the Beelihar wetlands to the Indian Ocean, I urge the State Government to do the following:

1. Rezone the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R). While we acknowledge that the proposal includes several slices of land to be rezoned P&R land, this is not enough.
2. Establish an ecological green corridor (Wetlands to Waves) extending from the Beelihar Wetlands to the Indian Ocean and incorporated into the Beelihar Regional Park.
3. Incorporate the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R. This land is some of the highest quality bushland along the Roe 8/9 corridor and MUST NOT be cleared or disturbed.

4. Extend the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.
5. Comply with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology.
6. Identify and protect Aboriginal heritage and cultural values in the area.

Yours sincerely

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 20:46:14

Introduction

1 What is your first name?

First name: *Name and contact details removed at the request of the submitter*

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I would like to see the rezoning of the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R).

I would like to see a green corridor (Wetlands to Waves) extending from the Beelihar Wetlands to the Indian Ocean and that incorporated into the Beelihar Regional Park.

Please upload any supporting documents:

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Please upload any supporting documents:

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Please upload any supporting documents:

No file uploaded



## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 21:10:06

## Introduction

1 What is your first name?

First name:  
COLENE HUTCHINSON

2 What is your surname?

What is your surname?:  
HUTCHINSON

3 What is your email address?

Email:  
colene\_155@hotmail.com

4 What is your address?

address:  
  
Unit 4 / 1 Zamia st  
Mt. Claremont. 6010

5 What is your phone number?

Phone number:  
0415347418

6 Are you responding on behalf of an organisation?

Yes  
  
Organisation:  
Friends of Clontarf Hill, Randwick Stables and Community Garden and Hamilton Hill Community group CCWA and Save the Black Cockatoos

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I have grandchildren and children living close to the proposed East West Wildlife Corridor and am concerned that this corridor be maintained for reasons listed below.

1. Black Cockatoos have nesting and foraging needs in this corridor. I often see them around Clontarf Hill screeching around the Randwick Stables foraging on gum nuts and Lilac berries or in Cardigan St.

2. Cockburn City has a low level of canopy. Canopies are needed to climate proof urban areas from heat which increases each year. This corridor is wooded or under revegetation as Community groups nurture this East West nature strip.

3.that there be inclusion of Cardigan St as curtilage of Randwick Stables. Horses ,walkers and dog walkers use this street to enter grounds surrounding

the race track in front of the gardens or to access the Stables.

4. Aboriginal heritage sites of Yagans camp-site and the wetland close to the old race track are of cultural importance.

5. no urban development as it distracts from the need for this unique corridor from the hills to the sea.

6. no North South roads intersecting the corridor

7 there is a need for a bridge over Stock Road for small marsupials and reptiles to have free access to the West or East of the corridor.

Please consider these points and save the whole of the wildlife corridor for feather, fur, fin and scaled creatures and magnificent fauna so our children can enjoy what little nature is left and some protection from the heat coming upon us.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 21:47:02

## Introduction

1 What is your first name?

First name: ***Name and contact details removed at the request of the submitter***

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

The road reserve in its entirety must be re-classed into parks, conservation and recreation zoning for the protection of the wildlife corridor stretching over a large distance that remains within the Swan Coastal Plain (SCP). Less than 10% of the pre-European vegetation remains in the SCP, and the atrocities that have occurred from land clearing and are still continuing today must come to an end. While most of this essential vegetation and habitat has been destroyed, and the impacts are seen in the declining flora and fauna populations, the three black cockatoo species being prime examples, everyone who lives within these bulldozed areas must help to cease the violence against our environment which is part of a biodiversity hotspot, and work to regenerate the remaining vegetation. Flora offsetting in an alternative location for developing any section of the Cockburn Corridor is an unacceptable offer, and any proponents MUST be stopped, this is the government's opportunity to do so, and attempt to repair the mass destruction it has allowed since European colonisation. The community of and around this area, as well as any accredited and respected personnel within the conservation industry will never stop fighting in opposition of development of one of our last remaining chances to maintain mature trees and canopy, regenerate and rehabilitate where needed. There is no excuse that will ever be accepted that the whole road reserve of Roe 8 & 9 is not rezoned for current and future protection. Do the right thing. Stop the horrendous development and urban sprawl of Perth.

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 21:47:30

## Introduction

1 What is your first name?

First name: ***Name and contact details removed at the request of the submitter***

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary, I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

The road reserve in its entirety must be re-classed into parks, conservation and recreation zoning for the protection of the wildlife corridor stretching over a large distance that remains within the Swan Coastal Plain (SCP). Less than 10% of the pre-European vegetation remains in the SCP, and the atrocities that have occurred from land clearing and are still continuing today must come to an end. While most of this essential vegetation and habitat has been destroyed, and the impacts are seen in the declining flora and fauna populations, the three black cockatoo species being prime examples, everyone who lives within these bulldozed areas must help to cease the violence against our environment which is part of a biodiversity hotspot, and work to regenerate the remaining vegetation. Flora offsetting in an alternative location for developing any section of the Cockburn Corridor is an unacceptable offer, and any proponents MUST be stopped, this is the government's opportunity to do so, and attempt to repair the mass destruction it has allowed since European colonisation. The community of and around this area, as well as any accredited and respected personnel within the conservation industry will never stop fighting in opposition of development of one of our last remaining chances to maintain mature trees and canopy, regenerate and rehabilitate where needed. There is no excuse that will ever be accepted that the whole road reserve of Roe 8 & 9 is not rezoned for current and future protection. Do the right thing. Stop the horrendous development and urban sprawl of Perth.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 22:14:21

### Introduction

1 What is your first name?

First name:  
Lynda Moylan

2 What is your surname?

What is your surname?:  
divadingo@yahoo.com

3 What is your email address?

Email:  
divadingo@yahoo.com

4 What is your address?

address:

White Gum Valley 6162

5 What is your phone number?

Phone number:  
0427938404

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I work/run a business within or partly within the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Please stop putting roads everywhere!!!

Distroying precious remnant feeding trees for the bird life insects lizards etc.

The remaining remnants trees and local bushland and open spaces.

A biodiversity hot spot is here in south West WA.

I am 5th Generation Irish heritage, moved to WA 21 years ago. Loved and worked on Fremantle for half of that time.

We need to stop the war on nature.

That includes the Cockburn corridor.

I commute the bicycle pathways attend Circus ☐☐ in the open space.

Randwick stables hold wonderful community events and have horses and animals connecting our built up history in this Noongar Boodja.

Don't destroy heritage!

Please consider my plea.

For Humanitree

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

## Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:  
0427938404

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Contact phone number (business hours)::

Postal address::

15 I would prefer my hearing to be conducted in:

Public

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 22:45:14

### Introduction

1 What is your first name?

First name:  
Nicholas

2 What is your surname?

What is your surname?:  
Doyle

3 What is your email address?

Email:  
doyle.nj1@gmail.com

4 What is your address?

address:

21 Adelina St, Wilson

5 What is your phone number?

Phone number:  
0483148521

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

A haiku for you:

Protect our bushlands  
Green spaces make great places  
Don't be a dumb dog

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded



Please upload any supporting documents:

No file uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 23:05:51

## Introduction

1 What is your first name?

First name:  
Christine

2 What is your surname?

What is your surname?:  
Jarvis

3 What is your email address?

Email:  
c\_jarvis2@hotmail.com

4 What is your address?

address:  
  
14 South Street Fremantle 6160

5 What is your phone number?

Phone number:  
0418575915

6 Are you responding on behalf of an organisation?

No  
  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I endorse the City of Cockburn's recommended State Government rezoning of the bush land behind Randwick Stables including the triangle of bush on Cardigan Street, the Hamilton Hill Swamp precinct and Blackwood Avenue bush land as Parks and Recreation.

However, I write today to advocate two points:

Point 1.

For the protection of the whole wildlife corridor as Parks and Recreation a "full connectivity" (further explained below). This area is extending from the Beelie Wetlands to the ocean. This isn't merely a matter of preserving green spaces; it's about ensuring the uninterrupted movement of wildlife that contributes to the wellbeing survival of species in the area, the protection of seven distinct ecological zones, preserving an area for scientific biodiversity research to take place (Murdoch University is nearby) holds a reputation for furthering research into conservation, wildlife biology and sustainability including the active Black Cockatoo Conservation Management Project, the safeguarding of endangered species and biodiversity. Remarkably, it constitutes the last remaining east-west corridor in our metropolitan area, offering a unique chance to cultivate a lasting and vibrant asset.

Point 2.

While I support the protection of Randwick Stables and the adjacent open space and bushland, a part of a very significant Aboriginal Heritage area. There should be no development of Cardigan St. The street borders the significant Aboriginal Heritage site (is a part of this site), is the only access to the heritage listed Randwick Stables and the homes themselves have considerable heritage value.

Further I want to note here, that this is more than just conservation; it's a space of opportunity. If we can preserve this area, in the future there is potential to reintroduce vital native habitats into urban settings, thereby mitigating the adverse effects of climate change. By increasing our tree canopy, mitigating urban heat, and enhancing carbon sequestration, we can make a substantial contribution to combatting climate change right in our own backyard. Such example – is open spaces like the Hamilton Hill Swamp precinct also play a pivotal role in reducing the risk of flooding during extreme weather events, which are increasingly likely in our changing climate.

Other environmental factors that should be considered here is wetland restoration not only decontaminates soils but also acts as a natural filter for stormwater. Limestone, adept at filtering rainwater into underground reservoirs, serves as a safeguard for both wildlife and the broader community.

However, I understand that achieving this vision necessitates a comprehensive, well-coordinated master planning process at the state government level. What do I believe this will entail, to show you why I'm still pushing that the effort involved will reap the long-term rewards? First and foremost, we must identify and protect currently bare land, recognizing its environmental significance. I hope the examples above and the many examples in the other submissions, make that apparent. Implementing fauna bridges and underpasses along the corridor, particularly at Carrington Street, Progress Drive, and most crucially, Stock Road, is imperative. These measures would not only facilitate wildlife movement but also serve as symbols of our commitment to harmonising urban development with ecological conservation.

In summary on Point 1.

Ultimately, this wildlife corridor has the potential to become a sanctuary for our community, fostering a deep connection to nature that is essential for mental well-being. It is a profound opportunity to embrace a sustainable future, intertwining the preservation of our environment with the vitality of our community committed to the conservation of the area, all while addressing the pressing challenges posed by climate change.

In summary on Point 2.

The homes along Cardigan St should be treated in light of its vicinity to Randwick stables as "Heritage value" homes. They offer a significant connection to the past, reflecting architectural, social, and cultural aspects that could not be replicated standing alongside the stables. Demolishing these structures means losing a piece of the community's identity and heritage, which will be a sad and very stricken loss. From an ethical point of view, let's safeguard this site and not lose another identity and contribute to the degradation of another aboriginal heritage site.

Thank you for reading.

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 23:14:10

## Introduction

1 What is your first name?

First name: ***Name and contact details removed at the request of the submitter***

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

My Connection to the Area and a Global Perspective

I grew up in Fremantle, attended South Fremantle Senior High School, and the area subject to the Amendment defined much of my youth. With a few minutes walking, I remember stepping out of suburbia straight into a natural wildness, full of life. Over the years, I learned to appreciate its changes through the seasons and that it was only a part of a much greater ecological system. This appreciation helped to shape who I am today and to define a holistic and curious approach to life. Over the years, I have learned that at any one time, we only looking at part of a much bigger picture.

After graduating from Murdoch University, I worked in Australia and overseas, including with the United Nations on social and environmental issues and have been exposed to a large amount of relevant international discourse, particularly in relation to climate change, sustainable economies and liveable cities.

For two years, I lived in Beijing and saw how rare and valued open natural spaces were there. Most residents needed to drive or commute for hours just to reach anything remotely resembling the natural beauty we take for granted here. Even the most treasured parks do not come close to the Corridor.



In Beijing, I also witnessed how much regret existed amongst people from all walks of life at the loss of natural inner-urban spaces in the rush for development. I had many conversations with academics, government officials, diplomats and others working to learn from and help tackle the enormous and unanticipated social, economic and environmental challenges arising from this. Liveability is an issue running deep in cities that have given way to rampant development, and resulting problems infect all areas of city life. When I spoke of urban sprawl in my home city, people were invariably shocked, "haven't you learned from our lessons?"

#### Critique of the Amendment

My time in Beijing was almost a decade ago. As detailed below, the proposed Amendment demonstrates that those lessons are still yet to be heeded here, and that Western Australia, insofar as it is reflected by such proposals, still appears deserving of its embarrassing moniker "the backward state".

While some effort has clearly gone towards presenting the Amendment as benign (notwithstanding it has had to be characterised as major), the implications are profound.

The existence of such a large interconnected wildlife corridor imbedded within an increasingly dense urban area would be the envy of most developed cities in the world. This is particularly the case given the relevance to any city's increasingly important climate change credentials, but also the scientifically recognised value of inner-urban wilderness areas to community health and wellbeing, liveability and intrinsically to the natural environment. The particular land in question here is also of great importance to the Noongar people, members of the oldest living culture on Earth.

The Amendment clearly entails that the wildlife corridor is to be broken up, putting at risk the invaluable opportunities that would arise from safeguarding and conserving the area in its completeness.

#### Regressive and outdated approach to development

The regressive approach to development reflected in the Amendment is demonstrated right at the outset of the Amendment Report.

The preface, under the heading "Planning Perth's future", emphasises a singular focus on housing in anticipation of population growth, gravitating predominantly towards development replete with the buzzword "employment", as if housing were the only challenge ahead and as if the same tired and outdated approach to development (clear land and build houses on it) were the only ways to address it – miles behind the most of the developed world.

While "conservation" is also mentioned in the preface, when read holistically, any intelligent reader can see it is clearly not a significant part of the conversation. Simply put, the effect of the Amendment will be to degrade conserved areas, by either subdividing or developing them.

The Background section of the body of the Report at page 2 further emphasises the regressive approach underlying the Amendment by referring to the ecologically intact parts of the area merely as "undeveloped land". Such terminology is archaic and presupposes that such lands are primarily awaiting development. This perspective neglects the broader, multifaceted value of these areas that should be obvious in this day and age. This might seem like quibbling, but language is important, and these opening parts of the Report set the tone and foreshadow the approach of the entire 500 page document.

#### Conspicuous omissions

Omissions throughout the main body of the Report are consistent with the approach foreshadowed in the preface and introductory parts. The total absence of any discussion of the relevance of the Amendment to climate change in any part of the almost 500-page Report is, on its own, breathtaking. It was as if it were written decades ago.

In Volume 1 of the Report, "existing land use" is said to be "residential, commercial buildings, outbuildings and recreational and parking areas for nearby schools". The substance of both volumes of the Report reflect the same. There is no discussion of the communities existing use of the 'undeveloped land', implying that it has no existing use at all. Growing up in the area, that was not my experience, nor do I believe it is the community's experience today.

Indeed, the existing use of those natural and conserved parts of the corridor is extensive and of fundamental importance to the community and its health. Residents frequently enjoy these areas and value them as natural retreats and places to connect with the natural environment. It is likely the area also operates as an important heatsink, and presumably contributes to the city's climate change credentials. This is aside from the importance of all the known benefits of surrounding biodiversity to human habitation.

Nor is there any mention of any existing cultural use by the traditional custodians of the land, representing a highly regressive attitude to cultural heritage, as if it is something merely relegated to the past, and not something ongoing and living. Aboriginal cultural heritage is undeniably ongoing and living, and is recognised as such in the Aboriginal Cultural Heritage Act 2021, and any assessment of existing use of such an area encompassing cultural heritage should reflect this.

There is also no mention of the well-recognised status of the area as a wildlife corridor, a factor crucial to the ecological health of every part of the area, which by virtue of being a corridor, is interconnected and traversed by wildlife from one end to the other. That term appears to be missing from both volumes of the Report, including the environmental assessments, which appear excessively reductive in their analyses of an area that would ordinarily warrant a holistic approach. The area is divided into separate parts as if they were isolated islands, while species and their attributes are broken down and separately score carded.

To my knowledge, such reductive approaches to analysing large natural areas is considered antiquated today throughout much of the world. It appears especially unsuited to a wildlife corridor linking the coast with wetland areas in the face of a plan that would see the area further subdivided. Even a layman should be able to appreciate the impacts of cutting off or increasing the separation of one part of an ecosystem from another part. This has been a common understanding for decades. I remember learning about wildlife bridges and understanding this concept in primary school.

The almost total lack of acknowledgement of the existence of a wildlife corridor in the Report despite widespread community and scientific awareness and a corresponding emphasis on a reductionist approach to assessment is highly conspicuous. The terms of reference given to the assessment providers may be of interest in this respect.

The above are glaring omissions, and again tell-tale evidence of a dated and dangerous approach to evaluating land and its existing use. It feels odd in 2023 to have to explain the value and inherent usefulness to the community of a wildlife corridor, yet here we are.

It is also concerning, that in the midst of a rental crisis, those renting potentially affected properties who could be uprooted bare no mention in the Report. They should be given consideration, notwithstanding there may be no legislated requirement.

#### Community sentiments and suspicions

The WA Government's extensive engagement with this area over many years should have illuminated the significance of its ecological, community and cultural value. The deployment of the scene-setting descriptor "undeveloped" and the many critical omissions identified above not only misrepresent the inherent value of the ecologically intact land but may also hint at an orientation that is primarily profit-driven.

Given Western Australia's historical entanglements with contentious developments, it will be understandably difficult for many in the community to avoid entertaining suspicion that the hands of short-term profit seeking property developers have played an excessive part in developing this Amendment. Accordingly, proponents should anticipate a heightened level of scrutiny.

Regardless, the community is well aware that if the wildlife corridor is carved up and lost, it is lost forever. This should be kept front of mind at all times. There are strong grounds and a strong precedent to expect an enormous amount of passion, anger and upheaval should the Amendment proceed.

#### Plea for Modernisation

It is imperative for the proponents of the Amendment to evolve beyond such outdated and inadequate attitudes and perceptions, especially in light of the community's unwavering attention. The most obvious step towards this would be to abandon the Amendment altogether and start engaging with the community on how to best protect and conserve what is left of this still magnificent and largely in-tact wildlife corridor.

Much greater opportunities could materialise if modern thinking and the right mindset are engaged. Think about alternatives to urban sprawl, think about liveability, community health, tourism, carbon economy – the list goes on. Think not just 20 years from now, but 50, even 100 years from now. Meeting the challenges ahead requires vision and this is what the community expects. If we conserve the wildlife corridor, opportunities will keep coming, and this precious asset will only continue to grow in value.

And wouldn't it be nice to be the leading state for a change?

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

#### Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

#### Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Contact phone number (business hours)::

Postal address::

15 I would prefer my hearing to be conducted in:

Public



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 23:48:30

Introduction

1 What is your first name?

First name:  
Robyn

2 What is your surname?

What is your surname?:  
Colledge

3 What is your email address?

Email:  
robynrc@yahoo.com.au

4 What is your address?

address:  
  
22 Southend Rd  
HAMILTON HILL WA 6163

5 What is your phone number?

Phone number:  
0434936872

6 Are you responding on behalf of an organisation?

No  
  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live in/own a property within or partly within the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Metropolitan Region Scheme (MRS) Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Response to the amended proposal for Roe 8 (west) Roe 9 Reserve  
Submitted by Robyn Colledge, also a Member of Friends of Manning Park Ridge Inc.

.....  
I am a founding member of the Save Manning Park Ridge group, formed in July 2020, due to a proposed development of a 21km mountain bike trail through the Manning Park Ridge area. Two years later the group formally incorporated and became Friends of Manning Park Ridge. Manning Park Ridge was seen as a degraded, unkept wasteland. It is not ..... After many years of neglect, the area of bushland is known to be the home of many varieties of flora and fauna. It is significant as a foraging, roosting and breeding area for the threatened Carnaby Cockatoos; has a list of over 110 fauna species; TEC's such as the Banksia sessilis and has regenerated into wonderful world of the urban bushland; it is also part of the Bush Forever (247), within the Beeliar Regional Park. Manning Park Ridge is integral to the connectivity of the wildlife corridor. Breaking it down, each part of the Corridor's success is dependent upon the surrounding sections of bushland. Without connectivity, the ability to regenerate will become fragmented



Below is FoMPR statement to the submission, and I agree wholeheartedly with this view.

Friends of Manning Park Ridge Inc was formed with the specific aim to protect, preserve and enrich the remnant bushland (Bush Forever 247) within Manning Park, and to enhance its flora and fauna through recovery and regeneration programs. Importantly, it also acknowledges and promotes the preservation of Aboriginal and other cultural heritage of Manning Park.

As we stated in our submission dated 20th January 2023 and reiterate here, the opportunity exists to rehabilitate the greater part of the Roe 8/9 reserve area from Manning Park across to Bibra Lake. Fauna in particular is not restricted to small park areas but need connecting parklands to survive. There is the opportunity to provide a buffer for remnant areas of bushland and improve the opportunity for faunal biodiversity and survival – something we are sadly lagging well behind in given substantial species loss across our state. This land is exceptionally capable of regeneration – one only needs to look at the highly successful natural revegetation of Manning Ridge over the past 70 years! Without a highly sensitive approach to development and maintenance of ecological links across the Beeliam region, there is a high risk of ecosystem collapse.

Climate change is a high priority. Enhancing our local environment by the conservation and protection of native vegetation is commitment to doing something different. Green space will become more and more important and has been shown worldwide to be of benefit, mentally, physically and spiritually.

Below, I submit information from authorities who hold more knowledge regarding this subject than myself. I have lived in this area for over 67 years, have seen the southern suburbs (and northern suburbs) become wastelands of suburbia. Australia builds some of the largest houses in the world. With black roofs. Heat absorbers. When will we learn.

We strongly support the community's expressed wishes for a green corridor to create a vibrant and connected nature link from the Beeliam Wetlands to the Indian Ocean, restoring ecological function to the remnant and fragmented bushland and wetlands. UBC joins with other conservation groups and members of the public to urge the State Government to:

- Rezone the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R). While we acknowledge that the proposal includes several slices of land to be rezoned P&R land, this is not enough.
- Establish an ecological green corridor (Wetlands to Waves) extending from the Beeliam Wetlands to the Indian Ocean and incorporated into the Beeliam Regional Park.
- Incorporate the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R. This land is some of the highest quality bushland along the Roe 8/9 corridor and MUST NOT be cleared or disturbed.
- Extend the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.
- Comply with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology (see below).
- Identify and protect Aboriginal heritage and cultural values in the area.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

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Please upload any supporting documents:

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## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 09:19:57

### Introduction

1 What is your first name?

First name:  
Phoebe

2 What is your surname?

What is your surname?:  
Corke

3 What is your email address?

Email:  
phobecorke@icloud.com

4 What is your address?

address:

24 Ahern Street  
Hamilton Hill  
WA 6163

5 What is your phone number?

Phone number:  
0407606696

6 Are you responding on behalf of an organisation?

Yes

Organisation:  
Save Beelias Wetlands Inc

7 Which of the following best applies to you? Please select all relevant responses

I work/run a business within or partly within the proposed MRS amendment boundary, I live/own a property/run a business immediately adjacent to the proposed MRS amendment boundary, I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Save Beelias Wetlands Inc has a number of comments to make regarding the proposed rezoning of the Roe8west/Roe 9 land. If you have any questions please do not hesitate to contact us.

Our overarching comment is that while there are aspects of this current plan that are encouraging, as it stands it foreshadows the end of the wildlife corridor that the community so desperately wishes to regenerate and create. This is an extraordinary opportunity for Western Australia. If approached with vision, imagination and sensitivity we can all create something world-class; something that attracts residents and visitors, and that the Government can use as an exemplar. This is a chance to show what can be done, rather than repeating what is always being done.

We are constantly being told that certain things are not possible – such as linear Parks & Recreation (P&R) zoning for the length of the corridor. But why is this not possible? We have not heard one valid reason or argument as to why this cannot be done. Please consider it - and literally think outside the standard planning box.

There is a growing body of evidence about the importance of being in nature to good mental health. When making your decisions please imagine green connectivity through biodiverse ecological corridors alongside walking and cycling paths, creating community through beautiful spaces and of building with nature – up not out.

To get into more detail:

- We are happy to see the proposal for additional P&R at the north end of Blackwood Avenue; however, we would like to see this P&R zoning extended, at the minimum, to Wheeler Reserve. There are tuarts right through that section – albeit only one mature tuart. But there are many tuarts of 6-years and under that have been planted and cared for by the local community and supporters of the Cockburn Community Wildlife Corridor. As we are all aware, climate change is affecting the health and and growth of our bushlands, particularly trees. Newly planted trees may never reach the height of the older trees we see today in the corridor and our wildlife cannot wait 150 years for saplings to turn into hollow-bearing specimens. Older or half grown trees that have properly established themselves, must be preserved, such as these juvenile tuarts.
- The Stock/Forrest interchange contains some of the most important and best-condition bushland in the entire corridor. We understand that Main Roads is still considering an upgrade to Stock Road however this land, in particular the south-west corner, is integral to the wildlife corridor and has been lovingly tended to by many community members since being devastated in early 2017. It is not an appropriate place for a major intersection – Forrest Road is not a major east-west link and a major intersection would be frivolous and is unnecessary.
- Please replace the Stock Road pedestrian footbridge – with a dual purpose human/fauna bridge as soon as possible. This is urgently needed not just for fauna connection but to reconnect the suburbs of Hamilton Hill and Coolbelup.
- As mentioned above, we do not understand why P&R zoning through the entire corridor is not being considered and we do not understand why zoning has to be in blocks and cannot be linear. We would like DPLH/WAPC to please consider a continual P&R zone along the entire length of the corridor rather than blocks of P&R and blocks of Urban.
- We are extremely concerned by the suggestion of putting a north-south link through the corridor by opening the end of Hyam Street. This would create a rat run, cause traffic problems further north and serves no good purpose. The residents of Hamilton Hill – both present and future - do not want to live within a network of busy roads; they want a green, leafy suburb with places to walk and be in nature. Just because some portions of the land is currently 'bare' that doesn't mean it should be built on.
- We would like to see better green connectivity across major intersections within the plan. We understand that the layout within the urban zone is indicative and non-binding, but we would like to suggest consideration of a 'village green' at the area around where the corridor crosses Carrington Street. We would be happy to discuss this idea further.
- We welcome the concept of schools expanding into the corridor as long as this expansion still enables a green connection.
- We are concerned about the suggested size of the proposed Wally Hagan extension because of the parking that would be required by a regional centre of that size, and the resultant impact on traffic on the surrounding neighbourhood. We do not oppose the redevelopment per se, just question whether that many courts are essential given that the proposed number exceeds that required for designation as a regional centre.
- We are very happy with the proposed enlarged curtilage for Randwick Stables but would like to ask for consideration to be given to the historical status of some of the houses on Cardigan Street. We would like the same consideration extended to the remaining "Main Roads" houses on Blackwood Avenue – the tiling, in particular, has historical value.
- We encourage extension of the Aboriginal Heritage listed areas - and therefore P&R - to include the site to the south of Rockingham Road. Aboriginal heritage must be respected and considered in the planning of this area at all times. In the Noongar season of Makaru, the dumbart (pelican) festival took place at Walliabup (Bibra Lake). People made journeys – mandja koorliny bidi, along this route to celebrate at the festival. It is also thought to have been a moort kooriny bidi - a family walking path, connecting Midgegooroo's summer camping ground at Dixon Reserve to the wetlands to the east. Significant consultation needs to be done before any planning schemes are finalised.

Please upload any supporting documents:

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Please upload any supporting documents:

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Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

## Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:

0407606696

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Felicity Bairstowe, Catherine Baudains, Pam Nairn

Contact phone number (business hours)::

Postal address::

As we are an incorporated environmental group we would like to make a deputation together rather than as a single individual.

15 I would prefer my hearing to be conducted in:

Public



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 10:34:25

## Introduction

1 What is your first name?

First name: *Name and contact details removed at the request of the submitter*

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

Yes

Organisation:  
NatureLink Perth

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Support, with modifications

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Disclaimer: Please note as a Community of Practice what I present below does not necessarily reflect all organisations associated with NatureLink Perth. The following advice follows the principles of NatureLink Perth and the resources we are able to provide to help guide a better outcome for the Roe 8 west/Roe 9 corridor.

1. I support the proposal to rezone the Roe 8 reserve west of North Lake Road to Parks and Recreation. This land contains high quality bushland and should be incorporated into the Beeliar Regional Park as part of the Cockburn Community Wildlife Corridor.
2. I do not support the proposal to exclude the Stock Road/Roe Highway interchange reserve from this MRS amendment. This land contains high quality bushland including magnificent mature tuart trees and balgas. This ecosystem is now classified as a threatened ecological community by the Commonwealth Government and this remnant should be protected by rezoning it to Parks and Recreation.
3. I support the inclusion of some of the high-quality bushland west of Stock Road in the Roe 9 reserve to be reserved for Parks and Recreation. This will

facilitate the development of the Cockburn Community Wildlife Corridor (CCWC). However, it is disappointing to see that there is no linkage proposed between these fragments.

4. Ideally, the whole of the Roe8 west/Roe 9 footprint should be rezoned Parks and Recreation to best provide for an ecological linkage from Wetlands to Waves as put forward by the Cockburn Community Wildlife Corridor. This is a once in a generation opportunity to integrate nature into the city for the benefit of all its inhabitants. However, as there have now been two renditions of the concept plan this now seems a less likely outcome. Therefore, the singular most important element in the new plan must be provision for continuity of east-west ecological connectivity throughout the zone.

5. In areas zoned urban, there needs to be provision that development of this zone will retain green linkages suitable for native flora and fauna to move through.

6. A spatial footprint for the Cockburn Community Wildlife Corridor and associated naturelink requested by DPLH staff has been created by NatureLink Perth in collaboration with the CCWC community and is available at <https://www.naturelinkperth.org/resources/> as a resource to inform creation of a green linkage.

7. We note the revised concept plan for Roe 8 West /Roe 9 relies heavily on a cycleway to ensure connectivity. This is acceptable as long as the walk trail cycleway is built to design specifications for biodiversity. Guidelines for creating a biodiverse cycleway and walk trail has also been created by NatureLinkPerth and is available at <https://www.naturelinkperth.org/resources/>.

Please upload any supporting documents:

NatureLinkPerthRoe89submission1.pdf was uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



# NatureLink Perth

*Transitioning Perth to connect people and nature*

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4. Ideally, the whole of the Roe8 west/Roe 9 footprint should be rezoned Parks and Recreation to best provide for an ecological linkage from Wetlands to Waves as put forward by the Cockburn Community Wildlife Corridor. This is a once in a generation opportunity to integrate nature into the city for the benefit of all its inhabitants. However, as there have now been two renditions of the concept plan this now seems a less likely outcome. Therefore, **the singular most important element in the new plan must be provision for continuity of east-west ecological connectivity throughout the zone.**
5. In areas zoned urban, there needs to be provision that **development** of this zone will retain green linkages suitable for native flora and fauna to move through.
6. A spatial footprint for the Cockburn Community Wildlife Corridor and associated naturelink requested by DPLH staff has been created by NatureLink Perth in collaboration with the CCWC community and is available at <https://www.naturelinkperth.org/resources/> as a resource to inform creation of a green linkage.
7. We note the revised concept plan for Roe 8 West /Roe 9 relies heavily on a cycleway to ensure connectivity. This is acceptable as long as the walk trail cycleway is built to design specifications for biodiversity. Guidelines for creating a biodiverse cycleway and walk trail has also been created by NatureLinkPerth and is available at <https://www.naturelinkperth.org/resources/>.

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 10:16:39

## Introduction

1 What is your first name?

First name:  
Madeline

2 What is your surname?

What is your surname?:  
Copcutt

3 What is your email address?

Email:  
copcuttmk@gmail.com

4 What is your address?

address:

5 What is your phone number?

Phone number:  
0421026679

6 Are you responding on behalf of an organisation?

Yes

Organisation:  
NatureLink Perth

7 Which of the following best applies to you? Please select all relevant responses

I work/run a business within or partly within the proposed MRS amendment boundary, I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

The ecological value of the Roe 8/Roe 9 corridor lies in its connectivity between the Beeliam Wetlands and the ocean, allowing wildlife movement between those areas and spanning a unique range of vegetation communities. NatureLink Perth undertook research on this corridor and analysed the most efficient route for a naturelink - an ecological linkage that promotes connectivity between bushland and wetlands. Please see the attached report (written before the 2023 Amended Concept Plan was released) for the findings.

Addressing the Amended Concept Plan, I support:

- The indicative Parks and Recreation zoning for the Blackwood Avenue Bushland, the Hamilton Hill Swamp Precinct, and the Roe 8 corridor.
- The current indicative Local Parks and Recreation areas.
- The idea for a connected 'green link' in the form of a cycle path, as long as it is designed to maximise nature connectivity through areas where native vegetation is otherwise difficult to install (for example, currently-existing commercial areas or across roads).

The following modifications will improve the connectivity of green spaces along the corridor:



- The 'green link' cycle path guidelines according to research by NatureLink Perth (Rachel Peterson):  
3m path + 1m setback/buffer (0.5m either side) + 10m (5m native vegetation either side) + 1m setback/buffer outside the vegetation (0.5m either side) = minimum 15m wide. The 10m of native vegetation can be reduced if the path goes along an area of bushland. Please see attached PDF Cycle\_Path for a visual representation.
- If designed according to the above specifications, the 'green link' could be incorporated into either the MRS Scheme or the Local Planning Scheme/structure plan as Parks and Recreation, and set a precedent of high value for connected natural areas in the urban footprint.
- The land between the Blackwood Avenue Bushland and Wheeler Park is of high ecological value and connects two patches of Tuart Woodland, a federally-listed Threatened Ecological Community. There are countless opportunities for providing community spaces and environmental education if this area were rehabilitated and included in the indicative Parks and Recreation zoning.
- A fauna bridge can be included in the planned pedestrian crossing/cycle path across Stock Road.

Principles of best practice to benefit both the environmental and the community:

- Avoid further fragmentation of bushland wherever possible. For example, existing paths should be utilised for the cycling path instead of clearing new ones.
- For areas that are rezoned urban, please consider implementing guidelines for developers to ensure the corridor is respected and incorporated into their designs.

Please upload any supporting documents:

Copcutt\_NatureLink\_report\_2023.docx was uploaded

Please upload any supporting documents:

Cycle\_Path\_NatureLink.pdf was uploaded

Please upload any supporting documents:

NatureLink\_Map.pdf was uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

# Cockburn Community Wildlife NatureLink: Identifying the best spatial dimensions, route and landscape form of the Cockburn Community Wildlife Corridor (Perth, WA), based on scientific input and in consultation with stakeholders

Madeline Copcutt, Jane Chambers, Margaret Andrew

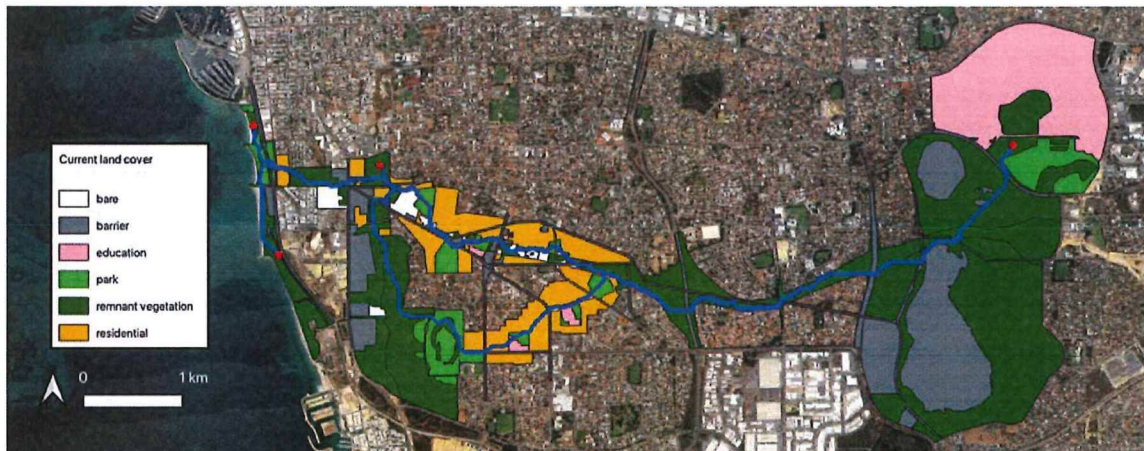


Figure 4: Final spatial footprint of the naturelink from Murdoch University to the Fremantle/Coogee coast based on least-cost path modelling, with land cover information. Satellite imagery: Google Satellite, 2023

## Executive Summary

The Cockburn Community Wildlife Corridor (CCWC) in the southern suburbs of Perth extends from the Beelihar Wetlands to the Fremantle and Coogee coast, encompassing the road reserve known as Roe 8 (east of Stock Road) and Roe 9 (west of Stock Road). Remnant native vegetation within the CCWC is highly valued by the community and Whadjuk traditional owners; it contains federally listed Threatened Ecological Communities (Banksia Woodlands and Tuart Woodlands) and roosting sites for endangered Carnaby's Black Cockatoos and vulnerable Forest Red-Tailed Black Cockatoos. The vegetation in the Roe 8 section of the CCWC (east of Stock Road) is relatively intact, however the vegetation in and around Roe 9 (west of Stock Road) is highly fragmented by urban development.

The CCWC has the potential to be a 'naturelink', an ecological linkage that promotes connectivity between bushland and wetlands sustaining biodiversity and providing multi-functional green spaces that promote human connection with nature. This would facilitate wildlife movement along Roe 9 despite its fragmentation. However, the CCWC currently has no statutory protection or even a definitive, agreed upon blueprint to guide management. This became an issue when the Department of Planning, Lands and Heritage (DPLH) conceived a new concept plan for the development of Roe 9/Roe 8 West, which proposed the removal and further fragmentation of some essential natural areas to ecological connectivity. As a result of discussions between DPLH staff and NatureLink Perth, this project aimed to develop a clear route and spatial footprint of the CCWC based on best scientific practice, incorporating the needs of native biodiversity and the local community. This can guide future planning and development to create and maintain a naturelink.

We first identified places of ecological, cultural or community significance within the CCWC, and established the most efficient linkages from Murdoch University to the Fremantle/Coogee coast that incorporated those places. These initial routes were generated in the form of single lines using least-cost path modelling in a geographical information system (QGIS). The routes were then converted into a two-dimensional spatial footprint (Figure 4) by distinguishing the various categories of land use\* and land cover\*\* throughout the corridor and mapping their boundaries along the route. An analogy for this process is 'beads on a string', where the least-cost path line is the 'string', and each block of a different land category are the 'beads' that the string passes through, connecting them together with no gaps. This provides urban planners with a specific layout of sites that should be protected, and where modifications to the current land cover should be undertaken to facilitate wildlife movement.

The study identified two paths (Figure 4) to be managed as a naturelink; this will maximise connectivity and provides a level of redundancy in case either path is obstructed in the future. Both begin at Murdoch University, move west through the Beelihar Wetlands and along the Roe 8 corridor, cross Stock Road and then split apart at the Blackwood Avenue Bushland. The first path continues west along Roe 9 (the original route of the CCWC), incorporating all of the significant community sites and Threatened Ecological Community patches. Along with native vegetation it incorporates several commercial areas, schools, grassed parks, and currently undeveloped land. A second path bifurcates to the south primarily through urban zone along a power corridor, residential areas and schools, to link



with Manning Park (Parks and Recreation Reserve). The two routes re-convene at Clontarf Hill and continue to the coastline at South Beach. Overall, the naturelink is primarily located in the City of Cockburn, with small sections in the Cities of Melville and Fremantle.

The spatial footprint does not have consistent or specific dimensions; these depend on the current land cover and land use of the site that the route passes through. Various sizes, widths, and sometimes buffers of surrounding land types are required to maximise its suitability for wildlife movement. Most of the important community sites and undeveloped land occurs within the road reserve, with other sites being either urban zone or Parks and Recreation Reserve.

As well as the spatial area to be managed as a naturelink, this study provides the appropriate management actions to facilitate wildlife movement depending on the current land cover. Connected native vegetation is the most essential aspect of a successful naturelink; thus, all remnant bushland and native trees within the designated naturelink spatial area should be preserved to prevent further fragmentation. This especially applies to Threatened Ecological Communities such as the Blackwood Avenue Bushland, Wheeler Park and the surrounding vegetation, Clontarf Hill, and the vegetation at the Stock Road/Forrest Road intersection.

Other treatments to different land cover types include:

1. Planting local native vegetation including understorey, shrubs, and trees within recreational parks,
2. Encouraging residents to plant native verge trees, native verges, and residential gardens, and take measures to reduce cat predation,
3. Revegetation of undeveloped areas,
4. Designing new urban developments to maximise the connected green space available and not disturbing or fragmenting remnant vegetation within the site, and
5. Planting local native trees and vegetation along roads and installing fauna bridges and underpasses across main roads (especially Stock Road) to allow safe crossing.

Appropriate management of the land within the spatial footprint is vital to ensure the naturelink sustains biodiversity, maximises connectivity, and promotes beneficial human-nature interactions.



## Introduction

Connected natural corridors through urban areas are invaluable to local communities and biodiversity. Green spaces reduce the urban heat island effect, improve air quality, and increase climate resilience of cities (Brown et al., 2018; Imran et al., 2019). Connectivity between natural areas increases the food sources and breeding opportunities for local wildlife, leading to improved genetic diversity and population resilience (Clobert et al., 2012; Haddad et al., 2015). Living near green spaces improves both physical and mental health (World Health Organisation, 2021); furthermore, these benefits to human wellbeing are enhanced by higher biodiversity in those green spaces (Fuller et al., 2007; Wood et al., 2018).

Australia's only biodiversity hotspot, the Southwest region of Western Australia (Myers et al., 2000), has over 8000 native vascular plants, approximately half of which are endemic (Gioia & Hopper, 2017). Within this biodiversity hotspot, the highest species richness is found in the Perth region (Gioia & Hopper, 2017), which is also the largest urban area in WA. To conserve Perth's unique biodiversity and utilise its benefits to humans and wildlife, it is vital that connected natural areas are protected and incorporated into urban planning. NatureLink Perth aims to create connectivity between bushland and wetlands throughout Greater Perth with multi-functional green spaces that promote human connection with nature, known as naturelinks. Similarly, a wildlife corridor is a connection of natural areas and habitats across a landscape but is specifically designed to provide a route for fauna to access resources.

The Cockburn Community Wildlife Corridor (CCWC) in the southern suburbs of Perth extends from the Beelihar Wetlands to the Fremantle and Coojee coast, spanning approximately 10km east to west and encompassing the road reserve known as Roe 8 (east of Stock Road) and Roe 9 (west of Stock Road). Remnant native vegetation within the CCWC contains Banksia and Tuart Woodlands, both of which are listed as Threatened Ecological Communities at a high risk of extinction under the federal EPBC Act. Banksia Woodlands are also classified as critically endangered under WA's Biodiversity Conservation Act. The Beelihar Regional Park (including Bibra Lake and Manning Park) is protected as Parks and Recreation reserve (Government of Western Australia, 2021), but the rest of the remnant vegetation in the CCWC is currently unprotected.

While most of the bushland fragments in the CCWC are far smaller than nearby protected areas, their benefits to local biodiversity should not be discounted. A higher number of smaller patches encourages more species movement than one larger patch from which fauna are reluctant to travel (Lindenmayer, 2019), and in urban biodiversity hotspots such as Perth, small patches may be all that remains of a particular combination of geological and ecological characteristics (Wintle et al., 2019). Furthermore, this area is beloved by the local community; thousands of people protested the Roe Highway expansion in 2016, which was the culmination of approximately three decades of opposition to the plan (Brady, 2019). The Department of Planning, Lands and Heritage (DPLH) is currently undertaking community consultation and planning regarding the rezoning of the Roe 8 West and Roe 9 road reserve (DPLH, 2023). To inform this process, an exact route for the connected Cockburn Community

Wildlife Corridor needs to be mapped out, rationalised, and approved by stakeholders, so that it can be integrated into an urban plan.

A previous study by O'Donnell (2020) provided an overview of naturelink opportunities throughout the Perth and Peel region. These naturelinks were designed to connect protected areas of vegetation according to the current land use; the findings do not necessarily represent linkage opportunities in areas that are undergoing a change of land use, where sites have the potential to become protected in the future. The naturelink from Bibra Lake to Manning Park (Appendix B) follows a similar route to Del Marco's Regional Ecological Linkage 51, mapped in 2004 (Appendix C). This has been deemed a less viable route than the CCWC due to the prominence of residential areas between small public open spaces, which limits the amount of fauna that can utilise the naturelink (Zelinova, 2020). Furthermore, O'Donnell's project did not cover localised factors such as community stewardship and cultural heritage. Even without formal protection, vegetation that is regularly tended to by community groups (as is the case along the CCWC) is highly favourable to biodiversity and fauna movement (Danielson, 2005).

Despite extensive mapping of nature connectivity in the area, a specific spatial footprint of the CCWC based on least-cost path modelling while taking these factors into account has not yet been produced. The aim of this study is to design a naturelink from Murdoch University to the Fremantle coast that supports local biodiversity, accounts for the needs and values of the local community and informs the rezoning process of the Roe 8 West and Roe 9 road reserve to optimise nature connectivity.

## Methods

### **Community and ecological values along the corridor**

Information about valued sites along the Roe 9 corridor were found in local community feedback documents in response to the Draft Concept Plan released by DPLH in 2023. The community groups were the Cockburn Community Wildlife Corridor group, the Friends of Clontarf Hill, and the Hamilton Hill Community Group. A draft version of the naturelink was presented to the Cockburn Community Wildlife Corridor group and the Rehabilitating Roe 8 Advisory Committee to receive their insight and feedback. Further information about the corridor was sourced from publicly available spatial datasets updated in the last three years and spatial datasets provided by community groups (Table 1).

Considering this information, the sites undergoing re-zoning in the Draft Concept Plan were ranked according to their protection priority. The highest priority was given to areas that are critical for local biodiversity, have active community stewardship, and should be rezoned as Parks and Recreation or given a similarly high level of protection. Medium priority was given to areas that should be used as local parks or nature-friendly residential areas, and the lowest priority was given to areas where the current land-use forms a barrier for wildlife movement and should be adapted for connectivity.

### **Updating the cost layers**



The naturelink was developed using least-cost path modelling, based on the findings of O'Donnell (2020). In that study on the Perth and Peel region, three separate data layers were produced representing land use, land cover and movement barriers in the study area. For each category, cost values ranging from 1 to 200 were assigned to each pixel, with lower cost values representing landscape features that are more conducive to fauna movement. These cost layers were then synthesised to inform the least-cost path modelling.

In this study, O'Donnell's cost layers were altered to represent localised community and ecological values of the study area and update the annual and perennial vegetation. All datasets were clipped to approximately 1km north and south of the Roe 8/Roe 9 road reserve (DPLH, 2019); native vegetation or parks that lay partially outside this buffer were included in their entirety. This formed the study area for the modelling.

Important community sites (Table 2) including Aboriginal Heritage Sites were exported from various datasets (Table 1) and assigned a cost of 1 to reflect the community and cultural benefits to biodiversity and wildlife movement in these areas (Danielsen, 2005). The new values were overlaid onto O'Donnell's land use cost layer to replace the original values assigned to those sites.

Annual and perennial vegetation in the study area was re-mapped using O'Donnell's methods to account for changes in vegetation cover since 2020. The normalised difference vegetation index (NDVI) was calculated from satellite imagery taken in October 2022 and February 2023 (Table 1); values over 0.25 were taken to be vegetation based on comparison with the satellite imagery. Vegetation present only in October was considered annual vegetation and assigned a cost of 50, while vegetation present in both dates was considered perennial vegetation and assigned a cost of 20. Remnant native vegetation (DPIRD, 2020) was assigned a cost of 1. These new values were overlaid onto O'Donnell's land cover cost layer.

Following O'Donnell's procedure, the new land use and land cover cost layers were combined to show the average cost values for the two categories. O'Donnell's barriers layer was overlaid onto this image, producing the final new cost layer.

### **Least-cost path modelling**

The Least Cost Path tool from the Cost Distance Analysis plugin in QGIS was used to calculate the most efficient linkage routes based the new cost layer. A centroid in the Murdoch Banksia Woodlands was used as the start point, as this is a Threatened Ecological Community fragment that connects to the Beeliar Wetlands in the CCWC, while two centroids were trialled as end points along the length of the coastal vegetation at the end of the CCWC (DPIRD, 2020). The modelling was run on the entire study area and again on a reduced buffer of 500m to determine any difference to the results when negating the presence of large nearby protected areas such as Manning Park.

### **Producing the spatial footprint**

Three separate data layers were produced showing the Metropolitan Region scheme (the legal basis for urban planning, for example road reserve), current land use (for example residential, education, or parkland), and land cover (the physical land type within a broader land use, for example grass, road, or bare ground). Every community site, vegetation remnant, park, school, or protected area that the least-cost path crossed was considered part of the spatial footprint of both naturelink routes produced. Barriers such as main roads and commercial areas were also included to demonstrate where the naturelink is required to follow a certain route. Minor modifications to the vertices of some polygon datasets were made to better represent the land-cover of a particular site. Land-cover information that was not well-represented in datasets (for example, bare/undeveloped areas) was digitised based on satellite imagery (Bing Satellite, 2023; Google Satellite, 2023).

Where the least-cost path crossed through residential areas, that part of the route was simplified to produce a buffer of equal width and length, representing a specific zone of houses that are included in the naturelink. These zones will undergo treatments (see 'Discussion') to connect the naturelink through residential areas. The edges of these zones were adjusted slightly for simplification (for example, if most of a particular street was part of the zone, the remaining houses on that street were also included). Small residential zones were produced around parks, schools and bare/undeveloped areas to account for gaps in the spatial footprint, the fauna movement cost of the sites nearest to the zone, and to keep the overall width of the naturelink relatively consistent.

*Table 1: Datasets used for this study and/or partially displayed in Figures 1-6*

Information	Dataset name	Source	Year last updated
Annual vegetation	Sentinel 2B (13/10/2022)	European Space Agency, 2022	2022
Community, cultural, or historical sites	Aboriginal Heritage Places	DPLH, 2019	2023
	Areas Cleared for Roe 8	Moore, 2017	2017
	Cockburn Community Wildlife Corridor (22 Jan 2016)	Moore, 2017	2017
	Heritage List	DPLH, 2021	2023
Current land use (Table 3)	Urban Forest Parcels	DPLH, 2022	2022
Metropolitan Region Scheme (Table 3)	Region Scheme – Zones and Reserves	DPLH, 2019	2023
Native vegetation	Swan Coastal Plain Remnant Vegetation 2020	Department of Primary Industries and Regional Development, 2020	2020
Ecological linkages in Perth and Peel	All Protected Areas Least Cost Path Linkages	O'Donnell, 2020	2020
Cost values previously assigned to land features	Barriers	O'Donnell, 2020	2020
	Land Cover	O'Donnell, 2020	2020
	Land Use	O'Donnell, 2020	2020
Perennial vegetation	Sentinel-2B (20/02/2023)	European Space Agency, 2023	2023
Tuart tree locations	TTM_TreeLocations_23_0113	Tauss, 2023	2023
Tuart Woodland patches	TTM_TECPatch_230113	Tauss, 2023	2023



## Results

The 10 important community sites described in community group documents are mostly native vegetation or grassy parks (Table 2). They have at least ten active community groups, and among them is one Aboriginal Heritage Site (Clontarf Hill/Hamilton Hill Swamp Precinct), two heritage-listed buildings (Randwick and Johnson Stables) and two Threatened Ecological Community Patches (Table 2).

The least-cost path modelling showed two prospective routes which follow the same path along the Roe 8 corridor and split at the Blackwood Avenue Bushland (Figures 1-5). The southern route, produced with the 1km buffer, follows a power corridor, links two primary schools, and ends at Manning Park. The northern route follows the Roe 9 corridor, linking remnant vegetation and most of the important community sites (Figure 5). A second end point for the southern route was added so that the two routes reconnect at Clontarf Hill before travelling to the coast.

The majority of both naturelink routes travels through current Primary Regional Road reserve or urban zone, although the southern route utilises more Parks and Recreation reserve and urban zone (Figure 2). The dominant land use of the CCWC is residential (Figure 3). The southern route passes through two schools, and both routes travel through a commercial/industrial area before reaching the coast (Figure 3). For land cover, the entire eastern portion of both routes travels through the native vegetation along the Roe 8 corridor (Figure 4). The southern route travels through two large housing zones while the northern route utilises more of the remnant vegetation and bare/undeveloped land (Figure 4). The 10 important community sites described in community group documents were all included in at least one of the naturelink routes (Figure 5). The northern route travels through more important community sites, however the southern route does include Randwick Stables which was missed by the northern route (Figure 5). All of the unprotected Tuart trees and Tuart Woodland patches are found in the sections of the CCWC where the two routes overlap (Figure 6).

All community sites and known Threatened Ecological Community patches were given the highest priority for protection, which made up all of the Roe 8 reserve and about half of the Roe 9 reserve (Figure 7). Grassy parks, schools, and areas of patchy native vegetation were given medium priority, forming the central portion of Roe 9, and the lowest priority was afforded to main roads and commercial/industrial areas (Figure 7).

Table 2: List of stakeholders, land cover type, and cultural/ecological values of important sites along the Roe 8 and Roe 9 corridors, numbered from west to east according to Figure 1.

No.	Site name	Dominant land cover type	Community groups/stakeholders	Cultural and ecological values/other notes
1	Hollis Park	Native vegetation; bare/undeveloped land	Friends of Hollis Park; CCWC	Contaminated (DWER, 2023)
2	Clontarf Hill	Native vegetation	Traditional owners (Nyungar community); Friends of Clontarf Hill; Friends of Hollis Park; CCWC	Registered Aboriginal Heritage Site 18332 – massacre, camping, hunting, ceremonial, mythological, artefacts (DPLH, 2021); last old-growth tuart trees and natural limestone hill in Fremantle area (CCWC, 2023); Tuart Woodlands (Threatened Ecological Community) (Figure 5)
3	Randwick Stables	Grassy area; building	Randwick Stables Community Garden; CCWC; Friends of Clontarf Hill; Hamilton Hill Community Group	Heritage-listed buildings (DPLH, 2023); oldest horse stables in Perth (est. 1923)
4	Dixon Reserve/Hamilton Hill Swamp Precinct	Grassy area; bare/undeveloped land	Traditional owners (Nyungar community); Friends of Clontarf Hill; CCWC; Hamilton Hill Community Group	Former wetland; Registered Aboriginal Heritage Site 18332 (DPLH, 2021); Traditional Owners requested no infrastructure in the undeveloped western portion; community recreational space; contaminated soil (DWER, 2023)
5	Johnson Stables	Grassy area; building	CCWC	Heritage-listed building (DPLH, 2023)
6	Wheeler Park	Grassy area	Friends of Blackwood Avenue Bushland; CCWC; Friends of Clontarf Hill;	Tuart Threatened Ecological Community (Figure 5); feeding ground for endangered Carnaby's and Red-tailed Black Cockatoos (Tauss, 2022)
7	Vegetation north of Blackwood Avenue to Wheeler Park	Native vegetation	Friends of Blackwood Avenue Bushland; CCWC; Hamilton Hill Community Group	Tuart Woodlands (Threatened Ecological Community) (Figure 5); feeding ground for endangered Carnaby's and Red-tailed Black Cockatoos and other Priority Fauna (Tauss, 2022); rare geology 'Spearwood red' loam (Griffin, 2022); unusual mix of Marri, Jarrah, Tuart, Nuytsia, Allocasuarina, Quandong and Banksia as overstorey trees (Tauss, 2022)
8	Blackwood Avenue Bushland	Native vegetation	Friends of Blackwood Avenue Bushland; CCWC; Hamilton Hill	Tuart Woodlands (Threatened Ecological Community) (Figure 5); feeding ground for

			Community Group; Friends of Clontarf Hill	endangered Carnaby's and Red-tailed Black Cockatoos and other Priority Fauna (Tauss, 2022); nesting ground for Rainbow Bee-Eaters (CCWC, 2023); rare species <i>Pittosporum linguistifolium</i> (Tauss, 2022); rare geology 'Spearwood red' loam (Griffin, 2022); unusual mix of Marri, Jarrah, Tuart, Nuytsia, Allocasuarina, Quandong and Banksia as over-storey trees (Tauss, 2023)
9	Stock Rd/Forrest Rd Intersection	Native vegetation	CCWC; Rehabilitating Roe 8; Friends of Clontarf Hill; Hamilton Hill Community Group	Tuart Threatened Ecological Community (Figure 5); feeding ground for endangered Carnaby's and Red-tailed Black Cockatoos; nesting ground for Rainbow Bee-Eaters; rare species <i>Pittosporum linguistifolium</i> ; rare geology 'Spearwood red' loam; unusual mix of Marri, Jarrah, Tuart, Nuytsia, Allocasuarina, Quandong and Banksia as over-storey trees (Tauss, 2023)
10	Rehabilitating Roe 8 project	Native vegetation	Rehabilitating Roe 8 (City of Cockburn); CCWC; Conservation Council WA; Coolbellup Community Association; Hamilton Hill Community Group; Save Beeliar Wetlands; Wildflower Society	10-year Rehabilitation Management Plan prepared in collaboration with scientists, community, State government and the City of Cockburn; Banksia Woodlands (Threatened Ecological Community)

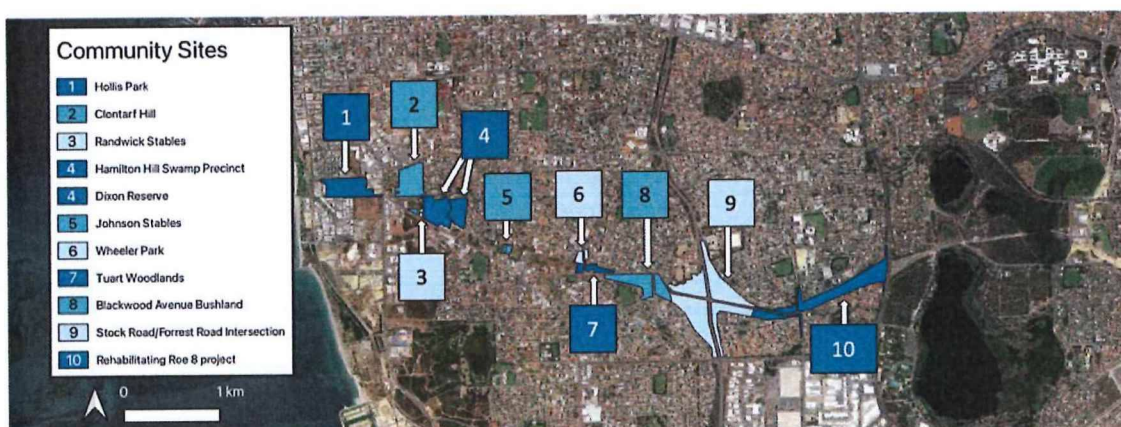


Figure 1: Important community sites (Table 1) along the Roe 8 and Roe 9 corridors. Satellite imagery: Google Satellite, 2023



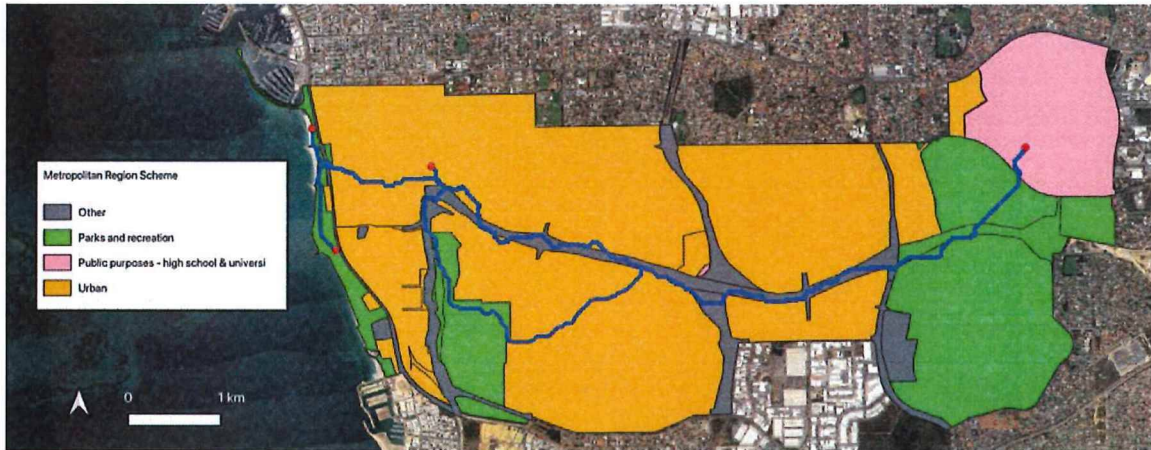


Figure 2: Results of least-cost path modelling from Murdoch University to the Fremantle/Coogee coastline, overlaid by the MRS Scheme (DPLH, 2023). Satellite imagery: Google Satellite, 2023

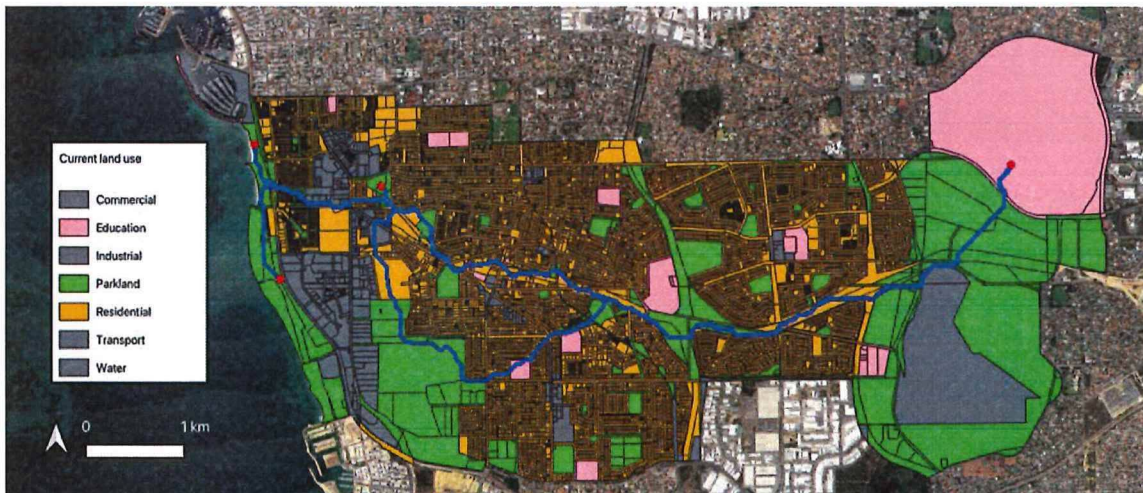


Figure 3: Results of least-cost path modelling from Murdoch University to the Fremantle/Coogee coastline, overlaid by land use information (DPLH, 2022). Satellite imagery: Google Satellite, 2023

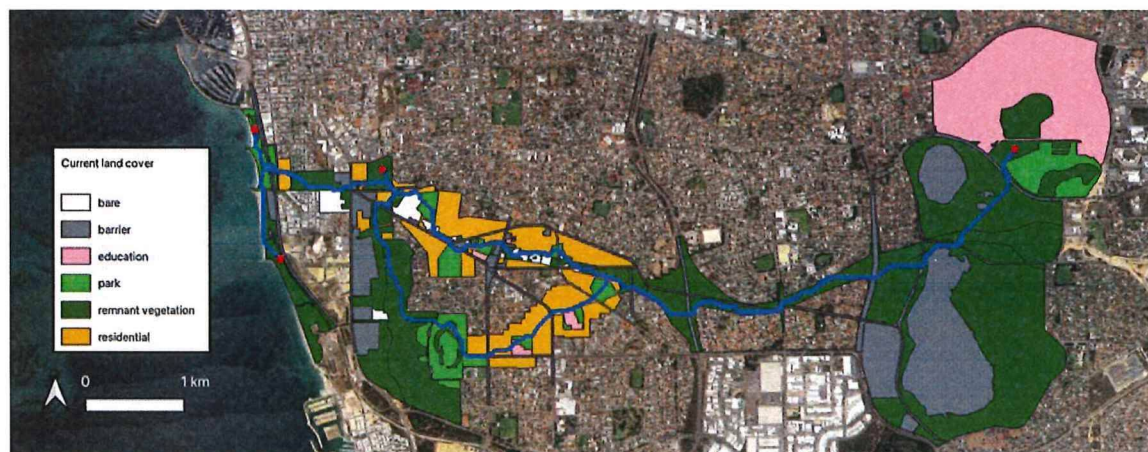


Figure 4: Final spatial footprint of the naturelink from Murdoch University to the Fremantle/Coogee coast based on least-cost path modelling, with land cover information. Satellite imagery: Google Satellite, 2023



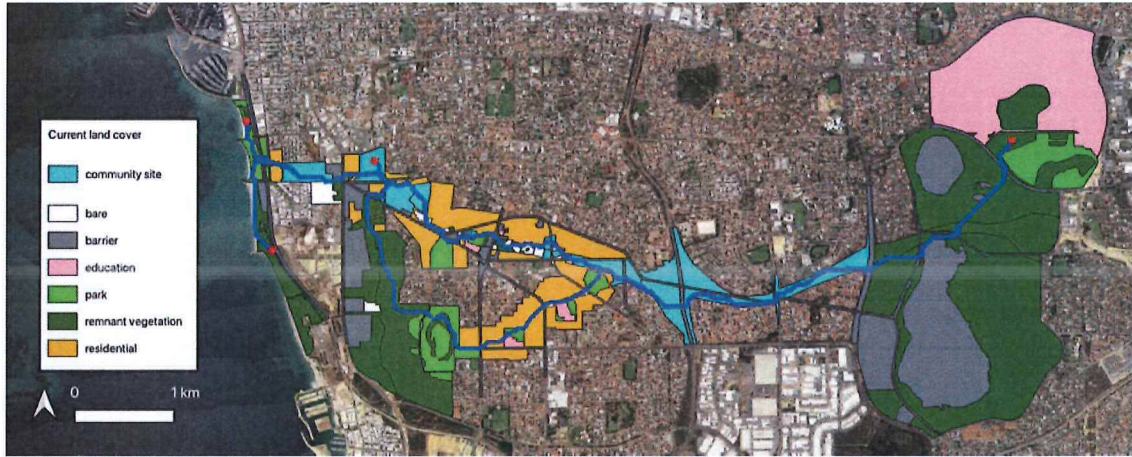


Figure 5: Modified version of Figure 4 overlaid by important community sites (Table 1). Satellite imagery: Google Satellite, 2023

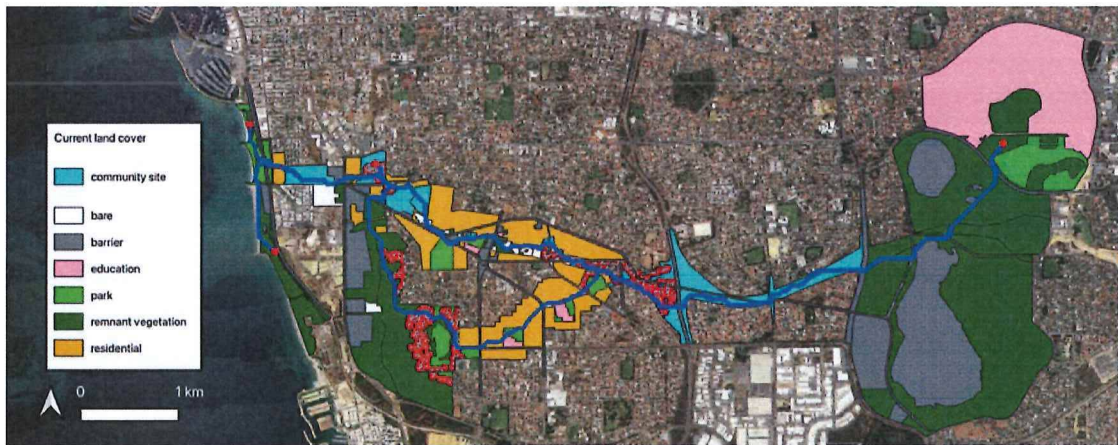


Figure 6: Modified version of Figure 5 showing Tuart Threatened Ecological Community patches (red) and tuart tree locations (grey) along the western section of the CCWC (Tauss, 2023). Satellite imagery: Google Satellite, 2023



Figure 7: Modified version of the Draft Concept Plan (Appendix A) showing the protection priority of sites along the Roe 8 and Roe 9 road reserves according to ecological, cultural, and community values. Green = highest priority, orange = medium priority, red = lowest priority.



## Discussion

The least-cost path produced in a 1km buffer around the road reserve was very similar to the naturelink produced by O'Donnell in 2020 (Appendix B). Linking Bibra Lake to Manning Park remained the priority for the modelling due to its size, whereas the sites along Roe 9 are much smaller and more disjointed. By reducing the study area to 500m around the road reserve, the modelling was forced to ignore the presence of Manning Park and follow the Roe 9 corridor. Although the southern route has a lower cost according to the modelling, the northern route will be more suited to fauna movement if the currently bare/undeveloped areas are revegetated. In the likely scenario of new developments occurring in these spaces, nature-friendly designs will still allow for a strong outcome. NatureLink Perth advocates for the implementation of both routes to optimise the benefits of each.

Appropriate management of the land within the spatial footprint is vital to ensure the naturelink sustains biodiversity, maximises connectivity, and promotes beneficial human-nature interactions. Best-practice treatments for each land cover type are outlined below. This study may help to inform future naturelink implementation, especially in areas undergoing a land-use change. In all cases the priority should be to retain the existing tree canopy and native vegetation by either protecting remnant bushland or incorporating that bushland into residential development.

### **All remnant bushland and native trees within the naturelink should be preserved.**

The most critical aspect of a naturelink is native vegetation, which supports far greater biodiversity than any other type of green space (Davis et al., 2013; Prendergast et al., 2022; Ramalho et al., 2014). This is of particular relevance to the Blackwood Avenue Bushland and the vegetation linking it to Wheeler Park (Figure 1), which is highly valued by both scientists and the local community for its ecological and geological significance (Table 2). It also contains a Tuart Woodland patch (Figure 6), which is a Threatened Ecological Community under the federal EPBC Act. Despite this, most of this area has been proposed for residential development in the Draft Concept Plan (Appendix A). Although some level of residential development in this corridor is inevitable, valuable remnants of bushland such as threatened ecological communities and feeding grounds for priority fauna should not be considered as development sites. Further remnant bushland patches that should not undergo urban development are Clontarf Hill and the Stock Road/Forrest Road Intersection (Table 2).

### **Parks and schools should incorporate continuous corridors of local native vegetation to allow wildlife passage along the naturelink.**

Local native vegetation including understorey, shrubs and trees should be planted along two or more edges of all parks within the spatial footprint of the naturelink without interfering with the current land use (for example, sports fields) of the central areas. The vegetation corridors should be at least 5m in width and can complement walking trails and cycle paths for the local community. They do not need to be straight line strips but can be landscaped to

provide the most aesthetic shape and best use of the land and topography. Plantings should focus on native plant communities indigenous to the local area (see Links: SERCUL).

**Local councils are encouraged to educate and incentivise current residents in the naturelink to plant native verge trees, native verges, and residential gardens, and take measures to reduce cat predation.**

The Cities of Cockburn and Fremantle both currently offer their residents subsidies for native plants. To encourage residents within the naturelink to take part in this, councils should consider education programs such as letter drops to spread awareness about their role in contributing to the naturelink and offer higher subsidies, free verge garden preparation (removal of weeds and soils preparation), or free native plants to those residents.

Education programs should include information about how to design gardens to suit a greater variety of fauna, especially to support pollinators. Woody meadows of local native species are well-suited to road verges as they provide high aesthetic value, high shrub cover and high diversity (see Links: University of Melbourne). Species such as *Banksia menziesii* and *Allocasuarina fraseriana* are food sources for endangered Black Cockatoos (Johnston et al. 2016) and should be promoted as good choices for native gardens, along with habitat for other priority fauna. Councils are encouraged to partner with ReWild Perth, or promote residents to join ReWild Perth, to take advantage of their programs and resources. Further information about native garden design and plant choices can be found on their website (see Links: Rewild Perth).

Pet cat predation has a devastating impact on urban wildlife populations (Legge et al., 2020). South Beach Reserve is already a cat-free zone (City of Fremantle, 2023), but the City of Cockburn, which encompasses the majority of the naturelink, has no formal cat roaming restrictions. To reduce predation on native fauna, the City of Cockburn is encouraged to restrict pet cat roaming and consider enforcing cat-free zones within the naturelink (Legge et al., 2020).

**Bare/undeveloped areas should be revegetated with high local native species diversity and native wildlife habitat.**

Revegetation will increase the total area of remnant vegetation patches, improve connectivity across the naturelink and therefore support greater biodiversity and wildlife movement. This is the best way to utilise power corridors in the spatial footprint (low understorey plantings are appropriate where access or height restrictions are in place). The Hamilton Hill Swamp Precinct should be restored to its original wetland environment with no further developments in the western portion of the site, as per the request of the traditional Nyungar owners (Terra Rosa Consulting, n.d.).

**Where developments take place, they should be designed to maximise the connected green space available to residents and native wildlife.**



NatureLink Perth has previously worked with Development WA to show how naturelinks can be incorporated into new developments (Arangio, 2022). All developments should seek to maximise the connectivity of the naturelink by not disturbing or fragmenting remnant vegetation within the site. Instead, buildings should be designed taller rather than wider which maximises the amount of native, quality, established waterwise green areas.

An efficient way to increase green spaces in urban design is to install green roofs, walls, laneways, and rooftops gardens. Green roofs and walls increase insulation and lower the roof temperature; furthermore, studies have shown they are compatible with solar panel installation and even make them more efficient (Fleck et al., 2021). Green spaces should incorporate roosting posts, water sources that suit the needs of different fauna (for example, birds prefer to drink from high perches to avoid predation, whereas ground-dwelling fauna prefer to drink under the cover of shrubs) and aim for tree retention and connectivity with the rest of the naturelink (Thomson et al., 2022).

**Local road verges should be planted with native trees and vegetation to promote connectivity, but main roads present a high risk of mortality and should have fauna access controlled with bridges or underpasses installed to allow safe crossing. Wildlife crossings with reduced speed limits and signs may provide a secondary option. Pedestrian and cycle-only streets should be increased throughout the urban footprint, which can then incorporate native vegetation.**

Roads pose one of the biggest dangers to wildlife and impede their movement through the landscape (Ramp et al., 2006). As one of the highest-volume roads in the study area, a fauna bridge across Stock Road would be particularly valuable to connect the eastern and western sections of the naturelink for pollinators and large fauna. Culverts can be converted into fauna underpasses; these require adequate predator control or shelter from predators within them, and the openings should connect into habitat areas on either side (Chambers & Bencini, 2015). Tree-lined streets are one of the most important contributors to urban tree canopy and provide shelter for wildlife at what is otherwise a barrier to their movement.

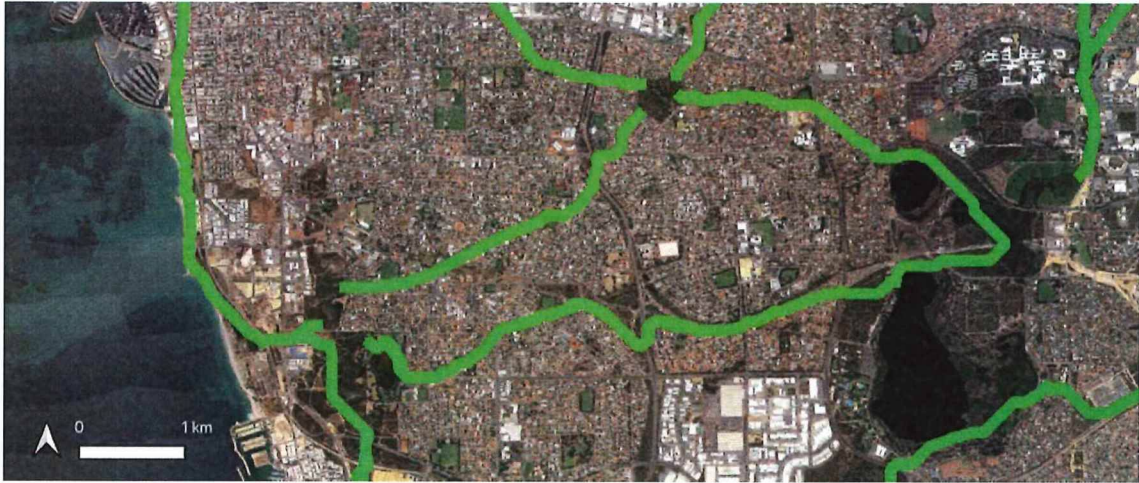
An effective way to mitigate barriers to wildlife movement is to reduce the amount of land dedicated to cars. Narrower streets reserved for pedestrian and cycling traffic allow for more vegetation and deep-rooted trees on either side. The concept of 'biophilic streets' should be considered in new and existing developments, where streets are seen as multifunctional corridors that incorporate wildlife habitat and maximise water drainage and retention (Thomson et al., 2022).

## Conclusion

A naturelink can only succeed with the support of the local community. The process of designing a naturelink has to account for a combination of ecological, cultural, and community values; furthermore, consulting with local community groups can provide valuable insight into the area of study that would not be possible without this engagement. This project illustrated how a naturelink could be implemented in the existing urban landscape, as well as integrating the naturelink footprint into new developments at the planning stage to prevent unnecessary vegetation loss. The rezoning of the Roe 8 and Roe 9







*Appendix B: Naturelinks mapped by O'Donnell (2020) based on least-cost path modelling throughout the Perth and Peel region, WA. Satellite imagery: Google Satellite, 2023*



*Appendix C: Regional Ecological Linkages mapped by Del Marco (2004) in the southern suburbs of Perth, WA. Satellite imagery: Google Satellite, 2023.*



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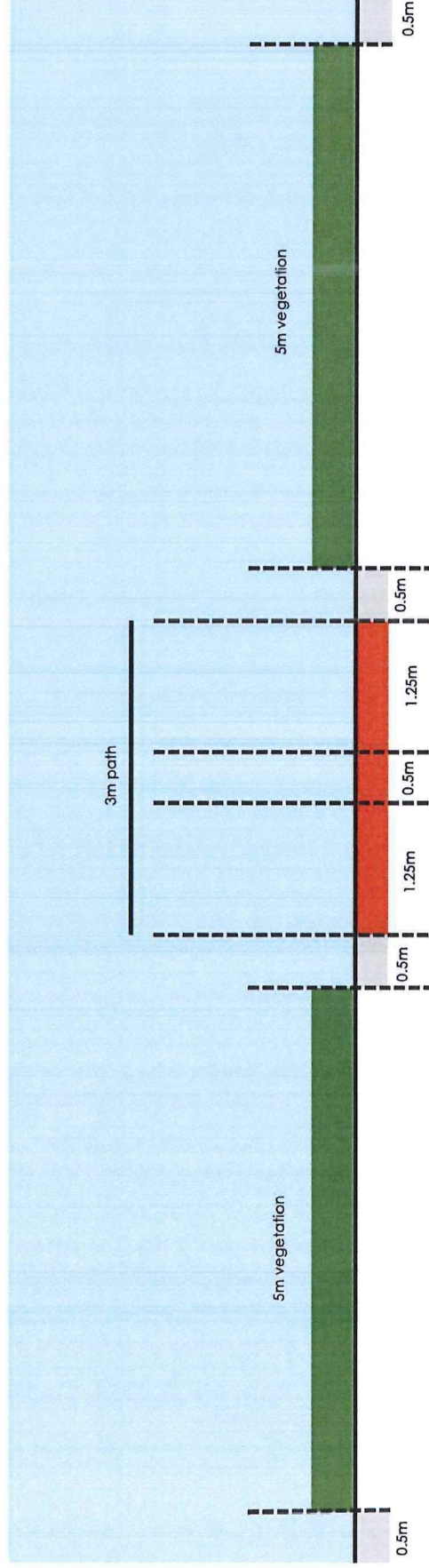
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# Green Cyclepath Guidelines – Dimensions (15m total)

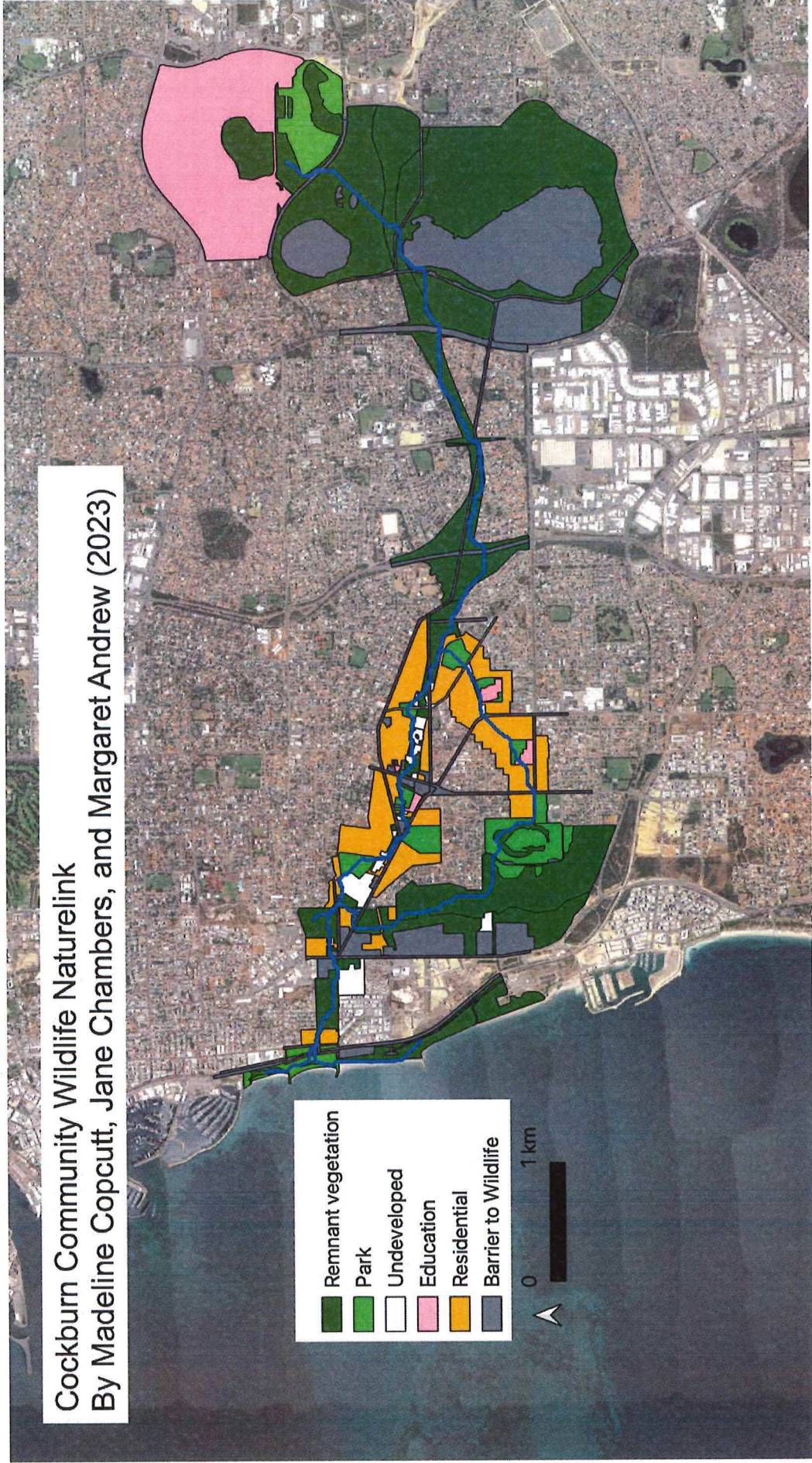
Based on research by Rachel Peterson, NatureLink Perth



3m path + 1 m setback/buffer (0.5m either side) + 10m (5m native vegetation either side) = minimum 15m wide.  
The 10m of native vegetation can be reduced if the path goes along an area of bushland.



**Cockburn Community Wildlife Naturelink**  
**By Madeline Copcutt, Jane Chambers, and Margaret Andrew (2023)**





Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 10:52:27

## Introduction

1 What is your first name?

First name: *Name and contact details removed at the request of the submitter*

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

As you are all aware, the natural bushlands and wetlands of the Perth Metropolitan Area have been significantly removed, diminished and/or disturbed.

You are all also aware of the contribution that neighbourhood nature brings to:

- The intrinsic values of our natural areas
- The environmental services of our natural areas
- The wellbeing of the community/population – and not just in the City of Cockburn
- The reducing of the 'heat island effect'
- The sequestering of carbon and thus reducing of impacts of climate change
- The provision of an impressive 'ecological link' that would contribute significantly as a 'stepping stone' for both local and regional ecological linkages.

Three parcels or land should be RERZONED in their entirety as PARKS & RECREATION, being:

1. This Roe 8/9 Corridor land
2. Land at intersections of Forrest Road with North Lake Road and Stock Road
3. Land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park).

We call on the Cook Labor Government to then incorporate this into the Beeliar Regional Park.

We also look forward to joining community members in the rehabilitation of any areas that require attention.

Thank you again for an opportunity to comment.

We know you are well abreast of the critical values of neighbourhood nature and the ongoing detrimental impacts of removal and disturbance.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

## Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Contact phone number (business hours)::

Postal address::

15 I would prefer my hearing to be conducted in:

Public

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 11:02:03

### Introduction

1 What is your first name?

First name: *Name and contact details removed at the request of the submitter*

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

While I am supportive of rezoning all the identified areas land to parks and recreation reserve, the flora and fauna at the Stock x Forrest Road intersection must also be protected as much as possible, especially considering the presence of species of importance including the Dodonaea hackettiana patch, and Tuart and Banksia woodlands. I acknowledge that this intersection will need to be widened one day, however all efforts should be put into preserving the natural areas around it.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded



Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 11:53:26

### Introduction

1 What is your first name?

First name:  
Eloise

2 What is your surname?

What is your surname?:  
Hogg

3 What is your email address?

Email:  
eloise.hogg@ccwa.org.au

4 What is your address?

address:  
1186 Hay St, West Perth WA 6005

5 What is your phone number?

Phone number:  
65585155

6 Are you responding on behalf of an organisation?

Yes

Organisation:  
The Conservation Council of WA

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Submitted to Department of Planning, Lands and Heritage  
MRS Major Amendment 1404/41 – Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)  
Submission by Conservation Council of WA  
6 October 2023

The Conservation Council of WA (CCWA) is the state's foremost non-profit, non-government conservation organisation representing close to 100 environmental organisations across Western Australia, with tens of thousands of engaged individuals state-wide. This broad collective of like-minded groups and individuals creates a vibrant and passionate community, dedicated to the conservation of our unique and diverse state.

CCWA has been a prominent and forthright voice for conservation for more than 50 years working directly with the government, media, industry, community groups, and political parties to promote a more sustainable WA and to protect our natural environment.

#### Background

The Roe 8 Remainder and Roe 9 Primary Regional Roads (PRR) Reservation is proposed to be rezoned from the current reservation under the

Metropolitan Region Scheme. The amendment aims to facilitate long term planning for new uses of the area, informed by community and stakeholders. The West Australian Planning Commission (WAPC) seeks feedback on an Amendment Report, which incorporates community feedback on the Draft Concept Plan produced by the Department of Planning, Land and Heritage (DPLH). The feedback process is ongoing, and all reports have no formal status, and will inform "future strategic planning for the area".

CCWA's submission points

CCWA opposes the Amendment on the following grounds:

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1.

The Roe 8 West – Roe 9 corridor plan should support an east-west wildlife corridor from Beeliar wetlands to the coast.

2.

The plan should outline an increase in habitat that aligns with international goals, and no more clearing.

3.

Housing development should be limited to areas which have been previously cleared and can be sensitively integrated within the wildlife corridor.

4.

Areas of the critically endangered mature Tuart and Banksia woodland should be included in this plan, to be rezoned as Parks and Recreation and protected from future road widening and other development.

5.

Community viewpoints should be better included in the plan.

1.

The Roe 8 West – Roe 9 corridor plan should support an east-west wildlife corridor from Beeliar wetlands to the coast.

CCWA's member groups overwhelmingly support the creation of a 'green and leafy space' through an east-west wildlife corridor from Beeliar wetlands to the coast – a 'wetland to waves' plan. This is consistent with the results of the Corridor Planning Study, which found overwhelming support by 52% of participants (Amendment Report Vol. 2 p.393).

CCWA highlights the main benefits from a highly biodiverse wildlife corridor. A wildlife corridor

- addresses the increasing risks to wildlife from urbanisation and industrialisation in Perth;
- counters the urban heat island effect resulting from loss of vegetation and tree canopy;
- positively addresses the impacts of climate change, while providing a climate positive example for Australia and for the world;
- provides the opportunity to improve degraded land;
- provides protection of existing habitat for endangered and other local species;
- assists in the return of species that have declined in the area;
- improves connectivity and ecological linkages between the wetland systems and the ocean;
- provides improvements to the health and well-being of residents, through recreation, active engagement with nature, and enhancement of environmental health outcomes;
- provides further sources of recreation under increasing population pressures in the region;
- provides opportunities for human connections to nature;
- produces educational opportunities through the creation of living, learning classrooms;
- provides opportunities for the stewardship of land;
- provides a space for people above cars;
- provides spaces for communities to live and grow;
- creates a valuable community asset; and
- supports the 'waves dreaming' vision of the traditional owners and custodians of the land.

Despite the evident value of a wildlife corridor, the proposed Urban zoning under the Amendment Report does not adequately allow for the creation of the corridor. CCWA welcomes the rezoning of 27 hectares of PRR reservation to Parks and Recreation reservation and supports the rezoning of the Roe 8/9 reserve to Urban and Residential zones for new uses, but recognises that the current Amendment Report does not provide the necessary focus on ecological and social outcomes. CCWA submits that ecological and social outcomes must form the primary strategy for the Roe 8

Page 3 of 5

West – Roe 9 reserve redevelopment. The Amendment proposes 29 hectares of PRR reservation to be rezoned under Urban zone for community and residential purposes. As development will likely be from multiple sources, maintenance of the corridor would be difficult and lead to wildlife corridor fragmentation, therefore preventing wildlife movement. New developments are welcome by the community; however, environmental factors (as noted above) must be considered thoroughly.

Zones of particular concern are:

•

The Forrest and Stock Roads intersection, which is proposed for development and a potential arterial four lane highway (Amendment Report Vol.2 p.378),



and hosts critical habitat crucial for the connectivity of the corridor; and

•

The proposed Carrington Street Development zone, which should be partially zoned as Parks and Recreation to allow for the connectivity necessary for the east-west wildlife corridor.

Key factors for supporting the ecological function of a wildlife corridor include:

•

Wildlife bridges<sup>1</sup> or other ecologically appropriate connections at main road intersections: Stock Road and Forrest Road, Coolbellup Avenue, North Lake Road, and Carrington Street, and;

•

Rehabilitation of all qualities of ecological habitat, to maintain connectivity, including the areas zoned for public purpose and development west of Carrington Street.

2.

The plan should outline an increase in habitat that aligns with international goals, and no more clearing.

The Amendment draft outlines areas of medium to low ecological value for development. CCWA sees these areas as an opportunity to address the local and national habitat crisis. Rehabilitative action would be in line with the City of Cockburn's 10 year plan, which was created in response to the City's nationally high loss of shade canopy.<sup>2</sup> With the exclusion of the Forrest and Stock Roads intersection from the amendment, and the associated loss of habitat of high ecological value and quality foraging habitat for Black Cockatoos, rehabilitation of native vegetation along the corridor should be prioritized. This will also add to tree canopy and minimise the urban heat island effect.

Areas of significant habitat that should be rezoned partially or fully as Parks and Recreation include:

•

A portion of Coolbellup Avenue which has been left as PRR. Reducing the PRR zone to include the Tuart (*Eucalyptus gomphocephala*) Woodlands and Forests of the Swan Coastal Plain ecological community and Banksia Woodlands of the Swan Coastal Plain ecological community surrounding the road (as Parks and Recreation), would minimise destruction of habitat, whilst also maintaining the local road function. Particularly, considering that there is no intention to clear or further develop the zone (Amendment Report Vol.1 p.20); and

•

Lot 2 Bellion Drive, Hamilton Hill, south of Rockingham Road, and Manning Park, which have been left as PRR. This area includes a Registered Aboriginal site and critical habitat that forms

<sup>1</sup> Sugjarto, W. (2023). Impact of Wildlife Crossing Structures on Wildlife–Vehicle Collisions. *Transportation Research Record*, 2677(2), 670–685.

<https://doi.org/10.1177/03611981221108158>

<sup>2</sup> City of Cockburn. (2018). Urban forest plan 2018-2028. Cockburn: City of Cockburn

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a

link between Clontarf Hill and a suite of wetlands, including Manning Lake. Connectivity would provide an opportunity for restoration of habitat and biodiversity.

3.

Housing development should be limited to areas which have been previously cleared and can be sensitively integrated within the wildlife corridor.

The Draft Concept Plan community consultation feedback found that 75% of community favour protecting the environment (Amendment Report Vol 2, p.392). With the goal of focusing on environmental outcomes, there should be an uninterrupted path of Parks and Recreation zones throughout the corridor. Urban and residential development zones should be positioned to allow for these Parks and Recreation zones, while also supporting residential and public needs. Doing so will relieve the burden on the City of Cockburn to manage local environmental outcomes. Parks and Recreation zones would form a barrier of native bush around roads and areas of urban development to link the landscape to protect wildlife.

4.

Areas of the critically endangered mature Tuart and Banksia woodland should be included in this plan, to be rezoned as Parks and Recreation and protected from future road widening and other development.

The Forrest and Stock Roads intersection zone, which hosts habitat of ecological significance, should be included in the plan for rezoning. The zone contains EPBC listed critically endangered Tuart (*Eucalyptus gomphocephala*) Woodlands and Forests of the Swan Coastal Plain ecological community and Banksia Woodlands of the Swan Coastal Plain ecological community (Priority 3). This quality of EPBC classified habitat is rare in the surrounding area and would be crucial for supporting the proposed east-west wildlife corridor, therefore requiring protection.

5.

Community viewpoints should be better included in the plan.

There are concerns as to the adequacy of consultation for the Major Amendment. The community consultation methods used for the development of the Amendment Report have been labelled as "limiting and non-consultative" by "community groups, local residents and other stakeholders".<sup>3</sup> The International Association for Public Participation (IAP2) is an international leader in public participation, and outlines Core Values for the Practice of Public Participation.<sup>4</sup>

CCWA's concerns about the alignment of consultation for the Roe 8/9 Amendment and the IAP2's Core Values for the Practice of Public Participation include:

•

Some participants felt limited by the drop-in sessions, which were based on a draft concept plan that community didn't support. The IAP2 states that consultation methods should be influenced by those participating in consultation.

•

Community felt unable to adequately comment on the draft Concept Plan, which didn't include some themes and areas that were important to them. This includes the exclusion of the Forrest and Stock Roads intersection and the significant ecological communities that occupy it. The IAP2 states that consultation requires that sufficient information is provided for participants to participate meaningfully.

<sup>3</sup> Babb, C., Pettit, B., & Fernandes da Rocha, A. (2023). Roe 8 West/Roe 9 Planning – Community Workshop. Office of Hon. Dr Brad Pettitt MLC.

<sup>4</sup> International Association for Public Participation (2023). IAP2 Core Values. <https://www.iap2.org/page/corevalues>

Page 5 of 5

•

While the Amendment has since included additional areas of community value; environmental protection, the wildlife corridor, sustainable housing development and shared spaces should be given more detail and focus, considering their value for community. The IAP2 states that public contribution

should influence the decision made by the regulator.

#### Recommendations

In view of the above points, CCWA presents the following recommendations to guide future amendments:

a.

Consultation with community and stakeholders should be continued throughout the Roe 8/9 MRS Major Amendment and development, and be inclusive and deliberative, at every stage.

b.

Ecological and social outcomes should be at the forefront of the Roe 8/9 rezoning and redevelopment.

c.

The Amendment should support connectivity and ecological function throughout the area, forming an east west corridor from the Beelihar Wetlands to the coast.

d.

Detail should be provided as to how development will support environmental protection and an east-west wildlife corridor.

e.

Current proposed urban zones and PRR zones should be reduced and rezoned as Parks and Recreation, to allow for connectivity for wildlife and community, while also allowing for urban redevelopment.

f.

Further scientific research should be provided to define the requirements of a wildlife corridor.

g.

Further scientific research should be provided into what constitutes development that supports biodiversity and ecological outcomes, and a wildlife corridor.

h.

There should be inclusion of areas of Region Scheme reserves (PRR) which contain threatened ecological communities and need greater protection, in the plan to be rezoned as Parks and Recreation.

Please do not hesitate to contact CCWA should you wish to discuss this submission further.

Yours sincerely

Ms Eloise Hogg

Policy and Research Officer

Conservation Council of WA

Please upload any supporting documents:

Roe 8 and 9 MRS Amendment .pdf was uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

#### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



Submitted to Department of Planning, Lands and Heritage

**MRS Major Amendment 1404/41 – Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)**

**Submission by Conservation Council of WA**

**6 October 2023**

The Conservation Council of WA (CCWA) is the state's foremost non-profit, non-government conservation organisation representing close to 100 environmental organisations across Western Australia, with tens of thousands of engaged individuals state-wide. This broad collective of like-minded groups and individuals creates a vibrant and passionate community, dedicated to the conservation of our unique and diverse state.

CCWA has been a prominent and forthright voice for conservation for more than 50 years working directly with the government, media, industry, community groups, and political parties to promote a more sustainable WA and to protect our natural environment.

## **Background**

The Roe 8 Remainder and Roe 9 Primary Regional Roads (**PRR**) Reservation is proposed to be rezoned from the current reservation under the Metropolitan Region Scheme. The amendment aims to facilitate long term planning for new uses of the area, informed by community and stakeholders. The West Australian Planning Commission (WAPC) seeks feedback on an Amendment Report, which incorporates community feedback on the Draft Concept Plan produced by the Department of Planning, Land and Heritage (DPLH). The feedback process is ongoing, and all reports have no formal status, and will inform "future strategic planning for the area".

## **CCWA's submission points**

CCWA opposes the Amendment on the following grounds:



1. The Roe 8 West – Roe 9 corridor plan should support an east-west wildlife corridor from Beeliar wetlands to the coast.
2. The plan should outline an increase in habitat that aligns with international goals, and no more clearing.
3. Housing development should be limited to areas which have been previously cleared and can be sensitively integrated within the wildlife corridor.
4. Areas of the critically endangered mature Tuart and Banksia woodland should be included in this plan, to be rezoned as Parks and Recreation and protected from future road widening and other development.
5. Community viewpoints should be better included in the plan.

**1. The Roe 8 West – Roe 9 corridor plan should support an east-west wildlife corridor from Beeliar wetlands to the coast.**

CCWA's member groups overwhelmingly support the creation of a 'green and leafy space' through an east-west wildlife corridor from Beeliar wetlands to the coast – a 'wetland to waves' plan. This is consistent with the results of the Corridor Planning Study, which found overwhelming support by 52% of participants (Amendment Report Vol. 2 p.393).

CCWA highlights the main benefits from a highly biodiverse wildlife corridor. A wildlife corridor

- addresses the increasing risks to wildlife from urbanisation and industrialisation in Perth;
- counters the urban heat island effect resulting from loss of vegetation and tree canopy;
- positively addresses the impacts of climate change, while providing a climate positive example for Australia and for the world;
- provides the opportunity to improve degraded land;
- provides protection of existing habitat for endangered and other local species;
- assists in the return of species that have declined in the area;
- improves connectivity and ecological linkages between the wetland systems and the ocean;
- provides improvements to the health and well-being of residents, through recreation, active engagement with nature, and enhancement of environmental health outcomes;
- provides further sources of recreation under increasing population pressures in the region;
- provides opportunities for human connections to nature;
- produces educational opportunities through the creation of living, learning classrooms;
- provides opportunities for the stewardship of land;
- provides a space for people above cars;
- provides spaces for communities to live and grow;
- creates a valuable community asset; and
- supports the 'waves dreaming' vision of the traditional owners and custodians of the land.

Despite the evident value of a wildlife corridor, the proposed Urban zoning under the Amendment Report does not adequately allow for the creation of the corridor. CCWA welcomes the rezoning of 27 hectares of PRR reservation to Parks and Recreation reservation and supports the rezoning of the Roe 8/9 reserve to Urban and Residential zones for new uses, but recognises that the current Amendment Report does not provide the necessary focus on ecological and social outcomes. CCWA submits that ecological and social outcomes must form the primary strategy for the Roe 8

West – Roe 9 reserve redevelopment. The Amendment proposes 29 hectares of PRR reservation to be rezoned under Urban zone for community and residential purposes. As development will likely be from multiple sources, maintenance of the corridor would be difficult and lead to wildlife corridor fragmentation, therefore preventing wildlife movement. New developments are welcome by the community; however, environmental factors (as noted above) must be considered thoroughly.

Zones of particular concern are:

- The Forrest and Stock Roads intersection, which is proposed for development and a potential arterial four lane highway (Amendment Report Vol.2 p.378), and hosts critical habitat crucial for the connectivity of the corridor; and
- The proposed Carrington Street Development zone, which should be partially zoned as Parks and Recreation to allow for the connectivity necessary for the east-west wildlife corridor.

Key factors for supporting the ecological function of a wildlife corridor include:

- Wildlife bridges<sup>1</sup> or other ecologically appropriate connections at main road intersections: Stock Road and Forrest Road, Coolbellup Avenue, North Lake Road, and Carrington Street, and;
- Rehabilitation of all qualities of ecological habitat, to maintain connectivity, including the areas zoned for public purpose and development west of Carrington Street.

## **2. The plan should outline an increase in habitat that aligns with international goals, and no more clearing.**

The Amendment draft outlines areas of medium to low ecological value for development. CCWA sees these areas as an opportunity to address the local and national habitat crisis. Rehabilitative action would be in line with the City of Cockburn's 10 year plan, which was created in response to the City's nationally high loss of shade canopy.<sup>2</sup> With the exclusion of the Forrest and Stock Roads intersection from the amendment, and the associated loss of habitat of high ecological value and quality foraging habitat for Black Cockatoos, rehabilitation of native vegetation along the corridor should be prioritized. This will also add to tree canopy and minimise the urban heat island effect. Areas of significant habitat that should be rezoned partially or fully as Parks and Recreation include:

- A portion of Coolbellup Avenue which has been left as PRR. Reducing the PRR zone to include the Tuart (*Eucalyptus gomphocephala*) Woodlands and Forests of the Swan Coastal Plain ecological community and Banksia Woodlands of the Swan Coastal Plain ecological community surrounding the road (as Parks and Recreation), would minimise destruction of habitat, whilst also maintaining the local road function. Particularly, considering that there is no intention to clear or further develop the zone (Amendment Report Vol.1 p.20); and
- Lot 2 Bellion Drive, Hamilton Hill, south of Rockingham Road, and Manning Park, which have been left as PRR. This area includes a Registered Aboriginal site and critical habitat that forms

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<sup>1</sup> Sugiarto, W. (2023). Impact of Wildlife Crossing Structures on Wildlife–Vehicle Collisions. *Transportation Research Record*, 2677(2), 670–685. <https://doi.org/10.1177/03611981221108158>

<sup>2</sup> City of Cockburn. (2018). *Urban forest plan 2018-2028*. Cockburn: City of Cockburn



a link between Clontarf Hill and a suite of wetlands, including Manning Lake. Connectivity would provide an opportunity for restoration of habitat and biodiversity.

**3. Housing development should be limited to areas which have been previously cleared and can be sensitively integrated within the wildlife corridor.**

The Draft Concept Plan community consultation feedback found that 75% of community favour protecting the environment (Amendment Report Vol 2, p.392). With the goal of focusing on environmental outcomes, there should be an uninterrupted path of Parks and Recreation zones throughout the corridor. Urban and residential development zones should be positioned to allow for these Parks and Recreation zones, while also supporting residential and public needs. Doing so will relieve the burden on the City of Cockburn to manage local environmental outcomes. Parks and Recreation zones would form a barrier of native bush around roads and areas of urban development to link the landscape to protect wildlife.

**4. Areas of the critically endangered mature Tuart and Banksia woodland should be included in this plan, to be rezoned as Parks and Recreation and protected from future road widening and other development.**

The Forrest and Stock Roads intersection zone, which hosts habitat of ecological significance, should be included in the plan for rezoning. The zone contains EPBC listed critically endangered Tuart (*Eucalyptus gomphocephala*) Woodlands and Forests of the Swan Coastal Plain ecological community and Banksia Woodlands of the Swan Coastal Plain ecological community (Priority 3). This quality of EPBC classified habitat is rare in the surrounding area and would be crucial for supporting the proposed east-west wildlife corridor, therefore requiring protection.

**5. Community viewpoints should be better included in the plan.**

There are concerns as to the adequacy of consultation for the Major Amendment. The community consultation methods used for the development of the Amendment Report have been labelled as “limiting and non-consultative” by “community groups, local residents and other stakeholders”.<sup>3</sup> The International Association for Public Participation (IAP2) is an international leader in public participation, and outlines Core Values for the Practice of Public Participation.<sup>4</sup>

CCWA's concerns about the alignment of consultation for the Roe 8/9 Amendment and the IAP2's Core Values for the Practice of Public Participation include:

- Some participants felt limited by the drop-in sessions, which were based on a draft concept plan that community didn't support. The IAP2 states that consultation methods should be influenced by those participating in consultation.
- Community felt unable to adequately comment on the draft Concept Plan, which didn't include some themes and areas that were important to them. This includes the exclusion of the Forrest and Stock Roads intersection and the significant ecological communities that occupy it. The IAP2 states that consultation requires that sufficient information is provided for participants to participate meaningfully.

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<sup>3</sup> Babb, C., Pettit, B., & Fernandes da Rocha, A. (2023). *Roe 8 West/Roe 9 Planning – Community Workshop*. Office of Hon. Dr Brad Pettitt MLC.

<sup>4</sup> International Association for Public Participation (2023). *IAP2 Core Values*. <https://www.iap2.org/page/corevalues>



- While the Amendment has since included additional areas of community value; environmental protection, the wildlife corridor, sustainable housing development and shared spaces should be given more detail and focus, considering their value for community. The IAP2 states that public contribution should influence the decision made by the regulator.

## **Recommendations**

In view of the above points, CCWA presents the following recommendations to guide future amendments:

- a. Consultation with community and stakeholders should be continued throughout the Roe 8/9 MRS Major Amendment and development, and be inclusive and deliberative, at every stage.
- b. Ecological and social outcomes should be at the forefront of the Roe 8/9 rezoning and redevelopment.
- c. The Amendment should support connectivity and ecological function throughout the area, forming an east west corridor from the Beelihar Wetlands to the coast.
- d. Detail should be provided as to how development will support environmental protection and an east-west wildlife corridor.
- e. Current proposed urban zones and PRR zones should be reduced and rezoned as Parks and Recreation, to allow for connectivity for wildlife and community, while also allowing for urban redevelopment.
- f. Further scientific research should be provided to define the requirements of a wildlife corridor.
- g. Further scientific research should be provided into what constitutes development that supports biodiversity and ecological outcomes, and a wildlife corridor.
- h. There should be inclusion of areas of Region Scheme reserves (PRR) which contain threatened ecological communities and need greater protection, in the plan to be rezoned as Parks and Recreation.

Please do not hesitate to contact CCWA should you wish to discuss this submission further.

Yours sincerely

Ms Eloise Hogg  
Policy and Research Officer  
Conservation Council of WA

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 12:09:49

## Introduction

1 What is your first name?

First name: ***Name and contact details removed at the request of the submitter***

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

The reserve stretching from Dixon Park to the Randwick Stables being maintained as public open space and regeneration of the wetlands that naturally lie in this area. Transitioning this open space for use as a wildlife habit and recreation reserve.

Bike friendly routes along Rockingham Road from Hampton Road to Phoenix Road Shopping Centre. This could take the form of a dedicated lane on the road or dedicated bike path beside the road.

Underground power in Hamilton Hill to accomodate street tree planting to build the tree canopy in our area.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 13:17:38

### Introduction

1 What is your first name?

First name:  
Madeleine

2 What is your surname?

What is your surname?:  
Antoine

3 What is your email address?

Email:  
music@madeleineantoine.com

4 What is your address?

address:  
  
14 Cardigan St, Hamilton Hill

5 What is your phone number?

Phone number:  
0405722984

6 Are you responding on behalf of an organisation?

No  
  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live in/own a property within or partly within the proposed MRS amendment boundary, I work/run a business within or partly within the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

To Whom It May Concern  
Department of Planning, Land and Heritage/WA Planning Commission  
6/10/23

Submission in response to the DPLH/WAPC latest plans for rezoning Roe 8 West and Roe 9 lands  
I have been living within the Wildlife Corridor on Cardigan Street for over 5 years. I am a member of the Randwick Stables and Randwick Stables Community Garden, and a committee member of the Cockburn Community Wildlife Corridor. As a professional classical violinist I am also involved in many community events throughout the area. Although I welcome the rezoning of the Roe 8/9 lands I have grave concerns for the development plans and their associated effects on the environment, local community and culture.

Cockburn Community Wildlife Corridor:  
I strongly believe the area should be conserved and enhanced, as a land-mark ecological reserve, and I therefore oppose any development of the area. I

wish to highlight the importance of the wildlife corridor as a habitat providing connection for our precious native species. This corridor is vital in maintaining biodiversity and survival of species such as banksia and tuart woodlands (listed as Threatened Ecological Communities) and critically endangered Red-Tailed Cockatoos.

With over 70% of urban bushland lost it is critical to conserve what we have and continue to enhance this area, through consideration and collaboration with local environmental regeneration groups such as Cockburn Community Wildlife Corridor, who have been working tirelessly on conserving the area for years. This is the only East-West corridor in the metropolitan area and crosses 7 distinct ecological zones including wetlands, paperbark forest, banksia, tuart woodlands and 3 dune systems - much of which is in good/reasonable condition.

#### Climate Resilience:

We cannot afford to continue destroying our natural environment, and there is an urgent need to plan to protect local communities from the effects of climate change, such as the urban heat island effect. The City of Cockburn already has one of the lowest tree canopy percentages in Australia (1%), therefore we need to plan for climate resilience, including cooling through dramatically increased tree canopy, and contribution to carbon sequestration through planting more trees and native flora. In keeping with the Cockburn Council's 10-year plan we must protect and enhance our unique natural areas, addressing climate change, improving urban forest and streetscapes and providing accessible high-quality open spaces and parks.

#### Randwick Stables:

I oppose development in the bushland surrounding the heritage Randwick Stables and on Cardigan Street, as we require a protective curtilage so that we have easy access to the stables for our daily exercise routes with the horses. It is already a high traffic area with the flow of community visiting the stables and gardens, and any development on Cardigan St would make the stables unviable. The heritage stables (est. 1923) and gardens are much loved historical landmarks and need to be protected.

#### Stock Rd/Forest Rd:

The area at the intersection of Stock Rd and Forest Rd holds some of the highest value bushland in the area, and must remain uncleared. More fauna bridges will be required along the corridor, especially at Stock Rd. If public cycleways are constructed they must be a minimum of 15m wide as recommended by NatureLink Perth.

#### The Hamilton Hill Swamp Precinct:

The recently listed Registered Aboriginal Site 18322 which includes Clontarf Hill and the Hamilton Hill Swamp Precinct has high cultural heritage significance for the traditional owners as a water source, Yagan's camp site and hunting grounds, a natural feature and Indigenous massacre site. I believe the wildlife corridor should be improved through re-habilitation of the wetlands to enhance biodiversity and to honour the traditional owners with an Aboriginal cultural Trail, while keeping the area as a multi-use community green space. We must tread carefully, considering the entire corridor from the Beelie Wetlands to the ocean has important Aboriginal cultural significance.

#### Community Health and Wellbeing:

Access to green spaces, especially bushland areas, is known to be important for the health and well-being of the community. As well as the physical benefits of exercising in these areas, the mental health benefits are numerous. The Wildlife Corridor features many diverse and much loved natural areas, that people interact with on a daily basis. This is an opportunity to create a beautiful ecological reserve for local community to enjoy and to attract tourism to the area.

#### Residents - Main Roads - Social Housing:

In regards to the residential areas including Cardigan Street and Healy Road I speak for the tenants when I say that it would be horrendous if our houses were destroyed. We are all long-standing residents - my partner has lived in this house for 10 years and myself for over five, and I believe the ethical decision is to support the long-term residents to stay in the houses. I kindly request that if the houses were to go to sale that the first opportunity be given to the tenants before they are put on the market.

I believe in the importance of affordable housing, and it would be a very callous act to sell off the properties that act as social housing to a property developer. In my household we have a twice Sulman prize winning artist, community organisers, performers and a PhD candidate. If the houses were destroyed the community would lose a great deal of creative input. On a personal note, living here has been my most productive years, because I've been so greatly inspired by the surrounding environment. I've released four albums mostly dedicated to the natural environment. The wildlife corridor is crucial for creativity, mental health and the benefits extend to the entire community.

Yours Sincerely,  
Madeleine Antoine

Please upload any supporting documents:

Personal Submission- Madeleine Antoine.pdf was uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

#### Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:

0405722984

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

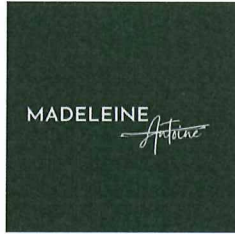
Contact phone number (business hours)::

Postal address::

15 I would prefer my hearing to be conducted in:

Public





**Madeleine Antoine**

music@madeleineantoine.com

[www.madeleineantoine.com](http://www.madeleineantoine.com)

To Whom It May Concern  
Department of Planning, Land and Heritage/WA Planning  
Commission  
6/10/23

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#### ***Climate Resilience***

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I believe in the importance of affordable housing, and it would be a very callous act to sell off the properties that act as social housing to a property developer. In my household we have a twice Sulman prize winning artist, community organisers, performers and a PhD candidate. If the houses were destroyed the community would lose a great deal of creative input. On a personal note, living here has been my most productive years, because I've been so greatly inspired by the surrounding environment. I've released four albums mostly dedicated to the natural environment. The wildlife corridor is crucial for creativity, mental health and the benefits extend to the entire community.

Yours Sincerely,  
Madeleine Antoine

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 13:27:10

## Introduction

1 What is your first name?

First name:  
Jacqueline

2 What is your surname?

What is your surname?:  
Bruce

3 What is your email address?

Email:  
jaklin.bruce93@gmail.com

4 What is your address?

address:  
Beaconsfield

5 What is your phone number?

Phone number:  
0432207122

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

To whom it may concern,

My name is Jacqueline, and I live in Beaconsfield near the Cockburn Wildlife Corridor. The corridor is so precious and needs to be protected for the survival of wildlife, native trees/bushland and natural environment. It's a rare sight when I see Red tailed cockatoos in flight in suburbia. It lifts my heart when I do see them and think there is hope for their survival. The creation of a continuous wildlife corridor from Beeliar Wetlands through to the Indian Ocean is a once in a century opportunity for Perth to rewild important native habitats. It is an opportunity to do something amazing.

Why are we even considering losing these 'Threatened Ecological Communities' to development? We need to keep & strengthen biodiversity, enhancing ecological linkage to keep tree canopy to help mitigate climate change ('Cool Cockburn'). Natural environments have a positive affect on human health and wellbeing. Our generation, state governments and councils etc 'Right Now' have the opportunity to protect, enhance & preserve The Cockburn Wildlife Corridor for future generations and life itself.



The world is changing rapidly, with 'Global Warming' and extinctions of species. We as human beings have a duty of care to our children and their children, and all life. Listen to Community before it's too late.

Sincerely from Jacqueline Bruce

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

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## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 13:57:04

## Introduction

1 What is your first name?

First name:  
shonali

2 What is your surname?

What is your surname?:  
Sullivan

3 What is your email address?

Email:  
shonny100@hotmail.com

4 What is your address?

address:  
6B nunn street Hamilton Hill 6163

5 What is your phone number?

Phone number:  
0431141066

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live in/own a property within or partly within the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Ensure biodiversity is priority particularly in areas marked as keeping.

Need increased trees. Deeply disappointed as a local resident at the lack of tree coverage in the City of Cockburn. This significantly impacts my willingness to walk in the local neighbourhood with my young children. The Increased heat and sunrisk is a real concern, particularly with the future and learning to live with climate change.

Prioritising bush land around the heritage listed stables, and a protective curtilage surrounding this and the community garden to maintain the connectivity of the wildlife corridor.

Habitats of the cockatoos is a significant concern. Friends visit from other suburbs in Perth and the current visibility of the endangered cockatoos is a draw card. Prioritising their wildlife corridor should be a priority.

Great to have inclusion of a Bicycle/ pedestrian lane on Rockingham Road/ Forrest road

Reduction of road infrastructure in the current bush land at the end of Whitton street. I hope the new road minimises removal of the bush land and focuses on prioritising building in the already cleared areas

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Please upload any supporting documents:

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## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 13:58:40

## Introduction

1 What is your first name?

First name:  
Jennifer

2 What is your surname?

What is your surname?:  
Dudley

3 What is your email address?

Email:  
dr.jen.vid@gmail.com

4 What is your address?

address:

PO Box 430,  
Hamilton Hill,  
WA., 6963

5 What is your phone number?

Phone number:  
0420850006

6 Are you responding on behalf of an organisation?

No

Organisation:  
Also a member of WSWA & CCWC

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

1). Concerning the current published Amendmened MRS Plan, I am heartened to read that so many of the objections I & many others have raised in their submission to the Draft Concept Plan have been heeded. I live closest to the Western end of the CCW Corridor & was very concerned formerly with the fate of the heritage Clontarf Hill, Randwick Stables & Hub area & the obvious need that the schools between there, the Memorial Hall & the top end of Carrington St., including Port School have long had for something other than replacement of asphalt & wasteland by the educational resource advantages provided by bushland & green space has been safeguarded. So yes, a huge tick from me that you have listened & responded in a such a constructive fashion.

2). Also that so much of the former Roe8-9 lands in question & the wildlife within them have been placed within the State Environmental Heritage by signing them over to DCBA as characteristic Banksia & Tuart Woodland of the Swan Coastal Plain. Also that we can rehabilitate another of the near coastal pond & marsh complexes historically characterizing this area.

3). I am advising you that some of the CCWC members involved in recent campaigning have already embarked on a trial Nature Link inspired bushland link corridor planting in a light industrial estate, Phoenix Business Park, Bibra Lakes, elsewhere within the Cockburn City Council.

3). Perhaps this might assist some of the businesses involved in the release & rezoning of the former Roe8-9 lands, adding a solution to the interruption of the continuity of the full CCWC vision.

4). However, like all CCWC Committee members at the time we began our involvement with the Concept Plan process, I also deplore the seemingly inevitable decimation of the irreplaceable precious & beautiful well cared for bushland impacted by the unresolved & still on the old Plan wastefully huge intersection of Stock & Forrest Roads.

We have done what we can to reduce the chronic neglect by Main Roads under the Act pertaining to Regional Roads of the road verges concerned, particular along the entire S7 boundary.

5). I wish to add one more comment here. Along with the installation of this giant intersection, will go an opportunity to salvage a small body of water, for which the culvert beneath Stock Road still exists & which has long been contributing to the health & lushness of the plants in S7.

As residents of this planet we no longer have the luxury of removing what works well for an increasingly fictional chance of replacing it at some future time.

6). And as a reminder that we must ensure educational equity for all students in the entire Western end of the Corridor area, there is a school full of kids who will now seriously miss out compared to those further down Forrest Rd.

7). Here goes for some assorted comments & suggestions.

a. Regarding post WW2 Heritage & residences at risk between Forrest Road & Healey Road, back in 2021&2, residents, through local artist, Penny Bovell, Fremantle Arts Centre and the Fremantle City Council, focused on the intact & still beautiful terrazzo flooring created by Italian migrants found in many houses in the Hamilton Hill area. This project was participatory, well supported & well documented & Penny published a book about it. Let's not lose sight of conserving as much of this more recent heritage either if houses are to go.

b. Regarding the reworking of roads and their surroundings regardless of zoning, spare a thought for the Biodiversity & health of Corridor Wildlife large & small, whether covered by DCBA or local Council. The Amendment proposed by DPLH should also consider a system of small tunnels and road overpass bridges for native animals linking all the existing populations active on the Corridor & especially those where main roads are involved.

c. I am pleased that the Amendment has considered matters which are the province of Watercorp & Western Power within a whole of environmental renewal framework. More needs to be done here on behalf of residents & the Corridor.

d. In relation to new housing in parts of the rezoned areas, do not lose sight of the increasing need for alternative possibilities such as those for disadvantaged & disabled residents & short stay tenants such as hospital outpatients.

There have been several possibilities already explored by Fremantle City Council & given specific media coverage.

Thank you for your attention.

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Please upload any supporting documents:

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## Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

## Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:

+61420850006

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Jennifer Dudley

Contact phone number (business hours)::

0893147765

Postal address::

Jennifer Dudley,

PO Box 430,

Hamilton Hill, WA., 6963

15 I would prefer my hearing to be conducted in:

Private



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 14:02:23

## Introduction

1 What is your first name?

First name: ***Name and contact details removed at the request of the submitter***

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Department of Planning, Lands and Heritage  
140 William Street  
Perth WA 6000

Thank you for allowing me comment on the WAPC re-zoning proposal for the Roe 8 and Roe 9 Corridor which is to rezone small fragments of land as Parks and Recreation and the remainder of the corridor as Urban.

It is of great importance, not just to me and the community, but to future generations that will hopefully look back on the decisions made today and thank them for preserving one of the last remaining ecologically significant wetlands in Perth.

The Roe 8 and Roe9 Corridor is such a vital link in the Beelihar Wetlands to the Indian Ocean, which supports an abundance of flora and fauna, that retaining, restoring and revegetating is the only way forward in protecting and enhancing this wonderfully unique area that is a part of West Australian

history.

The rapid decline of the city's Urban tree canopy is dire, and we must preserve and protect what little natural environment we have left.

The Natural landscape also provides many documented benefits to one's mental health, which is one of the leading causes of ill health and the significance of being surrounded by such beauty is like a breath of fresh air (literally storing carbon and expelling oxygen).

I strongly urge the State Government to:

1. Rezone the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R). While we acknowledge that the proposal includes several slices of land to be rezoned P&R land, this is not enough.
2. Establish an ecological green corridor (Wetlands to Waves) extending from the Beeliam Wetlands to the Indian Ocean and incorporated into the Beeliam Regional Park.
3. Incorporate the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R. This land is some of the highest quality bushland along the Roe 8/9 corridor and MUST NOT be cleared or disturbed.
4. Extend the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.
5. Comply with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology (see below).
6. Identify and protect Aboriginal heritage and cultural values in the area.

Please, WA government, adopt a more visionary approach to the Cockburn Green Corridor in line with its own Native Vegetation Policy to:

- Conserve and protect all existing native vegetation along the Roe 8/9 corridor, and
- Restore ecosystems along the corridor to create viable ecological connectivity

The Cockburn Green Corridor (Roe 8/9) offers a unique opportunity to implement the WA Native Vegetation policy to:

Conserve: Protect native vegetation from harm, loss or change (and) Restore: Supporting the recovery of an ecosystem that has been degraded, damaged or destroyed. Includes revegetation, rehabilitation, repair of ecosystem processes and management of threats.

1. It has unique native vegetation that has been largely lost from greater Perth. The corridor contains seven distinct ecological zones including wetlands, paperbark forest, banksia/tuart woodlands and three dune systems, much of which is in good condition. (Source: R. Zelinova paper). It MUST be protected.
2. Within the reserve there exist two Threatened Ecological Communities (TECs) protected under the Federal Environmental Protection and Biodiversity Conservation (EPBC) Act 1999 and the WA Biodiversity Conservation Act 2016:
  - Tuart woodlands are listed as Critically Endangered (EPBC) – Mapping of the area by Cate Tauss has identified around 20ha of Threatened Tuart woodlands on both sides of Forrest Road and in the Blackwood Road bush. Another 5ha containing Tuarts is found at Dixon Park and Clontarf Hill.
  - Banksia woodlands of the Swan Coastal Plains are listed as Endangered (EPBC) – Several banksia species live throughout the corridor and sustain thousands of birds, reptiles and insects.
3. Native vegetation in the area supports the survival of several Threatened and Endangered species (EPBC Act 1999), especially Black Cockatoos, and 52 other bird species that depend on large areas of connected vegetation. The area also contains populations of rare and threatened species such as quenda and ringtail possums and possibly chuditch.
4. The Carnaby's and Forest Red-Tailed Black Cockatoos will greatly benefit from this green corridor. The increased habitat will support the Carnaby's recovery plan and habitat restoration projects (such as the Keep Carnaby's Flying project at Murdoch University). A Cockburn Green Corridor is exactly what Birdlife WA research demonstrates is needed, that Carnaby's black cockatoos will fly further just so they can fly over bushland.
5. If restored as a strong ecological linkage, the Corridor will support genetic exchange for more resilient flora and fauna species in line with the national standards for ecological restoration (Society for Ecological Restoration Australasia, Edition 2.2, 2021).

Please listen to the people, rezoning is not what is wanted or needed but instead protection and restoration.

Kind Regards

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Please upload any supporting documents:

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Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 14:24:46

### Introduction

1 What is your first name?

First name:  
Steve

2 What is your surname?

What is your surname?:  
WALKER

3 What is your email address?

Email:  
stevewalker12@live.com.au

4 What is your address?

address:  
PO Box 211, Parkwood WA 6147.

5 What is your phone number?

Phone number:  
0431758420

6 Are you responding on behalf of an organisation?

No  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

see the 8 Page Word `97 file.

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Please upload any supporting documents:  
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### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Steve Walker.  
PO Box 211.  
Parkwood WA 6147.  
stevewalker12@live.com.au  
October 2023.

**To:** Western Australian Planning Commission.  
140 William Street, Perth.

**RE: Metropolitan Region Scheme Major Amendment. Roe 8 remainder and Roe 9.**

Hello *Department of Planning, Lands, and Heritage of Western Australia*.

It has been a fast turnaround from your *Roe Corridor Planning Study* closing in January this year, to your *July Major Scheme Amendment*. Another sign that certain persons within the *current WA State Government* want to rush this through.

Disagree with Roe 8 Reservation being rezoned away from *Primary Regional Roads*.  
Disagree with Roe 8 Reservation being rezoned to *Urban* land use.

Caution *WA State Planners* in regards to rezoning the eastern segments of Roe 9 reservation.

**Volume 1. July 2023.**

Note you mention various *WA State Agencies* own most of the lands.

Note you mention many undeveloped land parcels that merely 'resemble public open space'. Thankyou for that clarity.

**Page 2.** Your reference to Perth@3.5m planning framework Report. Don't forget to add the context around those Reports 2015-2018.

Note: The March 2018 rewritten Perth@3.5m and South Metropolitan Sub-Regional Planning Framework do not identify a lot of things. Certain ideas, projects, and plans were not included by the reigning political party of the day. Those Reports were rewritten, tainted, and politicized. Perth does not benefit by that.

By making *your Amendment* (as you said) consistent with that, you lose respect from me. From 1963 those lands were reserved as the major east-west highway, you cannot ignore those six decades of effort.

**Page 4.** Cannot believe there is another expensive Environmental Assessment paid for by *WA State Governments*. Was not the 2011 assessments recent, and expensive enough, in terms of the thousands of hours staff were paid to assess?



## **Volume 2, Appendices:**

**Appendix G.** Clearly there is a lot of degraded land in the Roe 9 corridor. Due to it having been residential areas. Though I must note, many of those lands with trees etc are fortunate to have been rezoned and protected for all these decades. Had they not, they would probably have been bulldozed and built on. Such as Clontarf Hill area.

Of course the private residential homes, and their trees with foraging habitat are not included in the Environmental analysis. Clearly those residential properties have had an impact on the area, AND would have a detrimental impact if those front yards, side yards, backyards are bulldozed.

## **Appendix I. Main Roads WA Transport.**

The former *Department of Transport and Infrastructure* four lane divided arterial road, *Figure 2*. The department should have advertised that more wider when they consulted, yet never really advertised to Perth metro for their planning study then.

Page 381 agree that, *if further land use development and intensification eventuates in the area including within the Roe 9 corridor and along the Cockburn coast area, that will create additional pressure on the existing road network.*

Where is the input and response from the *stakeholder Public Transit Authority of WA*, in regards to implementing bus lanes in the area north/south (ie. Carrington Road), or east/west? Appears *Department of Main Roads WA* was ignorant of those possibilities in *their Report*.

## **Appendix J. March 2023.**

The report indicates there was a high percentage of nearby residential property owners responding. You should have asked them how many of them drive or use the car each day of the week. Do they use bus transport? If so, how often?

How do they travel to Perth CBD and how often? How do they travel to Perth Airport, and how often? Important to accurately gauge their real behaviours. To reveal what type of citizens they really are. Additional question could have been, Did they support any of the previously built Roe Highway stages?

## **From your preliminary engagement summary page:**

Many selfish respondents, all eager to delete the *primary regional road* reservation. Clearly self-serving.

Why is the 'indicative plan' so generous in wanting to hand lands over to schools? Who is paying for that land? Do not tell me *public monies*? If that continues, are those lands to be fenced off from public use?

### **Roe 9 reservation lands:**

Yes there are some opportunities across the 'Roe 9 reservation' to rezone to urban, and also to rezone to 'local parks'. I note some adjoining local parks can be increased.

In terms of urban zoning, urban renewal is needed for the area –it is a high amenity area, close to the ocean and Port Coogee. The surface Fremantle Eastern Bypass six lane highway reality never happened, so the supposed negative amenity impacts (noise, low property values, people moving out of the suburb) associated with it never happened.

### **Important matters that are relevant:**

Perth Transport @3.5m was finalized and released by *former WA Transport Minister* Mr Bill Marmion start of 2017. The Roe Highway extension and Fremantle Tunnel featured prominently in it, and delivered a range of transport benefits for other transport corridors across the southern suburbs, including bus lanes, less congestion, safer local roads. Those regional road solutions are still needed, they are not dependent on the Container Port location/re-location to Kwinana. The majority of the road traffic is private-vehicle and commercial vehicles, and those vehicle numbers will certainly increase into the future as more population is dumped onto Perth.

*Perth@3.5m planning Framework Draft* went out to public consultation, and was very close to being finalized by the *Officers* in late 2016. It was finalized and handed to the (new)WA *State Government* around April 2017. The new *McGowan State Government* did not release it, instead they began to edit it, and rewrite it. Eliminating all mentions of Roe Highway extensions. March 2018 they relaunch the *new Report*, with its many advertising messages of "METRONET" prominently stated throughout the Chapters and on the pages.

April 2023 *McGowan State Government* Cabinet Decision to relocate planned \$2bn Women's and babies hospital (to replace King Edward Memorial Hospital) to Murdoch site. DPLH were not aware in 2022 of relocation of major Women's maternity hospital from Nedlands QE2 site to Murdoch, while undertaking Planning study for Roe 8 and Roe 9 corridors.

In 2023, while *DPLH Officers* were preparing this current major Metropolitan Region Scheme amendment (from the Planning study), doubt they were aware of the impending McGowan State Government impending Cabinet decision to announce a shift for the major Womens' hospital to Murdoch. Did the DPLH officers know, or did they only find out in April 2023 after the Cabinet announcement?

Had then *WA Minister for Planning* Rita Saffioti (and *WA Minister for Transport*) informed WAPC and DPLH? When?

Don't believe DPLH and WAPC were told of the impending decision when proposed SJOG Hospital Murdoch expansion plans were put out for public comment. That closed 3<sup>rd</sup> April 2023. Therefore the *State Cabinet Decision* soon after that extremely impacts that matter

as well, and therefore public consultation needs to be relaunched and its application reports redone.

The major southern suburbs tertiary hospital, Fiona Stanley Hospital, was hyped as the biggest hospital in the southern hemisphere, and Australia when built. Opened 2013. To take direct advantage of nearby Kwinana Freeway and Roe Highway interchange. The Murdoch Activity Centre site is already busy enough, and does births already, plus the births at the private hospital SJOG have been there since 1994.

If \$2bn rebuild of KEMH occurs at Murdoch, serious traffic increase implications for Murdoch Drive and South Street. Note: these roads and intersections have already undergone various modifications and upgrades several times. In effect, the goose has been fully cooked there.

More regional vehicle movements will occur, AND the westerly Roe links have not been completed. Ambulances from the Western Suburbs of Perth might have used those links if the Fremantle Tunnell, and Roe Highway westerly extension had been built.

If the KEMH rebuild occurs at Murdoch, 100 or more speeding private vehicles per day trying to get there per day at any time to deliver new babies. Add to that the thousands of staff—who we all know prefer to drive. Add to that the medical vehicles, couriers, ambulances.

Emergency vehicles such as fire engines are already limited in their movements east/west across south metropolitan between Fremantle and Kwinana Freeway. Their travel times and response rate continues to be compromised, especially at certain times of the day. The Gallop Government said out loud of increased road trauma costs in the southern suburbs because of deleting Fremantle Easter Bypass lands, and halting Roe Highway plans.

Any efforts to rezone Roe 8 and part of Roe 9 away from *primary regional roads reservation* will mean *WAPC* and *DPLH Officers* are wearing the increased road trauma, AND the human deaths that result from emergency vehicles being stuck in southern suburbs east/west congestion, gridlock. Consider that, and (decision-makers) acknowledge which regional areas of Perth you live in?



Recently (2016) a road tunnel was proposed as the solution (from Stirling Highway Fremantle –Winterfold Road/Stock Road). This regional road plan was supported by the public, AND supported by *City of Fremantle*.

Critics complained it was too technically difficult, AND too costly.

March 2017 *WA State Government* changed, and the project was ignored. Despite the ongoing regional road crisis continuing.

I think at some point in the future that there will be a large road interchange at Stock Road that connects to Roe Highway. Therefore at the very least, an *Other Regional Road* Reservation is needed west of that to connect to the major interchange.

Is it safe to have Forrest Road as that? Does that Forrest Road need to be upgraded into the future? Does Blackwood Avenue need to be upgraded? As it joins Carrington Street, and continues east to very near Stock Road.

Clearly the road intersections of Carrington Street/Forrest Road, and Carrington Street/Blackwood Avenue are going to get more important if most of the 'Roe 9 primary regional road reservation' is deleted.

Also look for the opportunity to create dedicated bus lanes, north/south and/or east/west.

If you have surplus land available, do it. Unfortunately the MRWA Appendix Report July 2023 makes no mention of bus lanes, only refers private motor vehicle lanes.

Bus lanes/dedicated public-transit lanes are needed everywhere across Perth.

The commitment and claims by the 2017 elected *McGowan State Government* that they would implement non-Roe alternatives. Where are the non-Roe alternatives and successful implementation? None added to their Year 2016 pre-election list since 2017.

Note: Increasing the already long turn pockets on Leach Highway and South Street are not legitimate alternatives! The *Gallop State Government* began doing that, and several *WA State Governments* already had repeated those efforts again, prior to 2017.

Where are the (talked of/hyped) efforts to relieve, take the car volumes off Leach Highway and South Street which bear the major load of no Fremantle Tunnel/No Roe Stage 8 link? Nothing to take road traffic off for Leach Highway which MRWA continually said reached capacity in Year 2006.

Alternatives need to be implemented, then tested, prior to any primary regional road Roe reservation deletions/rezonings. That has not been done!

Also is an argument that Canning Highway also wears a bit more (east/west) traffic load due to full upgrades of Stirling Highway Fremantle and Roe link not been completed.

Strange how in March 2018 Perth@3.5m Planning Transport Framework includes a new Jandakot Link road from Canning Vale south. Yet from 2017–2022 the *WA Minister for Transport* Ms Saffioti did bare nothing to get it funded and built. Merely an entrance road section to the new proposed Ranford Road rail station.

Buses could be used on Jandakot Link Road as well. Jandakot Link Road can ease the private vehicle road congestion away from the eastern end of South Street by possibly 5% of the road volume.

Advice for the *WA State Ministers*, implement bus lanes on Leach Highway. That would encourage a mode-shift for the private vehicle users (Fremantle–Cannington). That would change driver behavior, and *transform the way we live, work, and recreate* in the region. Give it a try. Or are you not confident your implemented alternatives have worked?

**Inequity of other Perth southern metro residents, property owners not being given the choice to halt previous Roe Highway staged builds:**

Irony of other suburbs adjacent to Roe Highway reservations in the recent past were not allowed a choice of build the road, or have parkland, or have bushland. Where is the fairness for them? They were not allowed a choice. Can they say no now?

Note: Many residential streets were created in proximity to past Roe Highway reservations (now built), where the sales prices for the vacant pieces of land was lower due to the impending future freight highway bypass being built.

Is there any 'property profit' scenarios going on with certain home owners adjacent to the Roe 8 reservations in residential Bibra Lake, North Lake, Coolbelup that is affecting recent advocacy efforts? Can REIWA or the *WA State Government* give any specific answers?

**FACT:** Regional road transport solutions have not been implemented and not been proven. Simply put, they would first have to be implemented, and then AFTER that there needs to be a wait while *State Agencies, MRWA* and *the public* assess whether it succeeds in the needs now and into the future.

Since 1963 the lands were zoned *primary regional roads*, you don't wipe away long-term efforts because the Government-of-the-day thinks they can win votes with land-gifts.

Private vehicle (car) travel has continued to increase in Perth, particularly in that regional area. There still is no proper regional east/west road link to deal with the on-going reality of congestion.

As for the population of Perth increasing, the past decade has shown us –the large foreign student numbers and the new migrants, ALL want to own cars and drive on the roads. Mostly they all do, speeding along our local roads, distributor roads, often as the sole occupant. Have you not noticed? Plus they love regular trips to Perth Airport and back. They are causing more congestion on Perth roads, therefore the road congestion problems are not improving in the southern suburbs. Great way to ruin a city, and the Perth metro area. *Australian Federal Governments* and *WA State Governments* create problems, and dump them on the good citizens to wear.

**Strongly recommend that WAPC does not rezone any of the 'Roe 8 primary regional roads reservation' as commercial, industrial, residential.**

**Recommendation:** Do not rezone remaining areas of Roe 8. Do not rezone the eastern section of Roe 9.

Taking all factors into account, they are unsuitable to be rezoned.



***Political Parties and certain WA State Ministers doing what they want:***

Really is a case of Ministerial overreach by the recent *WA Minister for Planning*, and (still) current *WA Minister for Transport* Rita Saffioti. Seems the Minister has been applying ideology over real-day realities faced by transport users across the southern suburbs in those regional areas.

Planning vandalism. Political/ideological interference. Political popularism to a select few.

Seems the *current WA Minister for Transport* (2017– ) is more concerned with regional road building and upgrades for north Ellenbrook (Tonkin Highway north), Reid Highway (east of Tonkin Hwy), and generally speaking areas in the vicinity of West Swan. Somehow it is important there for motor-vehicle users to get to/from in a timely, uncongested manner.

I worry ultimately this major MRS Amendment progression to its conclusion won't be decided by the DPLH and WAPC Officers. That *current WA State Ministers* will ignore any impartial WAPC advice.

To the *current WA State Government*, put it to a non-binding referendum at a *WA State Election*. You have avoided this before, why not try it.

Most of the road reservation land is degraded farmland. Its environmental values have been overstated by the critics of Roe Highway.

MRWA is a major landowner. They should continue the ownership of their land, and continue their Year 2015 commitment to rehabilitate the degraded farmland areas over the decades they promised. They said it would take decades and they promised to put in long-term efforts. Guaranteed all prior to 2017 change of *WA State Government*.

***Inequity in terms of provision of local parks, district parks, and regional parks:***

Clearly appears many regional residents of residential Bibra Lake, North Lake, Coolbelup, etc want new parks and more parks. Despite already having plenty of local parks, and district parks, and Regional Parks. Why do they get, while others in Perth metro go without. Clearly that is a very selfish reason of theirs in this entire Roe Highway rezoning discussions now and of the past two decades.

If WAPC gifts them more, then when will WAPC deliver new local parks, new district parks, and new regional parks to the rest of Perth metro?

Many people in *Perth metro* go without local park/s, when will the WAPC deliver for them? You cannot rely on *WA State Ministers*.

Are the 'environmental, biodiversity' protestors planning to bulldoze and/or residentially intensify their properties in the nearby local areas of the Roe 8 and Roe 9 reserved



corridors? Are they planning to, after the dezoning of regional roads, sell out their property for demolition of their private property trees? Or demolish their own trees and subdivide or rebuild? Why not those persons who 'live/own locally' be signed into contracts that they will not damage, destroy any current trees into the future IF the regional road reservation is removed from Roe 8 lands, Roe 9 lands. Plus they must also be held liable if they sell out to someone else who intends to do that –cut down, bulldoze, subdivide.

Why do these 'profiteers' get to influence long-term transport plans of Perth?

What are the real motivations? Residential property speculation and games? They need to be pushed out into the open. Do you really think foreign property interests care of Perth and the regional area? Nup.

**If the current *protestors* and *WA State Government* does succeed in deleting the primary regional roads reservation, I say this:**

Remove the *Primary Regional Roads Reservation* from Roe Highway Stage 7 and Stage 6. Allow those lands to be rehabilitated and returned to parklands. Put that as your next DPLH draft amendment forward.

Rezone the remaining *Mitchell Freeway proposed extensions* from *primary regional roads* to parklands & recreation. There is an ecological benefit to keep them. Plus it will save huge amounts of public monies that would have ultimately paid for its build.

When can we expect that *DPLH* and *Minister*? Fairer opportunities need to be given all over Perth metro, not to a select few.

### **In Conclusion.**

The east/west road transport problem of south metropolitan Perth between Roe Highway Murdoch and the residentially intensified coast (South Fremantle, Fremantle) has not been solved. Therefore reserved highway lands should not be rezoned, until alternatives have been zoned, built, implemented, and proven to solve the road traffic congestion.

There is no need to rush on rezoning the Roe 8 lands, and parts of the Roe 9 lands. This entire process should not have been politicized.

Feels as though the *current WA State Government* wants to use this impending Ministerial Amendment in its *LaborWA* messaging during the 2025 *WA State Election* (possibly stating it as an accomplishment).

The east/west regional road problem for the southern suburbs has not been solved yet. The regional road scenario for Fremantle and surrounds has not been implemented or solved yet either. Therefore the Roe 8 primary regional road reservation should not be rezoned and not be deleted.

**Regards.**

Steve Walker.

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 14:55:02

## Introduction

1 What is your first name?

First name:  
Jenny

2 What is your surname?

What is your surname?:  
Archibald

3 What is your email address?

Email:  
jennyarchibald2008@gmail.com

4 What is your address?

address:  
55 Hope St White Gum Valley 6162

5 What is your phone number?

Phone number:  
0417985152

6 Are you responding on behalf of an organisation?

Yes  
Organisation:  
Friends of Manning Park Ridge Inc

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

please refer to attached document for comments on specific areas.

Please upload any supporting documents:  
FoMPR Roe 8 and 9 review Oct 23 v3.docx was uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



## Response to the amended proposal for Roe 8 (west) Roe 9 Reserve

Submitted by Friends of Manning Park Ridge Inc. 6<sup>th</sup> October 2023

.....

*Friends of Manning Park Ridge Inc was formed with the specific aim to protect, preserve and enrich the remnant bushland (Bush Forever 247) within Manning Park, and to enhance its flora and fauna through recovery and regeneration programs. Importantly, it also acknowledges and promotes the preservation of Aboriginal and other cultural heritage of Manning Park.*

**As we stated in our submission dated 20<sup>th</sup> January 2023 and reiterate here, the opportunity exists to rehabilitate the greater part of the Roe 8/9 reserve area from Manning Park across to Bibra Lake. Fauna in particular is not restricted to small park areas but need connecting parklands to survive. There is the opportunity to provide a buffer for remnant areas of bushland and improve the opportunity for faunal biodiversity and survival – something we are sadly lagging well behind in given substantial species loss across our state. This land is exceptionally capable of regeneration – one only needs to look at the highly successful natural revegetation of Manning Ridge over the past 70 years! Without a highly sensitive approach to development and maintenance of ecological links across the Beeliiar region, there is a high risk of ecosystem collapse.**

We reiterate our views as expressed in our first submission dated 20<sup>th</sup> January. In addition, we add the following:

- 1. Dixon Park, Randwick Stables and registered Aboriginal site 18322 and links to Clontarf Hill** - while we are very pleased to see the area of Parks and Recreation reserve in this area has increased, the opportunity exists to **rezone the entire area of the registered Aboriginal site 18322 to Parks and Recreation** . This would then protect the opportunity to reinstate of Hamilton Hill Swamp area (Dixon Reserve) as an ephemeral wetland and associated woodland. It would also ensure the future interpretation of the history of the Hamilton Hill Swamp area was possible within an appropriately zoned area. The latter will be particularly significant in the context of Aboriginal truth telling and healing as research indicates this may be the site of an Aboriginal massacre. Reference - work carried out by Terra Rosa Consulting: *“Early European and Aboriginal Heritage Study, Hamilton Hill Swamp Precinct”*. This work was commissioned by the City of Cockburn in 2019 and was supported by the Department of Planning Lands and Heritage of the WA State Government and identifies sensitive issues significant to Aboriginal people of the area.
- 2. Rezoning to Urban zone and connectivity of urban bush areas** – we are pleased that the areas of Parks and Recreation have considerably increased. While an extraordinary outcome would have been reinstatement of the entire reserve to this category, at very least it is critical that the conservation and rehabilitation of the bushland and its fauna is first and foremost! **We reiterate that parklands need to be able to achieve biological connectivity across the Beeliiar region – from Bibra Lake in the East across to the coast in the west.** Opportunity for public open space reserve allocations on subdivision will be critical to assist

in this connectivity around urban development. We ask that additional areas be considered for inclusion as per below.

- **Stock/Forest Rd intersection** – It is noted that the large tract of land surrounding this intersection is not part of the rezoning process. A substantial part of this area is high value bushland, along with adjoining parcels of land along Forest Rd owned by the WAPC, WA Housing Authority and the City of Cockburn. Retention of this bushland must be optimised and the amount of land retained by Main Roads for Stock Rd upgrades needs to be considerably reduced. It is requested that this area is reviewed as soon as possible so that additional land can be rezoned as Parks and Recreation.
  - **Land between Forest Rd and Wheeler Park** – the area between Blackwood Ave and Ahern St is also an important area to include in Parks and Recreation, again to provide links and preserve valuable bushland. While some land has been cleared, this should be part of a regeneration plan in the future.
  - **North/south roads** should be limited and not be high volume traffic areas to allow wildlife to move along the corridor. As a general principle, roads should be limited and narrow roadways installed where necessary such that they naturally slow traffic speeds.
  - **Cycle ways and pedestrian paths** – these should be constructed according to the guidelines recommended by NatureLink Perth
  - **Issue of degraded land** – we wish to reiterate that land should not be assessed simply for its lack of endemic vegetation. There are many examples of land which had substantially deteriorated through grazing or clearing for other reasons and has since regenerated through efforts of community and/or natural regeneration (eg Clontarf Hill, Manning Park Ridge, Cantonment Hill etc). Often seed banks within the soil respond after some years of dormancy with various shrubbery growing and proving a protective environment for other species to likewise regenerate. Areas of mixed vegetation or bare land can often provide valuable land buffers to more pristine areas with endemic species. Regeneration and connectivity of these areas across the corridor will be an excellent opportunity for ongoing research on both renewal of flora and fauna.
3. **Sustainability of development** – for all development, whether housing, commercial or other facilities it is essential that all aspects of sustainability is optimised, and particularly efficiencies of water and energy use. Embedding residential development within areas of “urban forest” can lead to improved health outcomes and a sense of wellbeing. This will also be critically important in the context of global warming and climate change, where heat island effects will only be increased within cities. It would be appropriate to establish a set of parameters, including sensitive design, to ensure that future subdivision and development fulfill these criteria. This would also include the appropriate placing of required POS (additional to regional Parks and Recreation reserves) of a minimum of 10% to achieve the goals of biological connectivity and a sustainable ecology.
4. **Community planning** – we ask that the WA State Government initiates a planning program which involves experts from State and universities, community and local government to develop a vision and framework that will establish high standards for any redevelopment of the corridor. This should include both the open space and urban developments. How these areas are developed should set a new standard for community in the metropolitan area, linking people with their immediate environment, developing a proud sense of place and caring for their natural environment.



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 15:25:48

### Introduction

1 What is your first name?

First name: *Name and contact details removed at the request of the submitter*

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live in/own a property within or partly within the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Prevent further degradation of the natural environment. Lose of nature space.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

### Hearing of submissions



11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 15:27:56

## Introduction

1 What is your first name?

First name:  
Samuel

2 What is your surname?

What is your surname?:  
Koppen

3 What is your email address?

Email:  
deroosmorriss@gmail.com

4 What is your address?

address:  
6 Ruddick Pl Hamilton Hill, 6163, WA

5 What is your phone number?

Phone number:  
+61475466355

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live in/own a property within or partly within the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I am against this scheme; because it effects the wildlife of the local area, and brings in unwanted traffic and noise.

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 16:18:09

## Introduction

1 What is your first name?

First name:

Felicity

2 What is your surname?

What is your surname?:

Bairstow

3 What is your email address?

Email:

leapingwombats@gmail.com

4 What is your address?

address:

8 Annois Rd  
Bibra Lake 6163

5 What is your phone number?

Phone number:

0419044986

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Submission on Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Dr Felicity Bairstow  
06 October 2023

- Conserve and protect all existing native vegetation along the Roe 8/9 corridor, and
- Restore ecosystems along the corridor to create viable ecological connectivity.
- Rezone the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R)

The possibility we have before us is a legacy of immense importance and one that cannot be retrieved if lost now. I often hear areas of great biodiversity import in Perth referred to as "The Kings Park of the ..... South/ East" and so on. We look back and are thankful for the foresight and courage of the people who reserved Kings Park as the nature reserve which plays such a central role in our tourism and local experiences as Western Australians. The

area we now enjoy as Kings Park was originally logged for its jarrah until 1871. Significant and brave changes in land use have been carried out before with spectacular results. Let's now follow this lead to create something to be thanked for by generations to come.

And Yes, the area of the current amendment has the capacity to become a Kings Park.. to the masses, as it stretches through the southern suburbs giving easy access to nature for thousands of residents and students of the abutting schools, of which there are several. The health and wellbeing benefits of access to natural areas are indisputable making longitudinal parks through suburbia outstanding assets to our communities with the added benefit of mitigating effects of climate change at a local level. It has also been demonstrated that involving people, and especially young people, in the care of natural areas is an effective way of easing the anxiety of an uncertain climate future by empowering them to be involved in creating a better future. How better to do that than caring for a stretch of your nearby bush corridor?

I am aware of the many detailed reports that have been submitted to this process supporting the wildlife corridor from a scientific and ecological perspective. I will not repeat those but rather tell a story of a vibrant corridor of bushland we created from an old road reserve.

As with many advances in science and culture throughout time, the vision for the re-imagining of the Roe8/9 road reserve into a wildlife corridor arose simultaneously from several places and people. This is my vision.

Roe'd to Recovery - a vision for the defunct Roe Road reserve

Move over New York High Line. The most amazing repurpose of a transport route is now open. Just minutes away from the Historic Port of Fremantle, begin your journey through time and space as you step into a precious cultural and natural trail that has survived through the millennia and now thanks to the vision of the community will live on.

The Beelias Bidi1 will take you through an experience of Western Australia's ancient plants and animals while you walk in the footsteps of the oldest continuous culture on the earth.

From the Waves to the Wetlands the trail takes you from the beaches of the Indian Ocean through to Wetlands that are the backbone of the natural wealth of the city of Perth. Along the way you will walk through four different types of vegetation with hundreds of species of plants. The animals that call this area home include the adorable and incredibly ecologically important kwenda, the local freshwater turtle and birds to see and hear to your hearts content.

As you walk inland the spirit of the Waugal- Rainbow Serpent, winds its way through the valleys of rows of ancient sand dunes creating two chains of wetlands that mark the natural and cultural landscape of southern Boorloo/Perth and you are walking the well-trod path of local indigenous groups as they moved across their country in harmony with the ebb and flow of the seasonal changes across the landscape.

When you reach Walliabup, you will find an immersive cultural experience at the Aboriginal Cultural Centre and everything you ever wanted to know about the amazing animals and plants of Western Australia at WA Wildlife and The Wetlands Centre Cockburn.

But you are not the only international visitors to love these wetlands. We have migratory birds from as far away as Siberia coming to eat the bugs in our mud as the lakes go through their annual drying. It must be worth the trip!

And did I mention the three coffee shops to choose from?

Now if you up for more head south on to the Tramway trail...

1. Please note the name Beelias Bidi is just a place holder for a name that will be determined from consultation with indigenous representatives and local community.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

### Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:

0419044986

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Contact phone number (business hours)::

Postal address::

15 I would prefer my hearing to be conducted in:

Public



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 16:38:20

## Introduction

1 What is your first name?

First name:  
Brad

2 What is your surname?

What is your surname?:  
Pettitt

3 What is your email address?

Email:  
brad.pettitt.MLC@mp.wa.gov.au

4 What is your address?

address:  
4/1 High Street, Fremantle, WA, 6160

5 What is your phone number?

Phone number:  
0894307755

6 Are you responding on behalf of an organisation?

No  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Please see attached letter.

Please upload any supporting documents:  
20231006 - Submission - Metropolitan Region Scheme Major Amendment 1404-41 Roe 8 Remainder and Roe 9.pdf was uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

#### Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:

0894307755

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Contact phone number (business hours)::

Postal address::

15 I would prefer my hearing to be conducted in:

Public



**OFFICE OF THE HON. DR BRAD PETTITT MLC**  
**MEMBER FOR SOUTH METROPOLITAN**

---

*4/1 High Street, Fremantle, WA 6160*  
*brad.pettitt@mp.wa.gov.au*  
*(08) 9430 7755*

6 October 2023

Western Australian Planning Commission  
Dept. Planning, Lands and Heritage  
140 William St  
PERTH WA 6000

To whom it may concern,

**RE: Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9**

Thank you for providing the opportunity to make a submission on the updated planning for the Roe 8 (West) and Roe 9 Corridor

We are pleased about the changes that have occurred since the earlier version including the addition of Blackwood Ave area and Clontarf Hill/Randwick Stables.

Unfortunately, these changes, while taking the planning in the right direction, do not go far enough and still miss the opportunity to make this project more than standard infill and into a planned development that can benefit the entire area and community.

Central to this is ensuring that an uninterrupted green corridor is at the heart of planning for the previous road reserve- a continuous link from the wetland to the sea. The important ecological aspect of the wildlife corridor is its 10 km length - from wetlands to waves over 7 different ecological zones - it is this that makes it unique and contributes to building resilience within species. This should be clearly articulated at a State level planning to ensure that planning at the structure plan level incorporates it.

This view was supported strongly by the local community at a consultation session that my office ran earlier in the process. The overwhelming majority of workshop attendees expressed that the rezoning of the Roe 8 West/Roe 9 area should consider and support an uninterrupted nature corridor that runs from Bibra Lake to South Fremantle.

To achieve this vision, participants favoured the retention of existing vegetation in areas such as Clontarf Hill and Blackwood Avenue bushland, in addition to the regeneration of strategic "pockets" of remanent bushland that would eventually link up to form a continuous and robust corridor of green spaces. Participants also identified other more urban green spaces that could support the realisation of a continuous biodiversity and wildlife corridor including verges and streetscapes, local parks and private gardens.

Linking for the environment, for culture and for the holistic opportunity, an opportunity to invest in the future, an opportunity that must be taken up now.

DPLH's assertion that more detailed planning should happen at the subsequent structure planning level to determine more specific local planning zones, reserves, land uses, and any other aspirations or improvements remains of concern. This more detail-focused and inherently fragmented structure planning approach means that the opportunities to consider Roe 8 West and Roe 9 as a whole, continuous corridor are likely to be lost and a development outcome that leaves our communities and environment worse off is likely.

Other issues:

- There is some scope for carefully planned housing alongside the continuous corridor. If this housing development were to take place, then a range of innovative housing models should be in preference to the "single family - detached dwelling" that prevails in Perth. These models included community land trusts, affordable housing, tiny houses, and retention of existing social housing.
- New roads must be carefully designed and not enable rat runs to avoid traffic calming. (e.g. Hyam St) running north-south through the Corridor - further cutting off wildlife connectivity – and which could become rat runs.
- We are still concerned about the corner of Stock and Forrest being excluded. The Environmental Assessment Study of the area conducted by the DPLH (and only released with the amended plans) shows that some of the bushland with the highest ecological value is in this excised area.
- We agree that the development of the basketball area should be moved South along Rockingham Road with clear green space behind it.

I hope this is helpful feedback. I look forward to engaging further on this important issue.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Brad Pettitt', written in a cursive style.

**Hon Dr Brad Pettitt MLC**  
Member for South Metropolitan



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 16:46:07

## Introduction

1 What is your first name?

First name:

Mary

2 What is your surname?

What is your surname?:

Peck

3 What is your email address?

Email:

marykate820@gmail.com

4 What is your address?

address:

31 Hawkes St Coolbellup 6163

5 What is your phone number?

Phone number:

0450008941

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I live near the Stock Road Forest Road intersection.

I have been a member of the Cockburn Community Wildlife Corridor for a number of years. I have lived in the Coolbellup area since 2002. When I first came here I was astounded at the amount of bushland and wide open spaces as well as the amount of tree canopies. Coolbellup was a cool suburb. Volunteering for CCWC rehabilitating Roe 8 has been a big part of my life and I and overjoyed at seeing the fruits of my efforts as with everyone else. Due to Climate Change it is absolutely essential to protect and enhance the ecological linkages and to ensure we have strong diversity.

Unfortunately, the City of Cockburn now has a tree canopy of around 11%. This is disastrous in terms of El Nino and forecasts of ever increasing temperatures and long hot summers. More than 70% urban bushland has been lost.

Stock Road/Forest Road contains some of the highest value bushland in the wildlife corridor.

The parcel of land retained by Main Roads for the Stock Road upgrades should be reduced.

Aboriginal Heritage: There are important and significant Aboriginal Heritage areas which include Clontarf Hill and the Hamilton Hill Swamp Precinct.

Green Cities: The Boeri's City Concept in Shijiazhuang China will be a prototype of a city built around trees. Singapore is a great example of how the city has created a cool green and relaxing space. Tampa in the States is another example.

Refer to 8billiontrees.com

City of Cockburn can be different and innovative and start the trend to greener and cooler cities.

Thank you for giving me the opportunity to present my submission

Mary Peck

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

Yes, I wish to speak at the hearings

## Speaker details

12 Please indicate who you will be represented by

Myself

13 If you are representing yourself, please provide a contact phone number

Phone number:

0450008941

14 If you are being represented by a spokesperson, please provide their details

Name of spokesperson::

Contact phone number (business hours)::

Postal address::

15 I would prefer my hearing to be conducted in:

Private

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 16:56:52

### Introduction

1 What is your first name?

First name:  
Lisa

2 What is your surname?

What is your surname?:  
Holwerda

3 What is your email address?

Email:  
holwerdalisa@gmail.com

4 What is your address?

address:  
  
39 Bramley Way, Bibra Lake

5 What is your phone number?

Phone number:  
0429958301

6 Are you responding on behalf of an organisation?

No  
  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

### Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Please honor the space needed to maintain Randwick Stables which is a heritage site. I ride a horse weekly there and the wildlife corridor around the stables needs maintaining so we can ride to the beach and Manning Park.

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 17:01:52

## Introduction

1 What is your first name?

First name:  
Elizabeth

2 What is your surname?

What is your surname?:  
Kingsford

3 What is your email address?

Email:  
lizzykingsford@gmail.com

4 What is your address?

address:

1 Chester Street South Fremantle WA 6162

5 What is your phone number?

Phone number:  
0424440717

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

Please protect and regenerate the Beelihar Wetlands Regional Park areas for a sustainable and climate resilient future.

Please upload any supporting documents:  
20231006\_120027.jpg was uploaded

Please upload any supporting documents:  
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Please upload any supporting documents:  
No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings



Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 17:27:49

## Introduction

1 What is your first name?

First name:  
Danielle

2 What is your surname?

What is your surname?:  
Brady

3 What is your email address?

Email:  
dbrady@inet.net.au

4 What is your address?

address:  
Menora WA

5 What is your phone number?

Phone number:  
0438904938

6 Are you responding on behalf of an organisation?

No  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

The opportunity.

The survival of a largely undeveloped east/west Corridor due to the uncompleted Roe highway is an opportunity to be seized. There are no complete east/west nature corridors on the whole Swan Coastal Plain. Establishing a nature corridor extending from the Beelihar Wetlands to the Indian Ocean has enormous potential to provide benefits for both for people and the animals and plants that share this area. There are multiple distinct ecosystems along the Corridor and multiple sites of cultural and heritage significance to both First Nations and other West Australians. There is a unique opportunity at this point in time to create a world-class city park that is accessible to all.

The support.

The extensive public campaign against the Roe 8 highway, the subsequent cessation of the project, the work of the Cockburn Community Wildlife Corridor and the support of organisations such as the Urban Bushland Council and The Beelihar Professors for Environmental Responsibility attest to the widespread desire to create a permanent east/west nature Corridor. First Nations residents of adjoining suburbs, and from elsewhere, have voiced their deep attachment to the area and their support for its preservation. The support for a nature corridor extends well beyond the local community with



many recognising the future nature corridor as an asset for the people of Perth. There are numerous, existing government policies and guidelines that call for increased tree canopy and green space, protection of threatened ecological communities (several of which are represented in the Corridor) and respect for cultural heritage areas.

What needs to happen.

The Cockburn Community Wildlife Corridor and NatureLink Perth have provided 'nature-first' options that have been arrived at through extensive public consultation and should be the basis of MRS amendments. The remaining Roe 8/9 Corridor should be rezoned as Parks and Recreation with the degraded sections restored. Restoration will enhance the amenity of the local area, support the conservation of better condition areas and arrest further fragmentation of ecosystems. Where existing urban development interrupts the Corridor, new linkages can be added with fauna passes/bridges and limits on further north/south crossroads. The intersection of Forrest Road and Stock Road, and its valuable tuart woodland, should be part of the Corridor and not allowed to degrade for a future resurrection of Roe 8. The Corridor should integrate with Manning Park and the Fremantle Rockingham access corridor, forming an ecological link from the Beeliar Wetlands to the Indian Ocean. This vision should drive the MRS amendments.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 20:25:30

## Introduction

1 What is your first name?

First name:  
Lou

2 What is your surname?

What is your surname?:  
Corteen

3 What is your email address?

Email:  
lcorteen@hotmail.com

4 What is your address?

address:  
39 perlinte view north coogee

5 What is your phone number?

Phone number:  
0439375209

6 Are you responding on behalf of an organisation?

Yes  
Organisation:  
Friends of Blackwood Avenue Bushland

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

The Friends of Blackwood Avenue commend DPLH for listening to the community and protecting the Blackwood Avenue bushland by zoning it as 'parks and recreation' for future generations to enjoy. It is undeniable that a large proportion of the local population love and use this bushland for passive recreation and that it is an important part of the landscape. Further, it is a very important part of the Cockburn Community Wildlife Corridor and contains protected Banksia and Tuart woodlands as well as forage grounds for endangered and threatened Black Cockatoo species.

However, we object to the urban zoning of the land west of the Blackwood Avenue bushland. This is a once in a generation opportunity to protect a wildlife corridor by zoning parks and recreation, rather than urban. This zoning would allow protection of the largest east-west bushland corridor on the swan coastal plain. East-west corridors protect more biodiversity than north-south corridors because of the rapid change in geology and ecosystem and are sadly lacking on the swan coastal plain.

Protection and restoration of land west of the Blackwood Avenue bushland would enhance the biodiversity and resilience of this bushland by encouraging genetic mixing.

We urge DPLH to protect the Roe 9 lands as an east west wildlife corridor by zoning the full extent as parks and wildlife.

Please upload any supporting documents:  
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Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 20:36:03

## Introduction

1 What is your first name?

First name:  
Ritchie Smith

2 What is your surname?

What is your surname?:  
Smith

3 What is your email address?

Email:  
ritchie\_smith@hotmail.com

4 What is your address?

address:  
  
39 Perlinte View North Coogee

5 What is your phone number?

Phone number:  
0425770567

6 Are you responding on behalf of an organisation?

No  
  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

It is pleasing to see DPLH listening to the community and protecting more of the bushland than the original draft plan. However, this land is part of the Cockburn Community Wildlife Corridor which offers a unique opportunity to protect an east west corridor on the swan coastal plain. The City of Cockburn has expressed hesitation about the financial cost of maintaining a bushland corridor through the urban zoned parts of this land, and therefore I cannot support the current proposal.

I use this land as I walk through it often. It restores my mental and physical health. It helps cool the landscape. It is hope to countless creatures. It is special in and of itself.

I urge the DPLH to create a 15m wide parks and rec corridor connecting the remnant bushland patches throughout this land as recommended by Jane Chambers and Naturelink. This strip could include a dual use path and provide habitat for wildlife ensuring connectivity, which is crucial, along the Corridor.

I understand the urgent need for land for housing, and hope the City will support a well planned urban zone within the Corridor, however only DPLH has the power to ensure this vital part of the Cockburn Community Wildlife Corridor is protected adequately. It should run along the south side of the road reserve to Carrington and on the northern side of the road reserve west of Carrington, to allow for additional land set aside for Port school and Fremantle



Christian college.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

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Please upload any supporting documents:

No file uploaded

### Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 20:43:53

## Introduction

1 What is your first name?

First name:  
Daisy

2 What is your surname?

What is your surname?:  
Smith

3 What is your email address?

Email:  
daisymaessmith@outlook.com

4 What is your address?

address:  
39 Perlinte View north coogee

5 What is your phone number?

Phone number:  
0423730059

6 Are you responding on behalf of an organisation?

No  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I grew up living next to the bush at Blackwood Avenue, walking my dog through there, walking in it and enjoying it. I thank DPLH for protecting it by zoning it parks and recreation.  
I cannot however, support the overall structure plan as it leaves the Blackwood Avenue bushland a disconnected island. It needs to be connected for maximum protection of biodiversity. I believe a ribbon of bushland through the proposed amendment land would also add financial and intrinsic value to the area.  
I ask that DPLH includes a 15m wide wildlife corridor through the parts of the Roe 9 land that are currently zoned 'urban' in the draft proposal. This is recommended by Naturelink as the minimum required to allow for connectivity between urban bushland patches. It is totally achievable and would be a feather in DPLH's cap if they were to include it. The nature link should be on the southern side of the road reserve east of Carrington and the northern side West of Carrington, to account for land handed over to the schools for improvements and growth.  
I am excited by the prospect of the largest east-west wildlife corridor on the swan coastal plain being supported by the department. I beg you to include it.

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

Please upload any supporting documents:  
No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-06 23:59:35

## Introduction

1 What is your first name?

First name:  
Pam

2 What is your surname?

What is your surname?:  
Nairn

3 What is your email address?

Email:  
pamnairn@rocketmail.com

4 What is your address?

address:  
36 Staton Rd, East Fremantle

5 What is your phone number?

Phone number:  
0414966489

6 Are you responding on behalf of an organisation?

No  
Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I am a visitor or have a general interest in the area

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support, with modifications

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

It is expensive and extremely rare for governments to buy land to create bush parks in the metropolitan area. The Roe8W-Roe 9 land presents a unique opportunity to deliver a linear bush park stretching along the length of the corridor because much of the land is already publically owned. The extension of schools and recreation facilities into the corridor can co-exist with such a linear park if development is properly planned. Schools, homes, sports facilities, or indeed any building benefit from being surrounded by green treed areas where wildlife can coexist with people. The research into natural areas benefitting our mental health is well established and important to promote close to urban areas. This corridor would provide a wonderful opportunity where school children can study, interact with and benefit from natural surroundings. The wildlife that exists in urban areas is highly resilient but cannot survive in isolated pockets. It needs to be able to search out new food sources, water and breeding partners as conditions and weather changes. Ensuring there is contiguous habitat is essential to the survival and genetic health of both flora and fauna. It is essential that the corridor has P and R zoning to allow an east-west corridor. It need not be the entire width, but it needs to stretch along the entire length. Our natural areas in Perth's urban areas are under immense stress from over-use by our growing population. To our shame Perth has the lowest tree



canopy cover of all the capital cities, and Fremantle and Hamilton Hill are among the worst suburbs – well below the recommended minimum tree cover. Currently, there are areas of the corridor that are bare and need revegetating to link up the good quality vegetated areas. The local population of Cockburn and Fremantle has many passionate and skilled bush regenerators who are eager to assist in repairing the bushland.

There are good things in the plan from DPLH, but some omissions. The Blackwood Ave Reserve should be extended to Wheeler park to make an important area large enough to ensure its good health, and also to include some half grown Tuarts. Tuarts once flourished in the metro area, but have sadly disappeared as established stands except in isolated pockets.

It is a great concern to the local community that the Stock Rd/ Forrest St intersection is not included in the rezoning exercise. This contains very good quality bushland and should be preserved. If a major upgrade to this intersection is planned, I assume that Forest Rd and Stock Rd would also be upgraded. The days of putting truck routes through urban areas should come to an end. Any new port at Kwinana should be serviced by existing routes like Tonkin Highway or, more appropriately, the existing rail link should take on more of the freight burden.

- The opportunity presented by the rezoning of this corridor will never come again to the people of the southern suburbs, indeed the whole of WA.
- We have the chance to encourage wildlife back into our suburbs and to provide walking, playing, and being in the natural world.
- This would be a long park travelling through suburbs where thousands of people would be within 10-15mins walk of it.
- A wildlife corridor along its length can and must exist. It can co-exist along with the schools and recreation facilities.
- Buildings should use vertical space, not horizontal space so that development has a small footprint.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Submitted to Metropolitan Region Scheme Major Amendment 1404/41 Roe 8 Remainder and Roe 9  
Submitted on 2023-10-05 21:39:29

## Introduction

1 What is your first name?

First name: ***Name and contact details removed at the request of the submitter***

2 What is your surname?

What is your surname?:

3 What is your email address?

Email:

4 What is your address?

address:

5 What is your phone number?

Phone number:

6 Are you responding on behalf of an organisation?

No

Organisation:

7 Which of the following best applies to you? Please select all relevant responses

I live/own a property/run a business near the proposed MRS amendment boundary

8 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

Yes

## Submission

9 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Oppose

10 Please type your submission (reasons for support/opposition) into the the box below. Any supporting documents may be uploaded below your submission text.

Please specify address or describe the location if your comments relate to a particular area. :

I think the whole area should be made a parks and recreation zone and the degraded areas should be regenerated. We are losing too much Bushland in Perth and need more tree cover (Perth's has very lower tree cover) for animal habitat, cooling of our suburbs and for people's wellbeing. There is an amazing opportunity here to have a whole corridor where native animals can move around (especially with wildlife bridges over Stock Rd, North Lake rd etc), rather than fragmented small areas of bushland.

We have to stop destroying bushland - every decision like this matters. Please protect this corridor.

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:

No file uploaded

Please upload any supporting documents:  
No file uploaded

## Hearing of submissions

11 Do you wish to speak at the hearings?

No, I do not wish to speak at the hearings

Planning and Development Act 2005  
**Section 41 Amendment (Major)**  
Form 41

**Submission**

**Metropolitan Region Scheme Amendment 1404/41**

**Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads Reservation)**

OFFICE USE ONLY

SUBMISSION NUMBER

**174**

RLS/1080

To: Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
Perth WA 6001

Title (*Mr, Mrs, Miss, Ms*) ..... Professor..... First Peter

Name .....

Surname ..... Newman..... (PLEASE PRINT)

CLEARLY)

Address ..... Curtin University, Kent Street,

Bentley... 6102..... Postcode .....

Contact phone number .0407935133..... Email p.newman@curtin.edu.au

address .....

*Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?*  Yes  No

**Submission** (Please attach additional pages if required. It is preferred that any additional information be loose rather than bound)

I am a long term campaigner for removing the Roe Highway Reservation from the MRS after it reaches Kwinana Freeway. It will not be needed for truck movements once the Westport Container Terminal is created in Kwinana. All evidence suggests this is the most sensible and economic step forward in the southern suburbs. The idea that some of the space should be used as urban deferred makes sense in some places though it is imperative that an ecological link along the corridor is maintained. This is not clear at the moment. The studies are very clear about the importance of having an ecological link along this corridor and the growing global and local sentiment would suggest that we need to make every attempt to look after our local species and this is a big opportunity that should not be wasted. The biggest problem is that the land around the Stock Road interchange has been left in the MRS so further studies can be done. This is not acceptable. The land is by far the most significant in the whole corridor according to the studies presented in this process. The land there has the highest ecological value and yet it is not being protected for perpetuity. The interchanges should be accepted now as having far more value for the whole city than fast exits from a road that will in future not be carrying container trucks. This is the issue that was won in the election and announced by the Premier as the number one issue he would deal with: stopping Roe 8 and 9 and creating a new container port. We have been let down by the planning process as the major direction from the public that was accepted by the politicians was to preserve the native bush and not build a road that would not be needed in the future. These interchange areas are now the symbol of the process still not understanding this fundamental issue. The road interchanges need to be removed from the Road Reserve and a strong ecological link needs to be reserved for parks into the future. This issue has already been won. It just has not been acted on by the planning process. It must be changed.

**turn over to complete your submission**



## Hearing of submissions

Anyone who has made a written submission on the amendment has the opportunity to personally present the basis of their submission to a sub-committee of the WAPC. **You do not have to attend a hearing.** The comments presented by you in this written submission will be considered in determining the recommendation for the proposed amendment.

For information about the submission and hearings process, please refer to the amendment report and in particular appendix D.

**Please choose one of the following:**

**No**, I do not wish to speak at the hearings. (Please go to the bottom of the form and sign)

**OR**

**Yes**, I wish to speak at the hearings. (Please complete the following details)

**I will be represented by:**

Myself – My telephone number (business hours): 0407935133.....

**or**

A spokesperson

Name of spokesperson: .....

Contact telephone number (business hours): .....

Postal address: .....

**I would prefer my hearing to be conducted in:**

Public (members from the general public may attend your presentation)

**OR**

Private (only the people nominated by you or the hearings committee will be permitted to attend)

You should be aware that:

- The WAPC is subject to the *Freedom of Information Act 1992* and as such, submissions made to the WAPC may be subject to applications for access under the act.
- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.
- Hearings may be recorded and transcribed. The minutes of all hearings, along with all written submissions, are tabled in Parliament and published as public records should the Governor approve the proposed amendment. The WAPC recommendations are similarly published in a report on submissions and tabled in Parliament.

**To be signed by person(s) making the submission**

Signature ..... Peter Newman ..... Date 08/07/2023 .....

**Note: Submissions MUST be received by the advertised closing date,  
6 OCTOBER 2023. Late submissions will NOT be considered.**

---

**From:** Crowson, Chris <Chris.Crowson@atco.com>  
**Sent:** Wednesday, 12 July 2023 2:53 PM  
**To:** Marija Bubanic  
**Subject:** ATCO Response - LM23524 Advertising of Proposed MRS Amendment 1404/41 - Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)  
**Attachments:** PlanWA Trigger Distance - LM23524.pdf; LM23524.pdf

Good afternoon

**RE: Advertising of Proposed MRS Amendment 1404/41 - Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)**  
**ATCO Reference: LM23524**

ATCO Gas Australia (ATCO) has reviewed the proposed application, including the information and plan provided, and wishes to submit the following comments for consideration:

- The proposed areas fall within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO Infrastructure (area hatched blue in attachment). Any sensitive land use or high density community use developments within this Trigger Distance of a High Pressure Gas Pipeline requires further consultation with ATCO prior to preliminary designs being finalised. Please consider the WAPC's draft DC4.3 and also the site; PlanWA for development planning.
- ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and in place for the high pressure gas pipeline risk mitigation.
- If the proposed Metropolitan Region Scheme Amendment 1404/41 – Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation) results in existing ATCO infrastructure being located outside of road reserves with little, if any, protection in place, safeguarding of the existing ATCO infrastructure will have to be addressed by:
  - Relocation with costs met by the proponent prior to the proposed works being undertaken. Relocation of gas mains can be coordinated with ATCO's Engineering Services Team.; or
  - Cut and cap at no cost to ATCO (subject to Asset Services confirming cut and cap permissible); or
  - The provision of an easement
- Any proposed changes to the existing depth of cover of ATCO assets and infrastructure as a result of the proposed Metropolitan Region Scheme Amendment 1404/41 – Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation) must be communicated to ATCO prior to any works being undertaken.
- ATCO has a number of easements in place for the safeguarding and protection of ATCO assets and infrastructure throughout its network. The rights and obligations of these easements must be adhered to by all those party to it. Preservation of any ATCO existing easement is paramount and ATCO require adequate separation distance for pipeline operation and maintenance should the proposed Metropolitan Region Scheme Amendment 1404/41 – Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation) impact any existing ATCO easements.
- Anyone proposing to carry out construction or excavation works within 15 metres of Critical Asset Infrastructure must contact 'Before You Dig Australia' ([www.byda.com.au](http://www.byda.com.au)) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure <https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html>
- All works occurring within 15 metres of Critical Asset Infrastructure must undergo ATCO Engineering Assessment to determine if additional safety measures are required. Risk mitigation and asset protection measures may be necessary. Notification for the works must be submitted to ATCO via the [online web portal](#).
- All works occurring within 15 metres of Critical Asset Infrastructure must comply with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 <https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html>



- Future construction and any proposed access roads across the ATCO Critical Asset gas mains (including proposed roads and road upgrades) need to be managed in accordance with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 <https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html>
- Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' ([www.byda.com.au](http://www.byda.com.au)) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure <https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html>
- If the disconnection and/or removal of an ATCO gas service is required, a request can be submitted via the online ATCO portal found [here](#).

Please accept this email as ATCO's written response.

Should you have any queries regarding the information above, please contact us on 13 13 56 or [eservices@atco.com](mailto:eservices@atco.com).

Kind Regards

**Chris Crowson**  
Land Management Coordinator  
Gas Division

E. [chris.crowson@atco.com](mailto:chris.crowson@atco.com)

A. 81 Prinsep Road, Jandakot, Western Australia 6164



[ATCO.com.au](http://ATCO.com.au) [LinkedIn](#) [Facebook](#) [Twitter](#)

*ATCO acknowledges the Traditional Owners of country throughout Australia and their continuing connection to land, sea and community. We pay respect to their Elders past, present and emerging, and in the spirit of reconciliation, we commit to working together for our shared future.*

---

**From:** Marija Bubanic <[Marija.Bubanic@dplh.wa.gov.au](mailto:Marija.Bubanic@dplh.wa.gov.au)>

**Sent:** Friday, 7 July 2023 1:58 PM

**To:** Engineering Services <[eservices@atco.com](mailto:eservices@atco.com)>

**Subject:** LM23524 Advertising of Proposed MRS Amendment 1404/41 - Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)

**\*\*Caution – This email is from an external source. If you are concerned about this message, please report using Phish Alert Button in your Outlook for analysis.\*\***

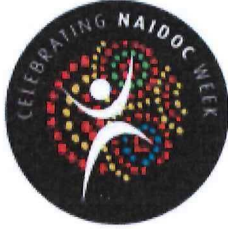
**Advertising of Proposed Metropolitan Region Scheme Amendment 1404/41 - Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)**

Please see attached notification letter for the above amendment which is currently on advertising. For your information below is the link to the online display:-

[MRS Major Amendment 1404/41 – Roe 8 Remainder and Roe 9 \(Removal of Primary Regional Roads reservation\) \(www.wa.gov.au\)](http://www.wa.gov.au)

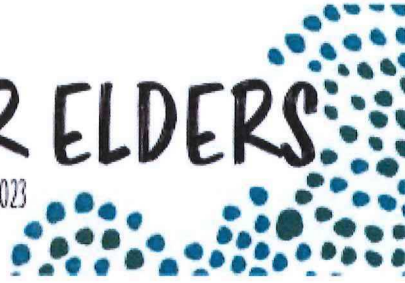
Kind regards

**Marija Bubanic**  
Planning Administration Coordinator | Land Use Planning  
Department of Planning, Lands and Heritage  
140 William Street, Perth WA 6000



# FOR OUR ELDERNS

NATIONAL NAIDOC WEEK 2-9 JULY 2023



The Department acknowledges the Aboriginal people of Western Australia as the traditional custodians of this land, and we pay our respects to their Elders, past and present.

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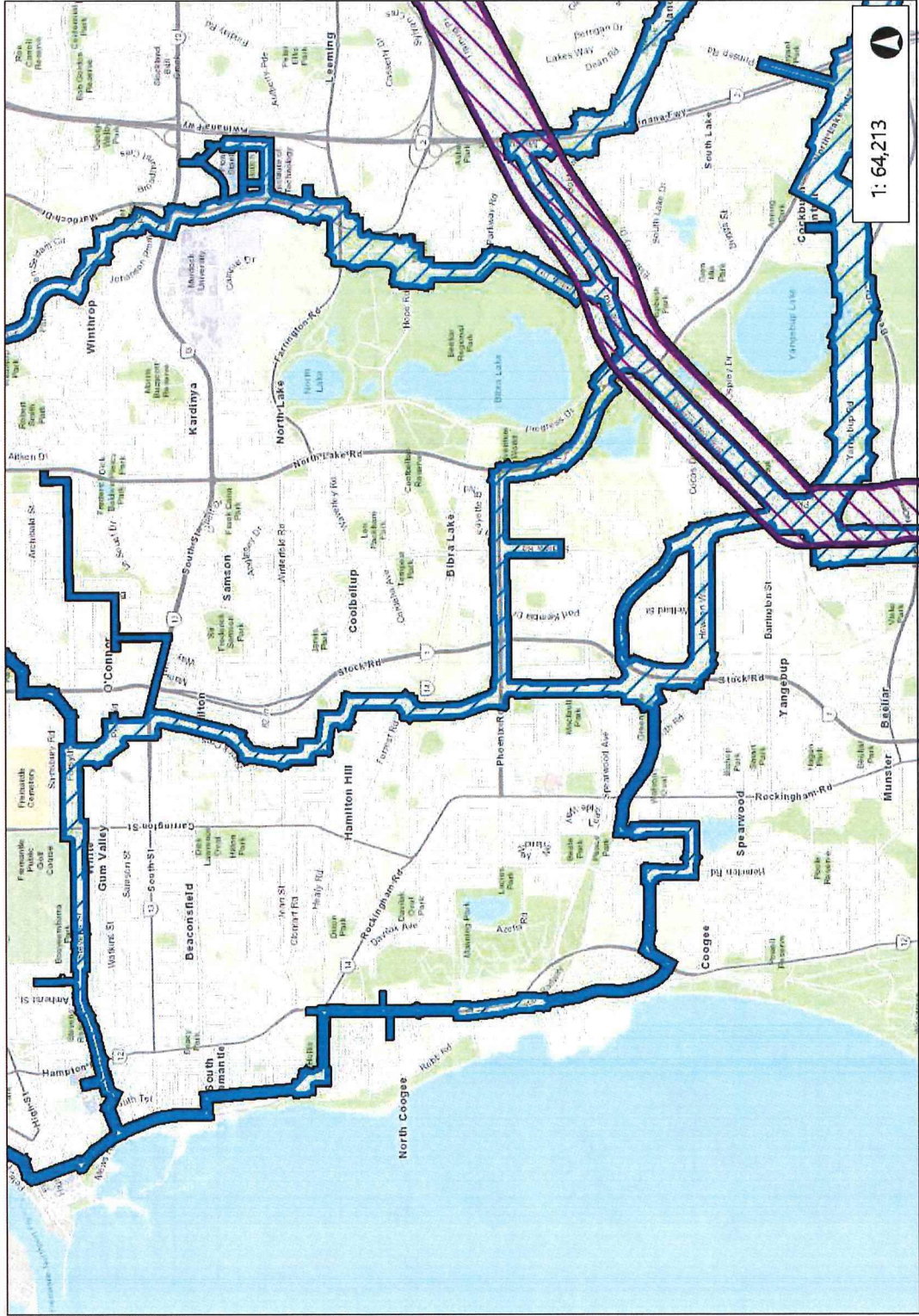
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Department of Planning,  
Lands and Heritage

# PlanWA Trigger Distance - LM23524






1: 64,213



3.3 Kilometers

Date produced: 12-Jul-2023

### Legend

-  APA Trigger Distance
-  ATCO Trigger Distance
-  Cadastre

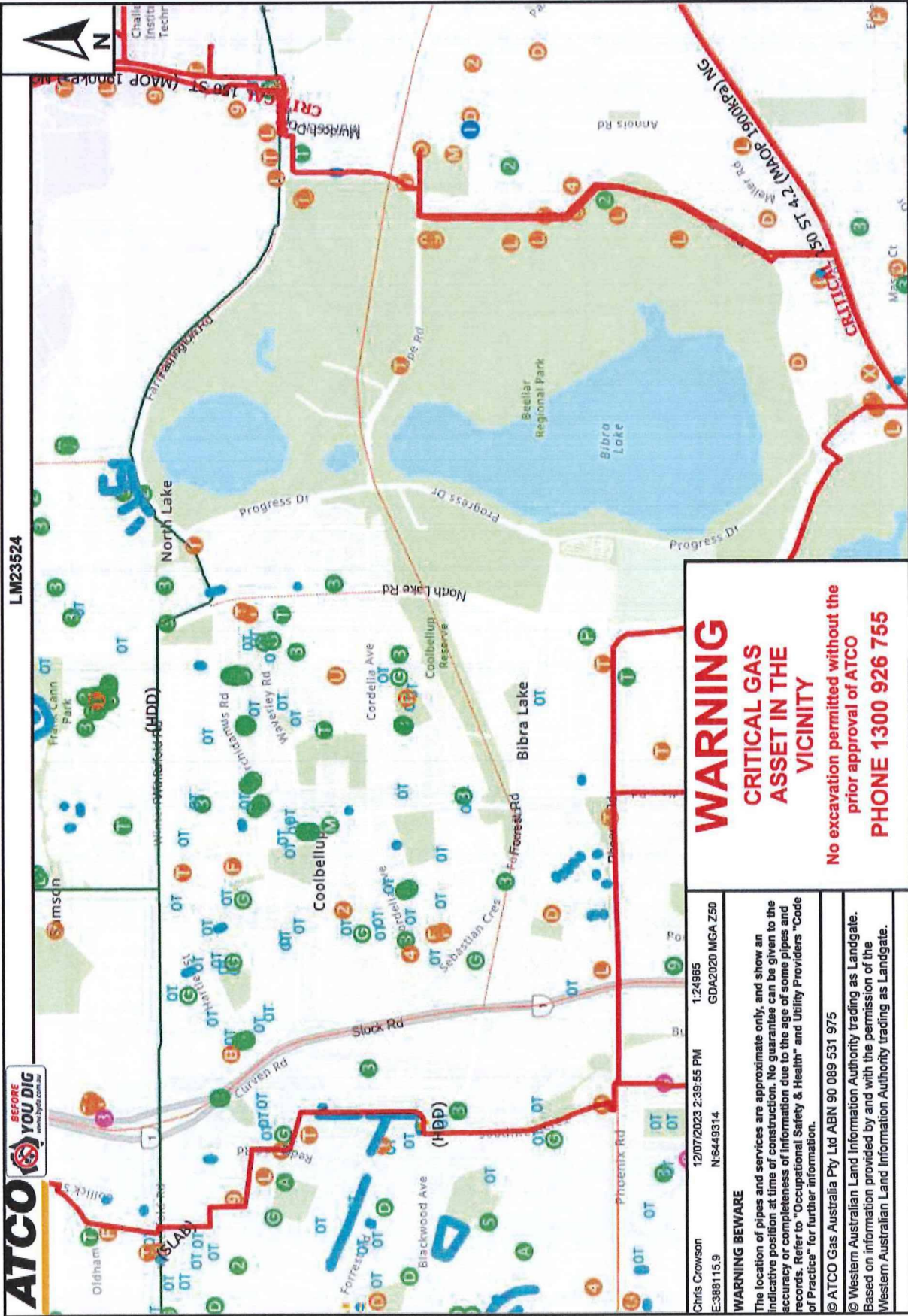
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### Notes

This map is a user generated static output from PlanWA (a public interactive mapping tool provided by the Department of Planning, Lands and Heritage and accessed via wa.gov.au) and is for reference only.

**THIS MAP IS NOT TO BE USED FOR NAVIGATION**





LM23524



**WARNING**  
**CRITICAL GAS**  
**ASSET IN THE**  
**VICINITY**

No excavation permitted without the prior approval of ATCO  
**PHONE 1300 926 755**

**WARNING BEWARE**  
 The location of pipes and services are approximate only, and show an indicative position at time of construction. No guarantee can be given to the accuracy or completeness of information due to the age of some pipes and records. Refer to "Occupational Safety & Health" and Utility Providers "Code of Practice" for further information.

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 © Western Australian Land Information Authority trading as Landgate.  
 Based on information provided by and with the permission of the Western Australian Land Information Authority trading as Landgate.

Chris Crowson 1:24965 GDA2020 MGA Z50  
 E:388115.9 N:8449314  
 12/07/2023 2:39:55 PM

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**Subject:** FW: Advertising of Proposed MRS Amendment 1404/41 - Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)

**From:** Jim Mackintosh <jim.mackintosh@dwer.wa.gov.au>

**Sent:** Monday, 17 July 2023 1:56 PM

**To:** Marija Bubanic <Marija.Bubanic@dplh.wa.gov.au>

**Subject:** RE: Advertising of Proposed MRS Amendment 1404/41 - Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)

Dear DPLH,

Thank you for the above referral. The Department of Water and Environmental Regulation (DWER) has considered the proposal and has no objections and no comments.

Regards

**Jim Mackintosh**

---

**Department of Water and Environmental Regulation**

**Program Manager**

**Swan Avon Region**

**Planning Advice Section**

T 08 6250 8043 |

E [jim.mackintosh@dwer.wa.gov.au](mailto:jim.mackintosh@dwer.wa.gov.au)

Visit our website [www.dwer.wa.gov.au](http://www.dwer.wa.gov.au)



**From:** [Mary Rath](#)  
**To:** [Region Planning Schemes](#); [Premier](#); [The Wetlands Centre Cockburn](#)  
**Cc:** [maryannforpeace@rocketmail.com](mailto:maryannforpeace@rocketmail.com)  
**Subject:** DPLH/WAPC amended plans for rezoning Roe8 West and Roe9  
**Date:** Sunday, 10 September 2023 3:24:50 PM  
**Attachments:** [20230910\\_142012.jpg](#)

You don't often get email from [maryannforpeace@rocketmail.com](mailto:maryannforpeace@rocketmail.com). [Learn why this is important](#)

Attention Director General Anthony Kannis,  
Please listen

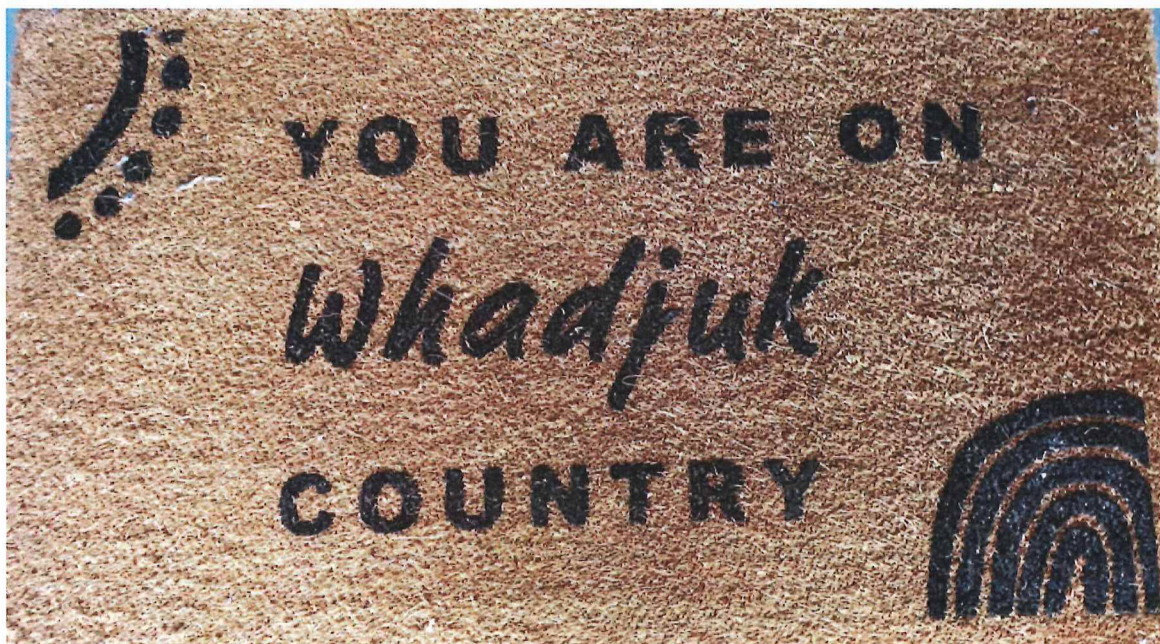
See habitat as an asset and extend any native habitat on earth, do not destroy. This area(in the subject matter of this email), is the longest, remaining east west corridor in the Perth metropolitan area. It is 11km long.

The earth's future needs a canopy of green, not only for threatened wildlife, but also for human health, mentally and physically(we need cooler environments). Note, where the habitat is to be disrupted in this amendment, is in the City of Cockburn, which has one of the lowest canopy cover in Australia(around 11%)

Other aspects to consider are the aboriginal heritage areas. Have these areas been fully explored and documented? With the proposed development to disrupt the east west corridor, it shows disrespect for Boodja or the Whadjuk country.

Humans need to link to nature and hence your department needs to seriously consider revision of the planned development and keep, protect and maintain the east west wildlife corridor intact. The challenge for all of us is to expand any green space to create habitat for wildlife and human recreation together letting the earth repair.

Please update me in the progress and conclusion of your department's decision. Thankyou you in anticipation that the earth's habitat is respected, treasured, and preserved.



Peace from  
Mary Ann Rath  
29 Jamaican rd Waikiki 6169





Department of  
**Primary Industries and  
Regional Development**

**SUBMISSION  
178**

Your reference: 1404/41  
Our reference: LUP 1647  
Enquiries: Greg Doncon

Ms Sam Fagan  
Secretary  
Western Australian Planning Commission  
140 William Street Perth WA 6000

Email: [RegionPlanningSchemes@dplh.wa.gov.au](mailto:RegionPlanningSchemes@dplh.wa.gov.au)

Date: 21 September 2023

Dear Sam

**Metropolitan Region Scheme Proposed Amendment 1404/41 - Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)**

Thank you for inviting the Department of Primary Industries and Regional Development (DPIRD) to comment on the above proposal.

DPIRD does not object to the Metropolitan Region Scheme Amendment 1404/41 which proposes to

- reclassify portions of the Primary Regional Roads (PRR) reservation, known as Roe 8 and Roe 9, and some nearby urban zoned land to the Parks and Recreation reservation
- transfer other defined portions of the PRR reservation to the Urban zone.

The total amendment area is approximately 58 hectares.

For more information, please contact Greg Doncon on 90813117 or [greg.doncon@dpird.wa.gov.au](mailto:greg.doncon@dpird.wa.gov.au)

Yours sincerely

Tim Overheu  
**Acting Director Agriculture Resource Management Assessment  
Sustainability and Biosecurity**

444 Albany Highway Albany WA 6330  
Telephone 08 9892 8444 [landuse.planning@dpird.wa.gov.au](mailto:landuse.planning@dpird.wa.gov.au)

**dpird.wa.gov.au**

ABN: 18 951 343 745

**From:** WAPCreferrals <WAPCreferrals@pta.wa.gov.au>  
**Sent:** Tuesday, 12 September 2023 2:28 PM  
**To:** DPI Referrals  
**Cc:** Anthony Muscara  
**Subject:** PROPOSED MRS AMENDMENT 1404/41 - ROE 8 REMAINDER AND ROE 9 (REMOVAL OF PRIMARY REGIONAL ROADS RESERVATION)

Hi Anthony,

I'm just working through some items and I'm not sure if the following response was sent to you, so thought I'd send it though again just in case you haven't received it yet.

**PROPOSED MRS AMENDMENT 1404/41 - ROE 8 REMAINDER AND ROE 9 (REMOVAL OF PRIMARY REGIONAL ROADS RESERVATION)**

Thank you for providing the Public Transport Authority (PTA) with the opportunity to review and provide comments on the above MRS Amendment proposal.

PTA does not object to the proposed MRS Amendment to exclude the subject land from "Primary Regional Roads (PRR)" zone and include in "Urban" and "Parks and Recreation" zones.

Should the Department of Planning and Urban Development have any queries in respect to the above comments, in the first instance please feel free to contact Imre Szito, Project Manager on 9326 3700 or [WAPCreferrals@pta.wa.gov.au](mailto:WAPCreferrals@pta.wa.gov.au).

Kind regards,

**Rashidah MacLeod**  
**Transport and Land Use Planner | Infrastructure Planning and Land Services**  
Public Transport Authority of Western Australia  
Public Transport Centre, West Parade, Perth, 6000  
PO Box 8125, Perth Business Centre, WA, 6849  
Tel: (08) 9326 5658 Fax: (08) 9326 2000 | Web: [www.pta.wa.gov.au](http://www.pta.wa.gov.au)



*The Public Transport Authority of Western Australia cannot accept any liability for any loss or damage sustained as a result of software viruses. You must carry out such virus checking as is necessary before opening any attachment to this message. The information in this email and any files transmitted with it may be of a privileged and/or confidential nature and is intended solely for the addressee(s). If you are not an intended addressee please notify the sender immediately, and note that any disclosure, copying or distribution by you is prohibited and may be unlawful. The views expressed in this email are not necessarily the views of the Public Transport Authority.*



**BEELIAR REGIONAL PARK COMMUNITY ADVISORY  
COMMITTEE**



21 September 2023

The Secretary  
WA Planning Commission  
Locked Bag 2506  
Perth, WA

Email: [RegionalPlanningSchemes@dph.wa.gov.au](mailto:RegionalPlanningSchemes@dph.wa.gov.au)

**Metropolitan Region Scheme Amendment 1404/41**

The Beeliar Regional Park Community Advisory Committee wishes to comment on the proposed MRS Amendment 1404/41 concerning Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads Reservation).

The Beeliar Regional Park Community Advisory Committee (BRPCAC) has been established to provide a regular forum for community members to have input into the management and planning of the Beeliar Regional Park. The Committee contains representatives of State and local government agencies and community members. The Minister for the Environment has endorsed the appointment of the community representatives on the Committee.

The proposed amendment was discussed at a meeting of the Beeliar Regional Park Community Advisory Committee on Thursday 7 September 2023. The members noted that their groups and agencies held a variety of views about the proposed amendment. Since the BRPCAC is an advisory body to DBCA it was decided not to take an official position on this amendment. Nevertheless, in the spirit of providing the best advice to the WAPC in assessing this project, the Committee offers the following comments. These comments are the majority opinions of the committee and do not replace the independent views of the groups that the members represent.

1. We support the proposal to remove the primary regional road reservation over the land that was previously set aside for Roe Highway stages 8 and 9.
2. We support the rezoning of the remainder of the Roe 8 land to the parks and recreation zone in the MRS, apart from the small section east of Bibra Drive which is proposed urban.
3. We are not opposed to rezoning some degraded sections of the Roe 9 land to the urban zone, but we would like to see a greenway connection from North and Bibra Lakes to Manning Lake. This greenway would enhance the Beeliar Regional Park by providing a corridor for recreation and wildlife migration between the eastern and western chains of the Beeliar wetlands.
4. We are concerned that the large Roe Highway/Stock Road interchange reserve is not included in this amendment. This area contains some high-quality tuart woodland and is an important link in the proposed greenway from the eastern to the western chains of the Beeliar wetlands. We hope that the WAPC will move quickly to rezone this land to protect this bushland and establish the greenway linkage.
5. We have previously written to Minister Saffioti suggesting a fauna and pedestrian overpass near the Stock Road/Forrest Road intersection. This would help to ensure a safe crossing for humans and wildlife using the Cockburn Community Wildlife Corridor.

We trust that you will give these views careful consideration and amend the proposal accordingly.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'P. Jennings', written in a cursive style.

Philip Jennings  
Chairperson  
33/22 Windelya Road  
Murdoch, WA 6150



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**From:** Richard Read <[richard.read@uwa.edu.au](mailto:richard.read@uwa.edu.au)>  
**Sent:** Wednesday, 27 September 2023 11:10 AM  
**To:** Region Planning Schemes  
**Subject:** Submission by R. Read on MRS Major Amendment 1401/41

**Importance:** High

**Categories:** Ack, Ack Receipt, MB

You don't often get email from [richard.read@uwa.edu.au](mailto:richard.read@uwa.edu.au). [Learn why this is important](#)

Planning and Development Act 2005  
Section 41 Amendment (Major)

Submission  
Metropolitan Region Scheme Amendment 1401/41

Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads Reservation).

Emeritus Professor Richard Read  
4a Whitton Street, Hamilton Hill, 6163, WA  
Contact 0401643442  
Email: [richard.read@uwa.edu.au](mailto:richard.read@uwa.edu.au)

Submission

I would be grateful for the confirmation of the receipt of this submission.

I am an Emeritus Professor of Art History and Senior Research Fellow at the University of Western Australia and the author of two recent books on Australian landscape painting and the Anthropocene, respectively published by Yale University Press E-Portal and Cambridge University Press. In February of this year I moved with my wife, Melanie Honnor, a clinical psychologist, from North Fremantle to Hamilton Hill to enjoy the flora and fauna of a relaxed, semi-rural area of great natural and historical variety that enjoys a slower pace on the outskirts of the city. Since my daughter and young grandsons live in Coolbellup with schools in Coolbellup and Bibra Lake I regularly drive from Whitton Street to Bibra Lake via Forrest or Blackwood Road, a route which amongst others in the Cockburn area I also regularly cycle for recreational purposes. It is extraordinary to be able to cross so many areas of rural beauty and subtle charm, with their complex, overlapping traces of many historical purposes. Particularly when I cycle I see how the continuities of nature are broken by many arid stretches of road where traffic flow has become the main priority. I am entirely in sympathy with the aims of the Cockburn Community Wildlife Corridor in establishing a continuous chain of wildlife connection between Bibra Lake and the Ocean, where wildlife bridges across Stock Road, Carrington and Cockburn Road are an absolute necessity. Given the existing resources and future potential of the area under consideration I regard it as a colossal failure of imagination for the DPLH to regard future traffic flow as the primary criterion for zoning large parts of the area as urban. Prioritising commercial interests in Perth in general risks destroying the very assets that make Perth an attractive place to live in and tourists to visit. While I understand that building new houses is a high priority, there needs to be much smarter ways of integrating residential development with state of the art ecological policies for areas especially privileged with heritage and natural resources such as this one. I am particularly concerned that under the current plans most of Roe 9 is still rezoned urban, perhaps particularly the pink urban area from (roughly) Starling Street to the side of Ely Street on Proposal 1, p. 29

where my connection with a proposal Wildlife Corridor is the greatest. In an area such as the City of Cockburn where I understand the tree canopy at 11% is amongst the lowest in Australia, the establishment of the Wildlife Corridor is of the utmost importance for the strengthening of biodiversity and the preservation of the natural environment for the health and well-being of my family, particularly my grandsons, the community in general and the commercial opportunity of attracting world class tourism. My impression from attendance at the disappointing discussion of item 14.1.2 at the Cockburn City Council meeting on 14 September 2023 is that the City feels intimidated by the power of the DPLH/WAPC in the matter of zoning and is prepared to temper the strength of feeling it is aware of in the electorate in this matter, a strength of feeling that did much to change the government at the last state election. I would therefore like the City and State to work together in rezoning all the Roe 8 West and Rose 9 lands as P&R to create a connected wildlife corridor along the 11 kilometers from Bibra Lake to the ocean across the seven distinct ecological zones, which are the only east-west corridor in the metropolitan area. Since I often play with my grandsons in the magnificent bushland adjoining Forrest Road I am aware of the very high natural value of this land and consider that the amount of land retained by Main Roads for Stock Road upgrades should be considerably reduced. I also endorse the recommendations of NatureLink Perth for a minimum 15 metre cycle path along the corridor with 4.6 metre vegetation on both sides unless the path is one on side of the bushland. I also strongly object to the possibility of new crossroads running north-south across the corridor, which are possibly implied by the City plan of item 14.1.2 presented at the 14 September meeting. Finally, I strongly recommend preservation of the Aboriginal heritage areas on the corridor and believe that local elders should play a significant role in the design and construction of the wildlife corridor. At a time when global warming is widely recognized as matter of impending doom if precautions are not taken, and when Perth's geo-climatic location puts it directly in the firing line for the worst consequences, I consider that protection and enhancement of the environment should be of the highest priority in the future planning of this area.

Yours sincerely,

Richard Read

Emeritus Professor Richard Read  
Senior Honorary Research Fellow  
UWA School of Design  
University of Western Australia





Department of **Biodiversity,  
Conservation and Attractions**



**SUBMISSION  
182**

Your ref: RLS/1076  
Our ref: 2019/000485 (PRS 50806)  
Enquiries: Catherine Prideaux  
Phone: 08 9442 0300  
Email: Catherine.Prideaux@dbca.wa.gov.au

Ms Sam Fagan  
Secretary  
Western Australian Planning Commission  
140 William Street  
PERTH WA 6000

Attention: Mr Scott Haine

Dear Ms Fagan

**METROPOLITAN REGION SCHEME PROPOSED AMENDMENT 1404/41  
ROE 8 REMAINDER AND ROE 9 (REMOVAL OF PRIMARY REGIONAL ROADS  
RESERVATION)**

I refer to the letter dated 7 July 2023 requesting comment on the proposed amendment to rezone approximately 58 hectares from the Primary Regional Roads (PRR) reservation, and some nearby urban zoned land, to the Parks and Recreation reservation. Other portions of the PRR reservation are proposed to be transferred to the Urban zone.

As presented in Appendix A of the MRS amendment report volume 1 (WAPC, July 2023), the scheme amendment was recently referred to the Environmental Protection Authority (EPA) who subsequently considered that the proposed scheme should not be assessed. The EPA notes, in its determination letter dated 31 May 2023, that 'vegetation, fauna habitat and heritage values are not proposed to be impacted. Implementation of the amendment will comply with Ministerial Statement 1148 which provides conditions for a Rehabilitation Zone, which intersects with parts of the amendment area.'

DBCA notes that portions of the Beeliiar Regional Park, previously included in the Roe 8 PRR reservation, were subject of a previous MRS amendment to transfer them to the Parks and Recreation reservation in August 2021. The areas included in the proposed amendment fall outside the regional park and therefore there are no matters identified that fall under DBCA's legislative responsibility. DBCA's Regional Parks Unit does acknowledge the community expectations regarding the protection of a wildlife corridor and recreational enhancements and notes a 'Potential Green Linkage – Roe 8 West and Roe 9' concept is included in Appendix F of the MRS documentation, which may address these expectations.

DBCA concurs with the EPA's findings and has no further comment on the proposed amendment.

Swan Region  
Cnr Australia II Drive and Hackett Drive, Crawley WA 6009  
Locked Bag 104, Bentley Delivery Centre, Western Australia 6983  
catherine.prideaux@dbca.wa.gov.au  
www.dbca.wa.gov.au

Should you wish to discuss any of the comments provided please contact Planning Officer Catherine Prideaux of this office on telephone 9442 0300, or by email at [catherine.prideaux@dbca.wa.gov.au](mailto:catherine.prideaux@dbca.wa.gov.au) in the first instance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Benson Todd', is positioned above the typed name.

Benson Todd  
REGIONAL MANAGER

28 September 2023





Your ref: RLS/1076

Our ref: DT/15/05120

Enquiries: Shanthi Golestani – 9216 8774

Ms Sam Fagan  
Secretary, Western Australian Planning Commission  
Department of Planning, Lands and Heritage  
140 William Street  
PERTH WA 6000

By email: [regionplanningschemes@dplh.wa.gov.au](mailto:regionplanningschemes@dplh.wa.gov.au)

Attention: Scott Haine

Dear Ms Fagan,

**RE: Metropolitan Region Scheme Proposed Amendment - 1404/41 - Roe 8 remainder and Roe 9 removal PRR reservation**

Thank you for your letter dated 7 July 2023 inviting the Department of Transport (DoT) to provide comment on the above proposed amendment. The Urban Mobility (UM) division of DoT has reviewed the submitted documents and advises that DoT has no objection to this proposal, however UM's Active Transport team have provided the following advice in relation to ongoing planning for the area covered by this amendment:

- DoT is working to provide a continuous, high standard active transport corridor with minimal severance from intersecting roads as part of a broader east-west primary Long Term Cycle Network (LTCN) route between the Kwinana Freeway PSP and Fremantle, linking into strategic north-south routes at either end. This includes provision of a primary route between Murdoch Drive and Ocean Drive which is intended to generally follow an indicative line along the deleted Roe 8 & 9 alignment.
- DoT's priority is to ensure integrity of the route is preserved to enable implementation over time in coordination with future land-use development. As such, DoT recommends the following with regards to the proposed scheme amendment:
  - Proposed rezoning to 'Urban' - the primary route should not be impeded by future development and subsequent district and local area planning must reflect the need for achieving a continuous route.
  - Preferably, planning for the provision of the primary route should precede further district and local planning of the new urban areas. How the route navigates through Carrington St and Rockingham Rd west of Carrington St and the surrounding properties is a key issue which has potential to

create severance issues for the route and compromise the route function. Due to the form and function of the existing roads, this section of the alignment presents a considerable challenge for future planning, as common active transport solutions along these roads would not satisfy the route's regional function.

- The transport assessment undertaken as part of this scheme amendment does not acknowledge the importance of achieving a high standard active transport connection along this corridor. The completion of this route is an important component to encouraging uptake of active modes of transport and reducing demand for private vehicle trips.
- The areas proposed to be zoned "Parks and Recreation" must allow for future provision of a high-quality path.

DoT would welcome ongoing consultation and engagement with regards to future planning stages to ensure that future decisions regarding potential land uses do not compromise ability to achieve a continuous, high standard active transport corridor. This must be done in close consultation between DoT's Active Transport team and the City of Cockburn.

Public Transport Authority and Main Roads WA

We understand the application has been referred to the Public Transport Authority and Main Roads WA, who will provide independent responses.

Thank you for the opportunity to provide comments for the above development. If you wish to follow up on any of these matters, please do not hesitate to contact Shanthy Golestani 9216 8774.

Yours sincerely



Matt Buckels  
Manager Strategic Transport Planning  
28/09/2023

Judith Fogarty

20/02/1947

20 Watercress Gardens Spearwood 6163

0422119294

[Jfog72@yahoo.com.au](mailto:Jfog72@yahoo.com.au).

I live around 3 kms from the west end of the Wildlife Corridor, close to the coast and Manning Park Ridge.

I have been a member of Keep Australia Beautiful for several decades and have always had an interest in the natural environment.

However, through the media and other avenues, I became more aware of the current climate issues and the alarming rate of loss of our natural habitat around 4 years ago.

The DPLH has an opportunity to enhance the road reserve/wildlife corridor into something unique and worthwhile in the Cities of Cockburn and Fremantle. There is always demand on land, but somehow human interests always win against preservation, conservation, and regeneration of the natural environment.

Local Governments usually have lots of documentation on conservation and policies for the conservation, however when it comes to receiving funds from the constituents, the temptation to gain more finance, (more ratepayers) then taking vacant land, (whether it is bushland or OPS) the financial gain outweighs the natural environment argument. This is because the price is monetary. A financial gaining situation or an ongoing cost to maintain native bush or parks/ OPS.

This dilemma also occurs at State and Federal Government levels, where laws are produced to protect species of flora and fauna and the natural environment. Yet again and again land gets put up for other uses, in contradiction, by the governments that make the laws.



Some of the road reserve is 'degraded' a word that implies it is of no value or use. A better way to describe it would be to state that the parts of the road reserve require 'regeneration' which would be the correct statement. If the land had no interference from active human use, ie bike trails and damage to the bush and trees, it will regenerate itself. And if it gets help in planting, watering, and weeding, it will become a thriving ecosystem, like the other parts of the wildlife corridor.

It is a necessity to be diligent in protecting and enhancing ecological linkages to keep and strengthen biodiversity.

The whole of the S.W of WA, including the Perth Metro area is one of the most biological diversity hotspots in the world. It is amazing to think that botanists trave here to study what we have.

It is also amazing, sadly, that Australia has the highest rate of extinction of flora and fauna in the world.

These two statements do not belong together. But they are both fully documented facts.

With the world in global climax, it doesn't make sense to continue to sacrifice bush or vacant land and build dwellings and other facility structures on.

***In Sir David Attenborough's words,"*** The truth is: the natural world is changing. And we are totally dependent on that world. It provides our food, water, and air. Ito is the most precious thing we have, and we need to defend it." Late in the last century, on one of his visits, Sir David Attenborough visited Bold Park and was awed to find such a large nature area within the vicinity of residents. He described it as a rare and beautiful privilege for people to experience nature firsthand in populated areas.



**Sir John Forrest** over 100 years ago had the foresight and vision to set aside the bush land (prestige building land) in Kings Park for conservation.

**Sampson Park has large bush areas** (courtesy of hours of volunteer work from Friends of Sampson Park) which is how the whole of the Wildlife Corridor could be, if given the chance. **The power is with the State Government** to take this opportunity to achieve a monumental environmental milestone. ***A fully functional wildlife corridor from Wetlands to Waves.***

**This supports and serves at least three functions.**

This functional wildlife corridor achieves not only habitat for the wildlife but supports all types of ecosystems and protected and threatened species, some unique to the coastal plain.

The second is the importance of the natural environment for human health and wellbeing. Access to natural areas in an increasingly urbanised society is well recognised as having a positive affect on both physical and mental health. You only have to witness the Carnaby's as they fly over to find their favourite tree to roost overnight to enjoy a few moments of nature. This is where sealed pathways for the community to walk through could exist.

Creating a tree canopy throughout the wildlife corridor would help mitigate the heat island effect (nature-based adaptations reducing urban heat are needed) and help raise Cockburn's low rate of tree canopy (11%) With pathways in this shaded OPS, hundreds if not thousands of citizens would utilize the corridor for connecting with nature, recreation (walking or cycling) and relaxing.

In conclusion, I would strongly recommend that the whole of Wildlife Corridor be zoned as Parks and Recreation (passive only in native bushland areas). I believe it deserves it, I believe the flora are entitled

to it and I believe that the fauna are tired of being excavated from their habitats.

If the end result in the decision making process is partly development, ( see paragraph 4 and 5 page 1.) then the majority of the corridor should be retained and supported as natural bushland. I.e. housing on the edges of the corridor only, protected and fenced areas while being regenerated, connectivity through careful planning of paths, sensitivity and limited access to heritage areas, respectful to both First Nations and European history, and a restriction of active sports or recreation that is harmful to the habitat of wildlife and general environment. (Bobtails injured through mountain bike riding)

I thank you for opportunity to give my opinion, I understand it is an emotive one, however I don't apologise for that. We, as individuals, as a nation, and as a government must make decisions that are the best for our country and our earth that will take us into a sustainable future, and not to do what suits the 'now.'

In appreciation

Judy Fogarty

Enquiries: Strategic Planning – 9411 3505  
Our ref: 105/001 & 110/232

**SUBMISSION**  
**185**



10 October 2023

Western Australian Planning Commission  
Locked Bag 6  
PERTH WA 6001

Dear Sir/Madam

**City Submission on Metropolitan Region Scheme  
Major Amendment 1404/41 – Roe 8 Remainder and Roe 9**

Thank you for the opportunity to review and provide comment on the above proposal.

In response, please find attached relevant extracts from the Council Minutes from its Ordinary Meeting on the 14<sup>th</sup> September 2023 at which the matter was reported on and discussed.

At that meeting Council resolved to: *ENDORSE the City preparing a submission to the WAPC on MRS Amendment 1404/41, that:*

1. *ACKNOWLEDGE the State Government's:*
  - a) *Commitment in actioning its election promise (to remove the residual portions of the former Perth Freight Network Primary Regional Road Reservation)*
  - b) *Pre-referral engagement with the directly affected community; and*
  - c) *Response to the feedback received, in particular the creation of a greater areas of regional 'Parks and Recreation' reserved land that encompass key stands of native vegetation.*
  
2. *SUPPORT the proposal, subject to the following modifications (as roughly depicted on **Attachment 4**):*
  - a) *Expansion of the regional 'Parks and Recreation' reservation to include the land between Lot 89 Rockingham Road, Dixon Park, Starling Street, Rockingham Road and Leda Street, to accommodate future development of a regional Basketball Facility in this location;*
  - b) *Widening the 'Urban' zoned alignments of both Southwell Crescent and Forrest Road, based on updated traffic modelling (prepared in alignment with the City's current District Traffic Study work), that more appropriately considers the full implications of this proposal on the local road and associated movement network.*

9 Coleville Crescent, Spearwood WA 6163, PO Box 1215, Bibra Lake DC WA 6965

T: 08 9411 3444 E: [customer@cockburn.wa.gov.au](mailto:customer@cockburn.wa.gov.au)

W: [cockburn.wa.gov.au](http://cockburn.wa.gov.au) ABN 27 471 341 209



3. *REQUEST:*

a) *pursuant to s.126(3) of the Planning and Development Act 2005, that the resultant 'Urban' zoned land be concurrently zoned 'Development' under the City of Cockburn Town Planning Scheme No.3, aside from:*

- i. the existing road reservations of Carrington Street, Sudlow Road, Coolbellup Avenue and Bibra Drive; in addition to*
- ii. the affected road reservations of Southwell Crescent and Forrest Road [as adjusted by (2)(c) above];*

*which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.*

b) *The opportunity for City technical officers to speak on the proposal at a Public Hearing.*


4. *ENCOURAGE the State Government to:*

a) *Commence the inter-agency land assembly process as a matter of urgency.*

b) *Undertake complementary MRS Amendment(s) that (as roughly depicted on Attachment 4) consider:*

- i. Including all of the Hamilton Hill Swamp Registered Aboriginal Heritage Site #18332 within an expanded regional 'Parks and Recreation' reserve, reflective of its considerable cultural heritage significance;*
- ii. Including Lot 1 Southwell Crescent (or parts thereof) within an expanded regional 'Parks and Recreation' reservation, on the basis it contains vegetation of equal quality and environmental significance to adjoining land being reserved under this proposal, its awkward shape, and the difficulties the adjoining vegetation pose to accommodating a bushfire safe development outcome;*
- iii. Removes the residual portion of the former Hamilton Hill 'High School' reservation, and rationalises the future grade separated interchange of Stock Road and Forrest Road, in a manner that maximises the preservation of the environmentally significant vegetation within that area; and*
- iv. Appropriately reserves the constructed deviation of Roe Highway between the Kwinana Freeway interchange and Murdoch Drive, including the bridge over Farrington Road.*

c) *Consider the inclusion of a fauna overpass, as part of the future design of the Stock Road pedestrian bridge.*





5. *ADVISE the State Government:*

- a) *Of its intention to initiate a complementary local scheme amendment that:*
- i. *may refine the extent of the concurrent Development Zone, to streamline future redevelopment in appropriate circumstances; and/or*
  - ii. *introduces Special Control Areas (as roughly depicted on Attachment 4) to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), to ensure future development appropriately integrates with (and facilitates the redevelopment opportunities) of surrounding landholdings afforded by this proposal.*
  - iii. *Includes a specific provision within any future Development Zone which provides for a green (ecological) link extending through the area from east to west to form an integral element of the structure plan. This will ensure more flexibility to work with the community about where this connection should be.*
- b) *Of the City's expectation that the major landowners of the rezoned land will be primarily responsible for the future local structure planning of the resultant Urban/Development zoned land; and*
- c) *Not to assume that the City will automatically accept future management of the regional 'Parks and Recreation' reserves created. The City typically only accepts such arrangements where the land has been upgraded and/or revegetated to an appropriate standard (in particular, the removal of any existing or suspected contamination), to manage its future liability.*

Please note that included in the extracts are the City's responses to a number of public questions raised at the meeting that provide clarification on a number of points discussed in the Officer Report.

Should you have any queries wish to discuss any of the matters raised in further detail, please contact the City's Strategic Planning Team on 9411 3505 or via [stratplanning@cockburn.wa.gov.au](mailto:stratplanning@cockburn.wa.gov.au).

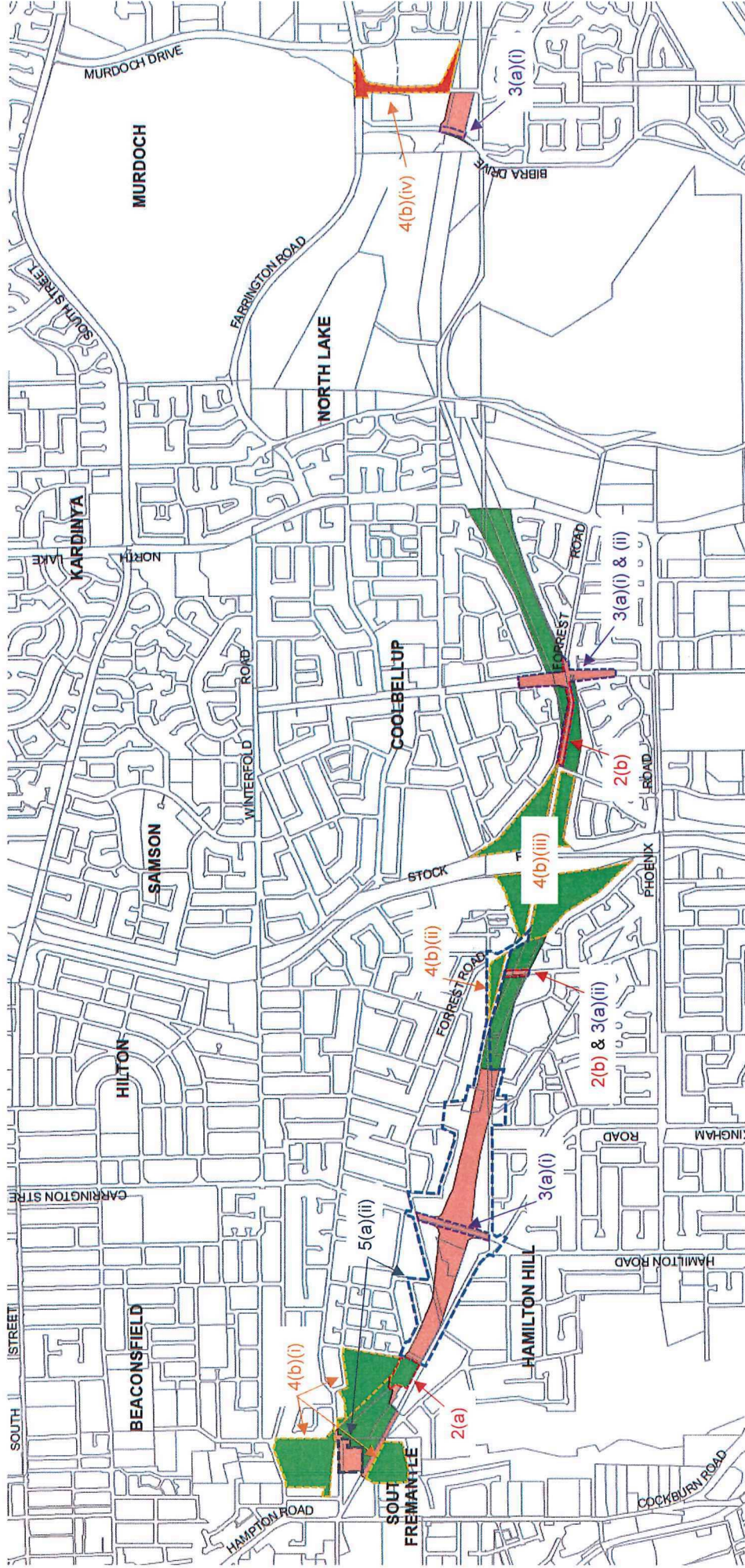
Yours sincerely,






**Daniel Arndt**  
Chief of Built and Natural Environment





**RECOMMENDED MRS AMENDMENT MODIFICATIONS – REFERENCES UPDATED AS PER COUNCIL RESOLUTION**



**Changes Recommended via this Amendment**

-  Excluded from 'Primary Regional Road' Reserve and 'Urban' Zone and included in 'Parks and Recreation' Reserve
-  Excluded from 'Primary Regional Road' Reserve and included in the 'Urban' Zone
-  Portions of 'Urban' Zone not to be zoned 'Development' in TPS3 via Concurrent MRS/TPS Process

**Further Changes Recommended via Subsequent MRS/TPS Amendment(s)**

-  Excluded from 'Primary Regional Road' and 'High School' Reserves and included in 'Parks and Recreation' Reserve
-  Excluded from 'Parks and Recreation' Reserve and included in 'Primary Regional Road' Reserve
-  Potential Future Structure Plan Areas (TPS3 Special Control / Development Areas)



The Council of the City of Cockburn  
**Ordinary Council Meeting**  
**Minutes**

**For Thursday, 14 September 2023**

These Minutes are subject to confirmation

Presiding Member's signature

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Date: 12 October 2023



## 7. Written Requests for Leave of Absence

Nil

## 8. Public Question Time

### Louise Corteen, North Coogee

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway  
(Remainder Stages 8 & 9) Primary Regional Road Reservation

Q1. Is the City only interested in retaining land in the Roe 9 corridor that currently has high environmental values?

A1. The Acting Chief of Built and Natural Environment advised no, based on earlier discussions with the State Government the City is taking a pragmatic approach to what it can request, in a manner that balances the environmental outcome with the future recreational needs of the local community.

Q2. The information in the agenda suggests that areas zoned Parks and Recreation where the land needs remediation would not be supported by the City. Is the City opposed to an increase in canopy to reduce the urban heat effect that would result if this land is remediated?

A2. The Acting Chief of Built and Natural Environment advised no, the City is simply seeking to make sure that any land handed over to the City's management is in a form that does not impose a significant financial liability. It would happily take over the proposed regional reserves in a remediated (and ideally enhanced) state.

### Raymond Grenfell, Hamilton Hill

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway  
(Remainder Stages 8 & 9) Primary Regional Road Reservation

Q1. These recommendations refer specifically to the "Cardigan Street Precinct" in regard to potential development opportunities. Is my interpretation correct that it is implied that by concurrently zoning urban areas as development, the City wish to see an expedited zoning process that will allow for the development of Cardigan Street?

A1. The Acting Chief of Built and Natural Environment advised no, for now the City is simply seeking to ensure the MRS outcome does not result in the absence of a local zoning, pending the preparation, advertising, Ministerial Approval and gazettal of a separate, subsequent local scheme amendment.

Q2. Cardigan Street borders a significant Aboriginal Heritage site; provides primary access to the heritage listed Randwick Stables and includes houses on





Cardigan Street that have considerable heritage value with very long-term tenants.

Considering how much concern there is within the community about future use of this land, will Council reconsider the City's recommendation for Western Australian Planning Commission (WAPC) to concurrently rezone this land as development?

- A2. The Acting Chief of Built and Natural Environment advised this is something for the Elected Members to consider later at this meeting.

When doing so, Elected Members should be aware that regardless of whether the WAPC accept a concurrent local development zoning, the ultimate outcome will form the subject of a subsequent local scheme amendment and/or structure planning process.

- Q3. Can Council guarantee that there will be no development of Cardigan Street without proper planning, including comprehensive structural plans that take into account the local community's concerns?

- A3. The Acting Chief of Built and Natural Environment advised this is the City's intent. A development zone will trigger the need for a local structure plan to be prepared, advertised and approved prior to further subdivision of development. Any other outcome (for example, Residential with a defined R-Coding) can only occur through a subsequent local scheme amendment process.

### **Robyn Walsh, Spearwood**

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway (Remainder Stages 8 & 9) Primary Regional Road Reservation

- Q1. It is my understanding that residential roads are generally designed at the structure planning stage – can you confirm that the intent here is to close Blackwood Avenue at Carrington Street and build a new road, along the existing primary regional road, retaining a 25m reserve which allows the possibility of going to four lanes at some time in the future – and thus establishing a new east-west link?

- A1. The Acting Chief of Built and Natural Environment advised no, the suggested widenings relate purely to the existing portions of Southwell Crescent and Forrest Road as they run through proposed Regional Open Space.

The intent is to allow the introduction of a median for safer pedestrian crossing and/or enhanced cycle lanes or public transport, not four lanes for cars, which under current standards would require an even wider reservation.

The alignment and width of any future east-west link would indeed be determined via a future structure planning process.





A four-lane road is not intended, however a wider reserve than Blackwood Avenue might accommodate a dedicated cycle route within a continuous landscaped ecological corridor on one side.

- Q2. Blackwood Avenue has houses adjacent to the road, but they are well set back. It is a perfectly adequate two-lane road. Why do you propose to build a new one right next door to it and close it off?
- A2. The Acting Chief of Built and Natural Environment advised that, as best evidenced by the recent installation of traffic calming devices, Blackwood Avenue is often used inappropriately and experiences traffic safety concerns.

Its intersection with Carrington Street in particular, is a recognised black-spot intersection that should ultimately be closed.

At this stage the alignment shown in Figure 10 of the OCM agenda attachment is conceptual and seeks to demonstrate the need to refine the proposed regional public open space it would need to go through.

Future structure planning will examine the alignment in further detail, including the benefit (or otherwise), of reusing portions of the existing road reserve.

- Q3. Am I right in thinking the suggestion is to close Blackwood at the Carrington end, making it a cul-de-sac and funnelling all traffic on to the new road?
- A3. The Acting Chief of Built and Natural Environment advised that in part, yes, the intent is to disperse or share the expected increase in traffic volumes through this area across a number of local roads, rather than push most of the impacts of not building the highway onto the existing alignment (and residents) of Forrest Road.

As shown by the north south local road connection on the advertised State Government Concept and Figure 10 of the Ordinary Council Meeting report, only the very western portion of Blackwood Avenue would likely become a cul-de-sac.

- Q4. Residents who bought on Hyam Road did so thinking they were buying on a quiet cul-de-sac bordering a park. Kids play outside their houses there, ride their bikes to the park. Opening this street up would destroy the amenity and have a devastating impact on their way of life. Have you considered the impact on these residents?
- A4. The Acting Chief of Built and Natural Environment advised that the concerns raised are understandable and will need to be balanced against the need to ensure an appropriately functioning local movement network as part of the subsequent local structure planning process. The process will involve further community consultation.
- Q5. You say that you are pleased with the suggestion to increase the size of Wheeler Park yet you are proposing a putting two roads through it – both





north/south and east west. How can you suggest this would maximise options for future use?

- A5. The Acting Chief of Built and Natural Environment advised that, as mentioned previously, both the State's plan and City's figures are concepts only. The competing interests for this land will be considered through the subsequent structure planning process.

For now, it's important to note that the notional connection between Hyam and Ahern Streets is located within zoned land and could be ceded and constructed at any time (irrespective of this proposal).

- Q6. In the City's first submission to the DPLH – Attachment 3, page 66 of the agenda – it states that 'a contiguous ecological connection should be maintained'. Would you consider doing what the community so desperately wants and putting in a request to the Planning Commission that the entire corridor be zoned Parks and Recreation?

- A6. The Acting Chief of Built and Natural Environment advised this is a matter for the Elected Members to determine, however, without putting some form of development in the way, this approach runs a very high risk that a future State Government might try to reinstate the regional road connection.

As the proponent and ultimate decision maker of this proposal, various elements of the current State Government have also repeatedly indicated this outcome is unlikely to be accepted.

### **Toni Collinge, Hamilton Hill**

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway (Remainder Stages 8 & 9) Primary Regional Road Reservation

- Q1. How does the City reconcile the data showing that the tree canopy cover in Cockburn is now only 9% while tree canopy advocates are working for a target of 30% by 2040?

- A1. The Acting Chief of Built and Natural Environment advised Light Detection and Ranging (LIDAR) mapping that was undertaken by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) last year determined that the City's vegetation cover (across tenure) is 26%.

Mature tree canopy coverage is 18%. Guided by Council's adopted Urban Forest Plan, the City is actively involved in various projects that seek to improve urban canopy across the municipality.

Further opportunities to improve the outcome in this specific area will be pursued as part of the subsequent local scheme amendment and structure plan processes.





Q2. Does the City understand that our community will see the request for a road reservation wide enough to accommodate a four-lane highway as Roe 9 by stealth?

A2. The Acting Chief of Built and Natural Environment advised this is an understandable perception but is clearly not the intent of the City. The City's intent is articulated in the response to question 2.

**Leah, Knapp, Coolbellup**

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway  
(Remainder Stages 8 & 9) Primary Regional Road Reservation

Q1. Are you aware that the community overwhelmingly supports a connected wildlife corridor through this land and the hundreds of hours donated by the community to plant, weed, write submissions and care for the land?

A1. The Acting Chief of Built and Natural Environment advised the City is aware of this desire and has no intention to undo any of the excellent work that has been completed to date.

There are means via the subsequent local planning process whereby a more modest ecological link could be achieved without the entire former highway reservation being converted to Regional Parks and Recreation in the MRS.

**Liz Waterhouse,**

Ms Waterhouse's submitted questions had been raised and responded to previously during public question time and therefore were not re-asked.

**Madeleine Antoine, Hamilton Hill**

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway  
(Remainder Stages 8 & 9) Primary Regional Road Reservation

Q1. Referring to the proposed concurrent zoning of Cardigan Street as a 'development zone', given that Cardigan Street is the only access to the heritage listed Randwick Stables, with horses travelling down the street on a daily basis, and given the significant issues of high density development alongside horse stables, what assurance can Council give that development of Cardigan Street will not impact on the viability of Randwick Stables as living heritage?

A1. The Acting Chief of Built and Natural Environment advised a 'Development' zone would trigger the requirement for a local structure plan to be prepared prior to any further subdivision or development occurring.

It does not necessarily mean that the land will be developed for high density housing. Rather, it ensures future development of this land first be considered via a subsequent, more detailed local planning process.





- Q2. Will Council guarantee that any potential development of Cardigan Street would be done in consultation with the key stakeholders, including Randwick Stables, to ensure minimal impact on the stables?
- A2. The Acting Chief of Built and Natural Environment advised yes, the requirement to consult with affected landowners and the surrounding community as part of any Local Structure Plan or Scheme Amendment proposal, is clearly outlined in the *Planning and Development (Local Planning Scheme) Regulations 2015*.

**Judith Fogarty, Spearwood**

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway (Remainder Stages 8 & 9) Primary Regional Road Reservation

- Q1. Because of the importance of Aboriginal heritage, while the Council in this agenda has sought to have the whole of the Aboriginal site 18332 under the Parks and Recreational zoning, should the State Government not agree to do this will the Council agree to include those areas not appropriately zoned into public open space within the Urban Zone to achieve the same outcome?

This would be advantageous not only for the recognition of the First Nation's history, but beneficial for flora, fauna and open green spaces for the community to enjoy, as well as adding to the important overall greening of the environment.

- A1. The Acting Chief of Built and Natural Environment advised that such an outcome would need to form the subject of a separate subsequent Local Scheme Amendment proposal.

The financial cost of having to compensate existing landowners (including State Government Agencies), by causing their land to be injuriously affected, would be a critical factor to consider as part of that process.

- Q2. As the Wildlife Corridor extends from wetlands to waves, why sever the corridor by connecting Hyam Street with Hynes Way or another close street, creating a traffic flow through the quiet residential cul-de-sac and Wheeler Park Reserve which is habitat to many species of birds and frequently used by residents, but more importantly, another division over and into the Wildlife Corridor.
- A2. The Acting Chief of Built and Natural Environment referred to an earlier response to Ms Walsh on this matter.





**Christine Duckham, Hamilton Hill**

**Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway  
(Remainder Stages 8 & 9) Primary Regional Road Reservation**

**Q1.** The Council's long-stated position has been not to support the construction of Roe 8 and hence also Roe 9. Why is the City now claiming that traffic modelling has previously only been based on the expected construction of Roe 9? It is inconceivable that previous road planning by the City would not have taken into account the likelihood of Roe 9 not being built.

**A1.** The Acting Chief of Built Natural Environment advised that the proposal, as Ms Duckham may be aware, is one from the state government (WAPC).

The road in question is a red road, which is generally informed by traffic modelling carried out by the state government.

The local government has a district traffic study that is reviewed on a four to five year basis and which generally considers the traffic in the wider area, as do the local governments surrounding the City of Cockburn.

Those District Traffic Studies are also approved by MRWA and in the event of any change to classifications of roads, such as a red road as in question tonight, those factors are generally updated at a later amendment to the report.

The local government has to anticipate as many changes as possible but ultimately works in close liaison with the state government to ensure that the traffic network is appropriately catered for.

When there are road upgrades, they are ultimately done through spot funding, which also may involve state or federal funding. So it is not an exact science. It is based on projected volumes and constant reviewing of those district traffic reports.

One of the comments in the report that has been listed, is ultimately looking at the fact that the state has not provided that detailed traffic data.

This has been flagged and noted within the report for Council to consider and potentially lobby at a future date.

**Q2.** State Government Direction 2031 provided predictions for urban growth which provided data on the expected population date in the City of Cockburn.

Why is the City now claiming that the construction of housing along the corridor will create unexpected population growth affecting traffic volumes when the population growth data has been available for a considerable length of time?





A2. The Acting Chief of Built and Natural Environment advised Perth and Peel 2031 is a broad-brush document that provides general objective planning for future changes. It does not predict within ultimate accuracy what the population increases may or may not be, but is a document that covers the whole of the metropolitan area.

In the Cockburn context, it provides an explanation of where future growth area may be, such as around Jandakot Airport or expansion areas for future earmarked grown in industrial, rural or residential areas.

In this context, the projected population being referred is more the localised issue. With the proposal from the state government being to change the red road reserve to urban and parks and recreation.

The City has flagged that those changes, being quite minor, are something to consider at a future structure plan stage.

**Professor Anna Haebich, Hamilton Hill**

Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway (Remainder Stages 8 & 9) Primary Regional Road Reservation

Q1 Does the City have an alternate option of the location of the Wally Hagan basketball stadium given the restrictions that the Aboriginal Heritage listing places on the footprint and associated parking issues?

A1. The Acting Chief of Built and Natural Environment advised that is not something, at this stage, that the City would have a comment on, but is something that could be considered as part of the structure plan process and there will be community consultation on that in the future stages of planning.

**Phillip Jacka, Success**

Subject: CoSafe

As Mr Jacka was not present at the meeting, his questions were treated as correspondence and the following response was provided:

Q1. How effective is the Co-safe program in preventing crime and catching wrong doers?

A1. CoSafe operates 24 hours a day, 7 days a week, 365 days per year. CoSafe provides a constant level of community safety and security presence within our local community with the priority to prevent crime before it occurs. Since the revised CoSafe model commenced in 2020, the Service has responded to:

- 3,819 reports of anti-social behaviour
- 3,309 reports of suspicious behaviour
- 2,775 Noise complaints



- 1,081 off-road vehicle complaints
- 160 alarms responses for non-City owned buildings or homes
- And a further 8,295 security patrols in response to safety concerns within our community.

Asides from responding to these tasks, CoSafe has aided in emergencies such as bushfires, significant storms and major vehicle crashes. The CoSafe service also incorporates the City's extensive network of CCTV cameras.

These cameras cover a wide range of facilities, parks, waterways, streets and is expanding. The CCTV network assists not only the City but external agencies including the WA and Federal Police.

Since 1 July 2020, CoSafe has responded to 6,388 alarm activations of our City owned buildings.

During this same time, CoSafe has undertaken over 9,200 proactive patrols of our City buildings to minimise and deter vandalism.

Q2. What stats are available to support whether this program is worthwhile?

Q3. How many calls were responded to?

A2/3. In FY23 CoSafe undertook over 29,000 tasks for the City. This included 1,965 reports directly from residents and 6,632 daily patrols of homes in the City for residents away on holidays through its free Holiday Watch Service.

CoSafe is also responsible for the security and response to alarms for our City's assets including sporting complexes, community buildings and administration buildings.

Over 2,500 facility alarms were responded to by CoSafe in this same time period.

Q4. What is the average response time in attending a call-out?

A4. The Service Unit Key Performance Indicator for the CoSafe service is to provide a 12-minute response time to community customer requests.

This KPI is regularly achieved but can vary depending on demand for the service and the priority. On some occasions the response is shorter than the 12-minute target.

Q5. How many criminal activities have been thwarted etc as a result of a Co-safe attendance?

A5. CoSafe does not maintain a record of all events that have possibly led to crimes being thwarted. However, to give you a sense of effectiveness, recently CoSafe located a male walking in a residential street at 2am, carrying a knife and acting suspiciously, which led to his arrest and prosecution by the WA Police.





This is one of many examples which indicate how CoSafe prevents offences occurring or leading to further offending in the local community.

- Q6. What powers, if any, do the Co-safe Security personnel possess?
- A6. Our CoSafe Team Leaders are authorised officers under a number of Local and State Laws. Our CoSafe Officers have similar powers to any member of the general public and will act if they can do so safely.
- Q7. I assume the Co-safe personnel have no powers in regard to detaining people caught committing crimes, therefore: What is the point of Co-safe?
- A7. I refer you to my previous response and the benefits of the CoSafe service mentioned previously.
- Q8. I would like to pose a final query suggesting that money spent on Co-safe may be of little to no benefit to rate-payers, therefore should Co-safe be discontinued?
- A8. The City of Cockburn values the work carried out by CoSafe and supports its ongoing operation.

### **Tom Burton, Jandakot**

Subject: Earthworks – Former Glen Iris Golf Course Estate

As Mr Burton was not present at the meeting, his question was treated as correspondence and the following response was provided:

- Q1. Will Eastcourt developers be ground water use monitored during earthworks and building on the Glen Iris Golf Estate and if not why not?
- A1. The Local Water Management Strategy prepared as part of the Structure Plan required 'pre' and 'post' development groundwater monitoring.

This commenced in June 2020 for existing pre-development conditions and is an ongoing action.

Department of Water and Environmental Regulation require a minimum of three years post development groundwater monitoring via bores at sampling locations and the City will continue to require this via the implementation of an Urban Water Management Plan.

## **9. Confirmation of Minutes**

### **9.1 (2023/MINUTE NO 0213) Minutes of the Ordinary Council Meeting - 10/08/2023**

#### **Council Decision**

MOVED Cr T Dewan SECONDED Cr M Separovich

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 10 August 2023 as a true and accurate record.

**CARRIED 7/0**



## 10. Deputations

The Presiding Member invited the following deputations:

- **Sally Marsh, Robyn Walsh, Madeleine Antoine - Cockburn Community Wildlife Corridor Inc.**  
Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway (Remainder Stages 8 & 9) Primary Regional Road Reservation

7.32pm The Council Minute Officer departed the meeting and returned at 7.36pm.

7.36pm Deputy Mayor Widenbar departed the meeting and returned at 7.38pm.

- **Jennifer Gordon**  
Item 14.4.1 Multiple Dog Application for 186 Gibbs Road, Banjup

The Presiding Member thanked the deputees for their presentations.

## 11. Business Left Over from Previous Meeting (if adjourned)

Nil

## 12. Declaration by Members who have Not Given Due Consideration to Matters Contained in the Business Paper Presented before the Meeting

Nil

### En Bloc Resolution – Simple Majority

7.48pm The following items were carried En Bloc by a simple majority:

14.1.1	15.1.1	15.1.6	16.1
14.2.2	15.1.2	15.1.8	16.2
14.2.3	15.1.3	15.1.9	19.1
14.3.1	15.1.4	15.1.10	
	15.1.5	15.2.1	

### En Bloc Resolution - Absolute Majority

7.49pm The following item was carried En Bloc by an absolute majority:

14.2.1
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**Declaration of Interest**

Type of Interest	Nature of Interest
Cr Corke submitted a Proximity Interest, pursuant to Section 5.60B of the <i>Local Government Act 1995</i> for Item 14.1.2.	Cr Corke lives on Ahern Street, which borders the Roe 9 corridor

7.50pm Having declared a Proximity Interest in Item 14.1.2, Cr Corke departed the meeting.

**14.1.2 (2023/MINUTE NO 0215) MRS (Major) Amendment 1404/41 - Removal of Roe Highway (Remainder Stages 8 & 9) Primary Regional Road Reservation**

<b>Responsible Executive</b>	A/Chief of Built and Natural Environment
<b>Author</b>	Strategic Planning Coordinator
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. MRS Amendment Plans <a href="#">↓</a></li> <li>2. DPLH Indicative Concept Plans <a href="#">↓</a></li> <li>3. City Preliminary Referral Response <a href="#">↓</a></li> <li>4. MRS Amendment - Recommended Changes <a href="#">↓</a></li> </ol>
<b>Location</b>	Hamilton Hill, Coolbellup, North Lake & Bibra Lake
<b>Owner</b>	Various Government and Private Landowners
<b>Applicant</b>	Western Australian Planning Commission (WAPC)
<b>Application Reference</b>	107/001 and 110/232

**Officer Recommendation**

That Council:

- (1) ENDORSES the City preparing a submission to the WAPC on MRS Amendment 1404/41, that:
1. ACKNOWLEDGE the State Government's:
    - a) Commitment in actioning its election promise (to remove the residual portions of the former Perth Freight Network Primary Regional Road Reservation)
    - b) Pre-referral engagement with the directly affected community
    - c) Response to the feedback received, in particular the creation of a greater areas of regional 'Parks and Recreation' reserved land that encompass key stands of native vegetation.
  2. SUPPORTS the proposal, subject to the following modifications (as roughly depicted on Attachment 4):
    - a) Expansion of the regional 'Parks and Recreation' reservation to include the land between Lot 89 Rockingham Road, Dixon Park, Starling Street, Rockingham Road and Leda Street, to accommodate future development of a regional Basketball Facility in this location;



- b) Removal of the small sliver of regional 'Parks and Recreation' reservation between Ahern Street and the southern boundary of Blackwood Avenue, to maintain the opportunity to explore a realignment of Forrest Road (through the existing Primary Regional Road reserve) as a local road connection (between Carrington Street and Stock Road) via subsequent local planning processes; and
- c) Widening the 'Urban' zoned alignments of both Southwell Crescent and Forrest Road, based on updated traffic modelling (prepared in alignment with the City's current District Traffic Study work), that more appropriately considers the full implications of this proposal on the local road and associated movement network.

3. REQUESTS:

- a) pursuant to s.126(3) of the *Planning and Development Act 2005*, that the resultant 'Urban' zoned land be concurrently zoned 'Development' under the City of Cockburn Town Planning Scheme No.3, aside from:
  - i. the existing road reservations of Carrington Street, Sudlow Road, Coolbellup Avenue and Bibra Drive; in addition to
  - ii. the affected road reservations of Southwell Crescent and Forrest Road [as adjusted by (2)(c) above];

which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.

- b) The opportunity for City technical officers to speak on the proposal at a Public Hearing.

4. ENCOURAGES the State Government to:

- a) Commence the inter-agency land assembly process as a matter of urgency.
- b) Undertake complementary MRS Amendment(s) that (as roughly depicted on Attachment 4) consider:
  - i. Including all of the Hamilton Hill Swamp Registered Aboriginal Heritage Site #18332 within an expanded regional 'Parks and Recreation' reserve, reflective of its considerable cultural heritage significance;
  - ii. Including Lot 1 Southwell Crescent (or parts thereof) within an expanded regional 'Parks and Recreation' reservation, on the basis it contains vegetation of equal quality and environmental significance to adjoining land being reserved under this proposal, its awkward shape, and the difficulties the adjoining vegetation pose to accommodating a bushfire safe development outcome;
  - iii. Removes the residual portion of the former Hamilton Hill 'High School' reservation, and rationalises the future grade separated interchange of Stock Road and Forrest Road, in a manner that maximises the preservation of the environmentally significant vegetation within that area; and
  - iv. Appropriately reserves the constructed deviation of Roe Highway between the Kwinana Freeway interchange and Murdoch Drive,





including the bridge over Farrington Road.

- c) Consider the inclusion of a fauna overpass, as part of the future design of the Stock Road pedestrian bridge.
5. ADVISES the State Government:
- a) Of its intention to initiate a complementary local scheme amendment that:
    - i. may refine the extent of the concurrent Development Zone, to streamline future redevelopment in appropriate circumstances; and/or
    - ii. introduces Special Control Areas (as roughly depicted on Attachment 4) to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), to ensure future development appropriately integrates with (and facilitates the redevelopment opportunities) of surrounding landholdings afforded by this proposal.
  - b) Of the City's expectation that the major landowners of the rezoned land will be primarily responsible for the future local structure planning of the resultant Urban/Development zoned land; and
  - c) Not to assume that the City will automatically accept future management of the regional 'Parks and Recreation' reserves created. The City typically only accepts such arrangements where the land has been upgraded and/or revegetated to an appropriate standard (in particular, the removal of any existing or suspected contamination), to manage its future liability.

#### **Council Decision**

MOVED Deputy Mayor T Widenbar SECONDED Cr T Dewan

That Council:

- (1) ENDORSES the City preparing a submission to the WAPC on MRS Amendment 1404/41, that:
  - 1. ACKNOWLEDGE the State Government's:
    - a) Commitment in actioning its election promise (to remove the residual portions of the former Perth Freight Network Primary Regional Road Reservation)
    - b) Pre-referral engagement with the directly affected community; and
    - c) Response to the feedback received, in particular the creation of a greater areas of regional 'Parks and Recreation' reserved land that encompass key stands of native vegetation.
  - 2. SUPPORTS the proposal, subject to the following modifications (as roughly depicted on Attachment 4):
    - a) Expansion of the regional 'Parks and Recreation' reservation to include the land between Lot 89 Rockingham Road, Dixon Park, Starling Street, Rockingham Road and Leda Street, to accommodate





future development of a regional Basketball Facility in this location;

- b) Widening the 'Urban' zoned alignments of both Southwell Crescent and Forrest Road, based on updated traffic modelling (prepared in alignment with the City's current District Traffic Study work), that more appropriately considers the full implications of this proposal on the local road and associated movement network.

3. REQUESTS:

- a) pursuant to s.126(3) of the *Planning and Development Act 2005*, that the resultant 'Urban' zoned land be concurrently zoned 'Development' under the City of Cockburn Town Planning Scheme No.3, aside from:
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  - ii. the affected road reservations of Southwell Crescent and Forrest Road [as adjusted by (2)(c) above];

which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.

- b) The opportunity for City technical officers to speak on the proposal at a Public Hearing.

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- b) Undertake complementary MRS Amendment(s) that (as roughly depicted on Attachment 4) consider:
  - i. Including all of the Hamilton Hill Swamp Registered Aboriginal Heritage Site #18332 within an expanded regional 'Parks and Recreation' reserve, reflective of its considerable cultural heritage significance;
  - ii. Including Lot 1 Southwell Crescent (or parts thereof) within an expanded regional 'Parks and Recreation' reservation, on the basis it contains vegetation of equal quality and environmental significance to adjoining land being reserved under this proposal, its awkward shape, and the difficulties the adjoining vegetation pose to accommodating a bushfire safe development outcome;
  - iii. Removes the residual portion of the former Hamilton Hill 'High School' reservation, and rationalises the future grade separated interchange of Stock Road and Forrest Road, in a manner that maximises the preservation of the environmentally significant vegetation within that area; and
  - iv. Appropriately reserves the constructed deviation of Roe Highway between the Kwinana Freeway interchange and Murdoch Drive, including the bridge over Farrington Road.
- c) Consider the inclusion of a fauna overpass, as part of the future design of the Stock Road pedestrian bridge.





5. ADVISES the State Government:
- a) Of its intention to initiate a complementary local scheme amendment that:
    - i. may refine the extent of the concurrent Development Zone, to streamline future redevelopment in appropriate circumstances; and/or
    - ii. introduces Special Control Areas (as roughly depicted on Attachment 4) to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), to ensure future development appropriately integrates with (and facilitates the redevelopment opportunities) of surrounding landholdings afforded by this proposal.
    - iii. Includes a specific provision within any future Development Zone which provides for a green (ecological) link extending through the area from east to west to form an integral element of the structure plan. This will ensure more flexibility to work with the community about where this connection should be.
  - b) Of the City's expectation that the major landowners of the rezoned land will be primarily responsible for the future local structure planning of the resultant Urban/Development zoned land; and
  - c) Not to assume that the City will automatically accept future management of the regional 'Parks and Recreation' reserves created. The City typically only accepts such arrangements where the land has been upgraded and/or revegetated to an appropriate standard (in particular, the removal of any existing or suspected contamination), to manage its future liability.

**CARRIED 6/0**

**Reason**

The state government should ensure a future ecological corridor linkage across the entire proposed "Urban" zone as alluded to in their indicative plan. It is noted that the DPLH "Potential Green Zone Linkage -Roe 8 West and Roe 9" Plan is not binding. The future outcome of this proposal should include a full east to west ecological linkage through the proposed 'Urban' zone into and through the proposed 'Parks and Recreation' reservation.

The state government has one goal for this MRS amendment, to stop Roe 8/9 from happening. To do this, they need to build houses in the way.

We cannot let that happen without having some ecological linkage given the significance of this area. This amendment will go some way in ensuring that this can be done at the appropriate planning stage.

Whilst we are in a housing crisis with a Minister that is steadfast in delivering new housing, we need to conserve and protect an east west ecological linkage in this reserve.





**Officer Comment**

The above alternative recommendation is not anticipated to prejudice the broad planning considerations under this MRS amendment. Mandating the consideration of an ecological link into the provisions of the Scheme's "Development Area" provisions provides for a suitable mechanism to ensure a green (ecological) linkage is provided under the (future) more detailed planning stages.

7.57pm Cr Corke returned to the meeting.

**Proposal**

On 7 July 2023, the Western Australian Planning Commission (WAPC) commenced advertisement of a 'Major' Metropolitan Region Scheme (MRS) amendment, that seeks to remove the remaining unconstructed portions of the Roe Highway 'Primary Regional Road' (PRR) reservation, west of the Kwinana Freeway (commonly referred to as Roe 8 and 9).

In total, the amendment affects approximately 58.01 hectares of land, which is proposed to be rezoned/reclassified in the following manner (refer Attachment 1):

- 27 hectares from 'PRR' to regional 'Parks and Recreation';
- 29 hectares from 'PRR' to the 'Urban' zone;
- 0.5 hectares from 'Parks and Recreation' to the 'Urban' zone; and
- 1.51 hectares from the 'Urban' zone to regional 'Parks and Recreation'.

**Background**

The Roe Highway PRR has been identified in the MRS since it was first created in 1963. Its primary purpose was to be a controlled access highway providing efficient transport connections between Perth's outer Industrial areas and Fremantle Port.

Construction of Roe (and Reid) Highways as an outer ring-road servicing Perth's Industrial areas has steadily progressed over the subsequent decades, with Stage 7 (between South Street, Canning Vale and the Kwinana Freeway) and then the Murdoch Drive connection completed in early 2020.

Land clearing to facilitate construction of Roe 8 (between the Kwinana Freeway and Stock Road) as part of the Perth Freight Link (PFL) commenced shortly after but was halted in 2017 following a change of State Government.

Approximately 34 hectares of Roe 8, between North Lake Road and Bibra Drive was subsequently transferred from 'PRR' to regional 'Parks and Recreation' in August 2021, pursuant to the *Metropolitan Region Scheme (Beeliar Wetlands) Act 2021*.

A consequence of the *Beeliar Wetlands Act* coming into effect is the residual portions of Roe Highway (Roe 8 remainder and Roe 9), no longer directly connect to the Kwinana Freeway, preventing implementation of the PFL project.



Much of the site is undeveloped land. Existing uses include residential, commercial buildings, outbuildings and recreation and parking areas for nearby schools.

Most land is owned or managed by State Government entities including Main Roads Western Australia (MRWA), the State of Western Australia, the State Housing Commission, and the Western Australian Planning Commission (WAPC).

Thirty-three properties within, or partly within, the site are privately owned or owned by commercial entities, including two properties by the Water Corporation. Some contain houses, outbuildings, or other improvements.

The City owns two properties within, or partly within, the site and has care and control of numerous local road reserves, some of which are large undeveloped land parcels resembling public open space. The City also manages three properties owned by the State.

Preliminary community and stakeholder engagement in relation to this proposal was undertaken by the Department of Planning, Lands and Heritage (DPLH), between October 2022 and January 2023.

An indicative land use Concept Plan was advertised by DPLH, which was refined based on the feedback received to inform this formal MRS Amendment proposal. The concept plan provides a vision of how the current PRR corridor could be repurposed to accommodate a mix of land uses (refer Attachment 2).

The concept plan does not bind the City (or any other planning entity) in terms of how the local planning framework is subsequently updated. In the absence of a more rigorously prepared District Structure Plan (or similar), it sets a vision the community will likely measure future proposals against and expect the City to deliver.

A number of improvements suggested by the City during the preliminary engagement process (refer Attachment 3) have been reflected in the latest concept, however there are notable exceptions as discussed in further detail below.

### **Submission**

This MRS Amendment has been prepared by DPLH on behalf of the State Government. The proposal is accompanied by technical reports that include an Environmental Assessment Study, Bushfire Management Plan, and a high-level Transport Modelling Technical Note prepared by Main Roads WA.

The complete documentation can be sourced from the State Government website at: [MRS Major Amendment 1404/41 – Roe 8 Remainder and Roe 9 \(Removal of Primary Regional Roads reservation\) \(www.wa.gov.au\)](https://www.wa.gov.au/government/infrastructure/major-roads/mrs-major-amendment-1404/41-roe-8-remainder-and-roe-9-removal-of-primary-regional-roads-reservation)





## Report

First and foremost, it must be stated that the City strongly supports removal of the PRR reservation from the MRS, and its replacement with region zones and reservations that:

- ensure the long-term preservation of large stands of environmentally (and locally valued) significant vegetation
- will facilitate highly desirable infill development in an ideal location to both reintegrate the long-divided Hamilton Hill community and ensure future State Governments do not attempt to recommence construction of the PFL.

However, as with any project of this scale and importance, it poses significant challenges that will largely become the City's responsibility to manage and resolve.

There are also potential improvements to better align with the City's aspirations for the area as discussed under the key headings below.

### Environment

Whilst the State has not embraced the opportunity to create a wide continuous ecological link between the Bibra Lake Wetlands and the coast (out of caution a future State Government might reintroduce the Perth Freight Link through this area), the City is particularly pleased with the significant increase in the amount of land containing native vegetation included in regional 'Parks and Recreation' reservation.

The additions will see a further 6-7 hectares of remnant vegetation (taking the overall total up to 29ha), being transferred into conservation estate greatly assisting with ecological connectivity in the region.

As anticipated in the City's pre-referral response however, the Environmental Assessment Study confirms the best quality vegetation is located within the Stock and Forrest Road intersection.

The assessment confirms this area contains Tuart and Banksia woodland (both threatened ecological communities), that provide habitat to Quenda, Carnaby's Black Cockatoo and Forest Red-Tailed Black Cockatoos, all of which are protected under the federal *Environmental Protection and Biodiversity Conservation Act 1999*.

It has also been the subject of significant recent conservation investment as part of the Rehabilitate Roe 8 project.

In recognition of DPLH's repeated advice that land potentially affected by the future upgrade of Stock Road is beyond the scope of this proposal, it is recommended the City continue to encourage the rationalisation of this reserve, including removing the remaining portion of the former Hamilton High School reservation in a manner maximising the preservation of existing vegetation.





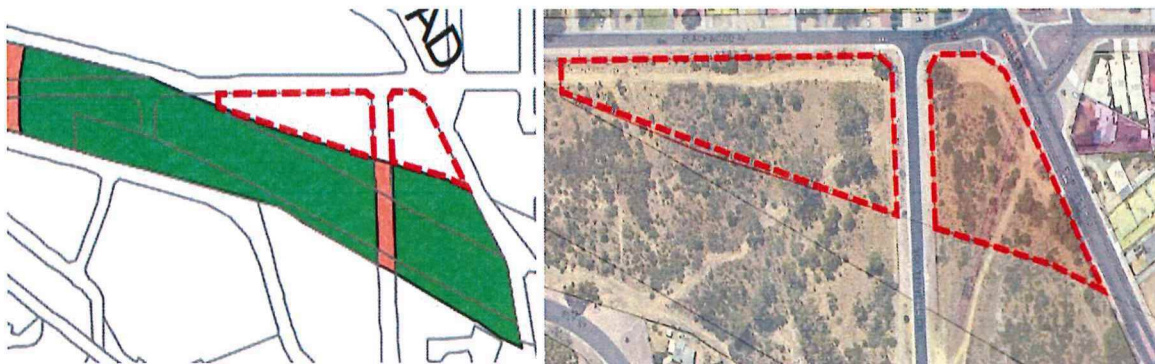


**Figure 1 – Conservation Vegetation in Stock Road Interchange (& High School Reserve)**

In addition, as part of the likely environmental offsets required to facilitate the future upgrade of Stock Road, the City should encourage the inclusion of a fauna overpass, potentially in combination with the future Stock Road pedestrian bridge.

Such an outcome would form an integral portion of the ‘green-street’ replacement biodiversity linkages shown on the indicative Concept Plan, consistent with the objectives of the Council endorsed *Natural Area Management Strategy (2012-2022)* and recommended actions of the *Manning Park Masterplan (2018)*.

A further improvement would be regional ‘Parks and Recreation’ reservation of Lot 1 Southwell Crescent. Owned by Development WA and currently zoned Urban (PFL #39 in TPS3), the environmental assessment indicates no notable difference in its environmental attributes to that being reserved as part of this proposal, and whose awkward shape will be difficult to develop in a bushfire safe manner without the introduction of an interface road (such as a realignment of Forrest Road through the current PRR reserve, as discussed later in this report).



**Figure 2 – Potential Future ‘Parks & Recreation’ Reserve Expansion (Lot 1 Southwell Crescent)**

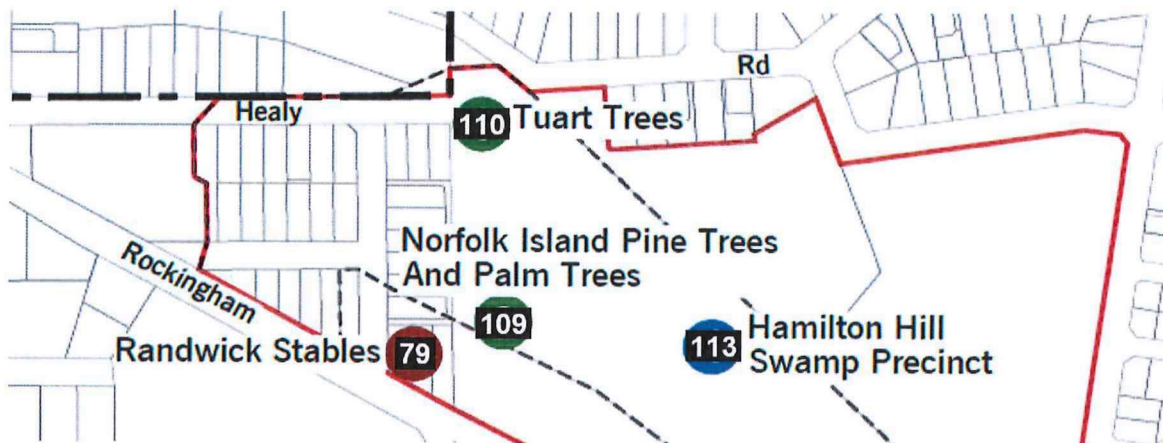


Heritage

The City supports protection of the State listed Randwick Stables (and a number of locally listed sites containing significant trees), via their proposed inclusion within regional ‘Parks and Recreation’ reservations, however no detail is included on the future management of those reserves.

In the absence of such detail, it would be prudent to advise the State not to assume that the City will automatically do so, and that it typically only accepts such arrangements where the land has been upgraded and/or revegetated to an appropriate standard (including removal of any contamination) prior to transfer, to ensure it does not inherit significant liabilities.

Heritage Inventory		Description
#79	Randwick Stables	The Stables represent a strong streetscape value along Rockingham Road and the racehorse industry within the area. It represents a fine example of stables within an urban setting.
#109	Norfolk Island Pine and Palm Trees	The pines and palm trees are located just east of the Randwick Stables and assist in locating the stables. The species, height and shape of the trees are unique for its location which aids in its heritage selection.
#110	Hamilton Hill Tuart Trees	Best viewed from Healy Road in Hamilton Hill. The stand of remnant vegetation is unique in its context within metropolitan Perth and has likely been somewhat protected by the existing PRR reservation.



**110** Tuart Trees



**109** Norfolk Island Pine Trees and Palm Trees



**79** Randwick Stables (State Register of Heritage Places)

*Figure 3 – Heritage Sites proposed for inclusion in a regional ‘Parks & Recreation’ Reserve*





Heritage Inventory		Description
#96	Tuart Tree	Located on Lot 59 Roe Highway this Tuart is unique for its location given its size, shape and context given it is on its own.
#117	Corridor of Significant Trees	The corridor of trees extends from west of Progress Drive, Bibra Lake to approximately the intersection of Southwell Crescent/Blackwood Avenue, Hamilton Hill.



Figure 4 – Significant Trees proposed for inclusion in a regional ‘Parks & Recreation’ Reserve

Furthermore, the City acknowledges that despite their exclusion, the following locally registered sites will still be afforded a level of protection under the local planning framework and are likely to be used for purposes best suited to an ‘Urban’ zoning.

Heritage Inventory		Description
#27	Johnson’s Stables	The building is a fine example of a rural use constructed with locally sourced materials. The buildings are owned by MRWA but are still used as stables.
#42	Former Council Offices	The building was originally used by the former Fremantle Roads Board, who governed Cockburn prior to the creation of the Cockburn District Roads Board in 1955. The buildings are owned by MRWA and leased out for private commercial purposes.

In the case of Johnson’s Stables, it’s important to remember despite what is shown on the indicative Concept Plan, the City is still able to seek their inclusion within a local ‘Parks and Recreation’ reserve as part of the local rezoning and/or structure planning processes.

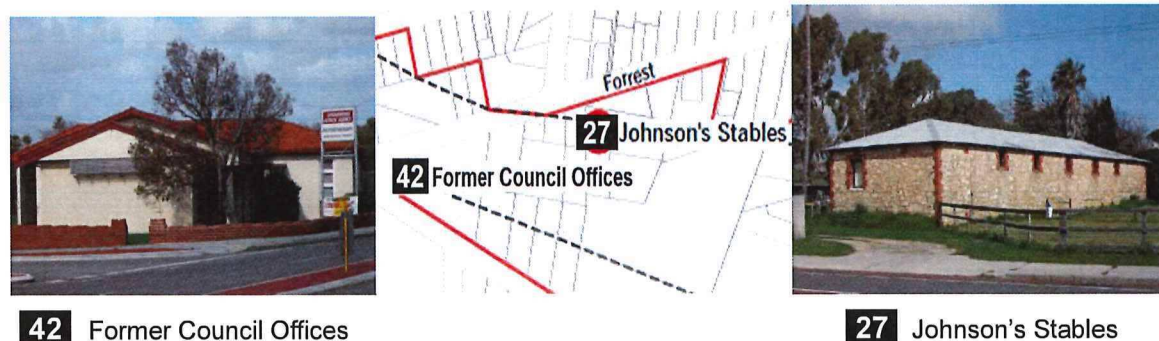


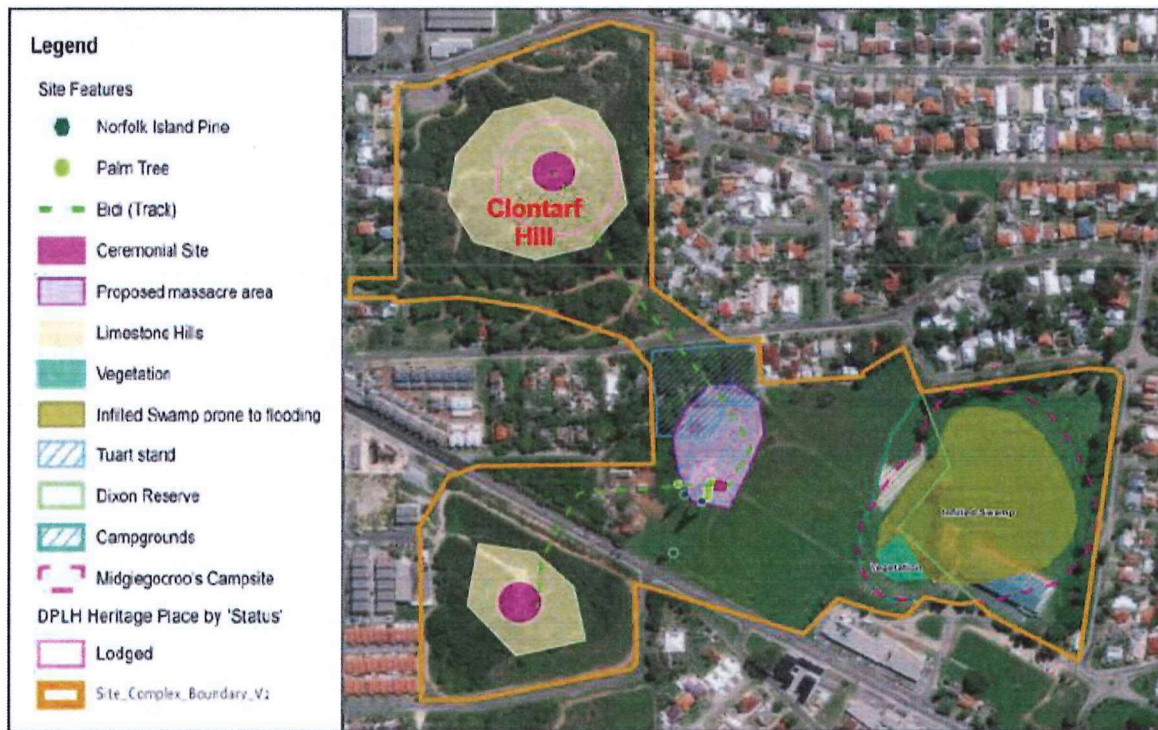
Figure 5 – Local Heritage Sites proposed for inclusion in the ‘Urban’ Zone



Aboriginal Heritage

Another missed opportunity is how the proposal deals with the recent investigation and State Aboriginal Heritage registration of the Hamilton Hill Swamp Precinct.

Heritage Inventory		Description
#113	Hamilton Hill Swamp Precinct (Aboriginal Heritage Place 18332)	The Hamilton Hill Swamp precinct holds several significant historical and cultural elements. It is thought to be a significant Aboriginal burial and location for corroborees and a site of significant contact and meetings between Aboriginal people and European settlers.  It is also the site of the first writing and publication of the <i>Fremantle Gazette</i> , is associated with early European settlers of the district and potentially the location of Perth's first vineyard planted by Edmund Stirling.



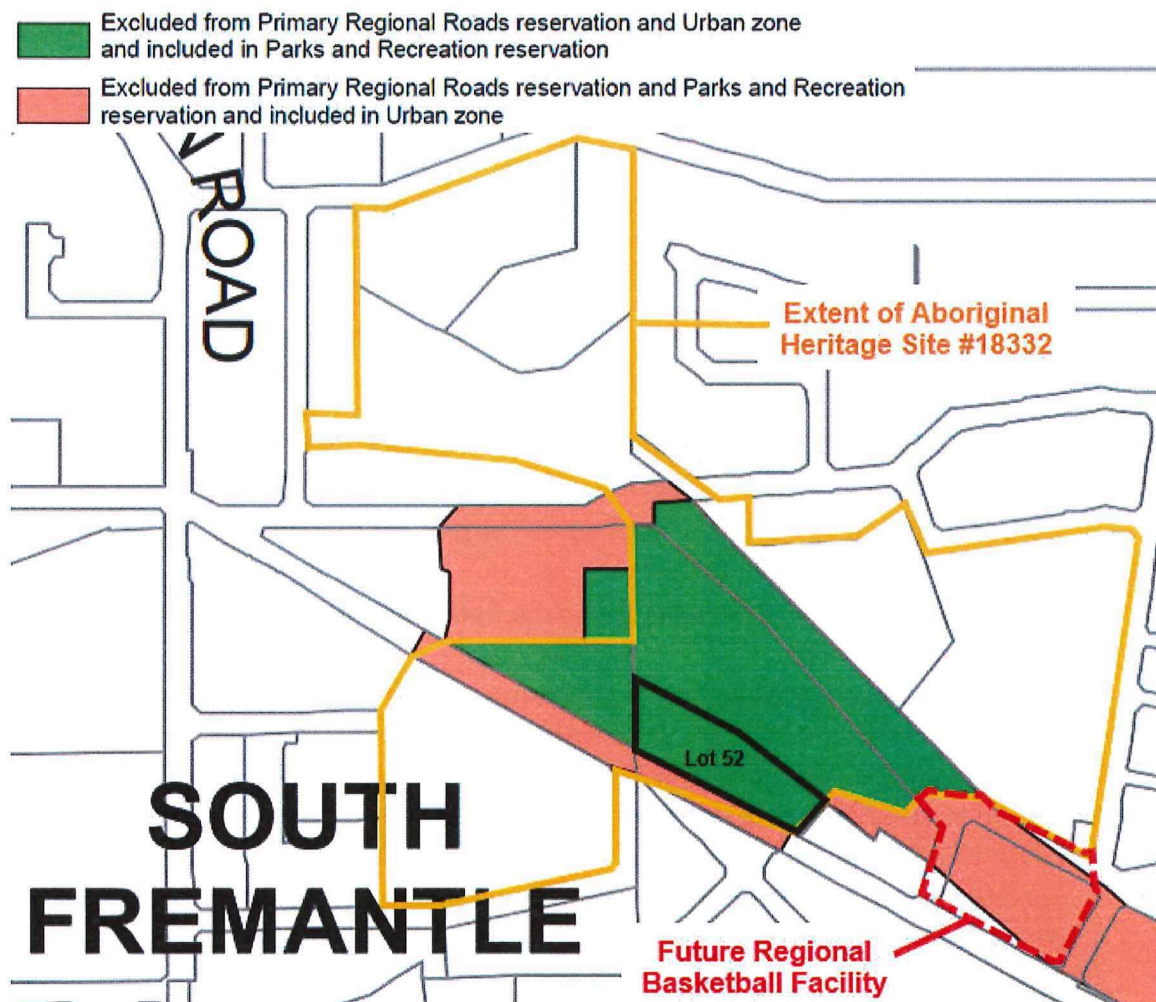
**Figure 6 – Map of the Hamilton Hill Swamp Precinct (highlighting Key Site Features)**

Whilst the current proposal does now include reservation of Lot 52 Rockingham Road (a small strip of land outside of the existing PRR fronting Rockingham Road – refer **Figure 7**), the State has resisted the opportunity to include the balance of the registered site within an expanded regional 'Parks and Recreation' reservation.

When queried, the City was advised this is largely due to a lack of environmental analysis of the full site (in particular, Clontarf Hill and the land south of Rockingham Road).

Rather than risk delaying finalisation of the current proposal, instead the City should encourage the State to rectify this situation (at the earliest opportunity) via a separate, subsequent MRS Amendment.





*Figure 7 – Proposed MRS Amendment Plan Extract (with Potential Expansion Areas Overlaid)*

### Regional Recreation

The Aboriginal Heritage listing of the Hamilton Hill Swamp precinct poses a significant restriction on the City's proposed redevelopment of the Wally Hagan Basketball Stadium.

Even if redevelopment was contained to within the existing footprint of the facility, it would seriously curtail the ability to resolve existing access and parking issues associated with the site before any consideration is given to the need to modernise and expand the facility.

Whilst the Concept Plan recognises the City's desire to address these issues by pushing the building forward towards Rockingham Road, given its regional function (the catchment for which extends well beyond the boundaries of Cockburn), the City should reiterate its request that the land be included within a further expansion of the regional 'Parks and Recreation' reserve (as depicted on Figure 7).



As outlined in the City's earlier response, such a reservation would be consistent with most other State League basketball centres across the metropolitan area.

### Transport

The greatest impact of this proposal on the City, will undoubtedly be on its local road network. For decades the City has planned, invested and maintained its road network on the basis Roe Highway will ultimately be delivered.

As per the City District Traffic Study documents produced in 2006 and 2013 (Uloth and Associates) and again in 2016 (Arup), and the preliminary modelling contained within its 2023 (SMEC) review, removal of the Roe Highway PRR is expected to have a significant and detrimental impact to the City of Cockburn local road network. Likely transport impacts Council should be aware of include:

- A marked increase in motorists electing to 'rat-run' alternate streets to avoid congested road network's locations
- An increased percentage of HEAVY vehicle traffic utilising local road network to navigate to businesses
- Decreased productivity of vehicle movements within the transport network causing an increase in costs to local residents and businesses
- Additional serious accidents on the local network as result of roads not being designed to cater for these additional volumes (with the subsequent resource and financial burden of treating these accident sites falling to the City)
- Increased land acquisition, maintenance, and renewal costs due to the local road network experiencing higher traffic volumes (not previously anticipated or planned for)
- Associated environmental costs, including an increased likelihood of needing to remove mature street trees, fund environmental offsets, and increased traffic noise and vehicle emissions experienced by local residents
- Reputational damage through media attention as result of each of the above.

The City estimates the potential financial burden of undertaking the necessary road network upgrades, increased maintenance, and road renewal across the Long-Term Financial Plan (LTFP) window, could easily be in the vicinity of \$50-100M.

These requirements are not currently considered in the LTFP and would drive the need for additional funding and resources to resolve.

Of significant concern therefore, is the absence of an appropriately detailed Transport Impact Assessment (consistent with DPLH's own [Transport Impact Assessment Guidelines \(Vol.2\)](#), that properly measures the impact of removing the regional road (and associated principal shared path), or the additional development it will facilitate.

Instead, the proposal is accompanied by a short Technical Note prepared by MRWA, based on key assumptions not previously discussed or tested with the City despite the significant work it has advanced through the review of its District Traffic Study.





These assumptions include:

- All assessments being based upon a 2041 planning horizon (instead of 5-year intervals measuring the gradual impact)
- Stock Road being upgraded to a Freeway Standard (three lanes in either direction inclusive of grade separated interchanges between South Street and Rowley Road), without any current commitment by the State to deliver the Stock Road upgrade by this time
- The absence of a comparative scenario modelling the volumes with, and without, the full construction of Roe Highway (inclusive of the full former portion of Roe 8) between Cockburn Road and Kwinana Freeway
- Deferred consideration of the volumes of any resulting development based on the anticipated outcomes of this proposal, to updating of the local planning framework.

This is unusual and inconsistent with what would be required of any developer instigated MRS Amendment proposal (prior to initiation).

In the absence of advancing its own technical studies this denies the City the opportunity to use that information to make informed recommendations or decisions to ensure impacted road corridors are appropriately treated.

It is important to understand the impacts at a district level will be felt somewhat differently to those at a local level.

Whilst the broader network may 'cope' with the change given alternate upgrades, those immediately adjacent to the Roe Highway Corridor and on nearby alternate routes will experience a noticeable change in vehicle volumes, with many doubling before and after the change.

Again, whilst a local road may 'cope' with these volumes from a technical viewpoint, the City must consider the reasonableness of this proposition when responding.

On this note, it should be acknowledged even under the MRWA modelled parameters, consistent with the City's predictions, the Technical Note identifies volumes on some existing roads rising to a level well beyond those recommended in Liveable Neighbourhoods (LN), resulting in localised congestion, traffic safety and amenity impacts on the residents of nearby dwellings during peak periods.

This is best evidenced along Forrest Road between Carrington Street and Blackwood Avenue, where volumes are forecast to increase from (west to east) between 6,400 - 6,800 vehicles per day (vpd), up to between 10,000 - 12,000 vpd.

For context, under LN, this would elevate the road from a 'Neighbourhood Connector' to an 'Integrator B' road classification, for which the following typical cross-section would apply:



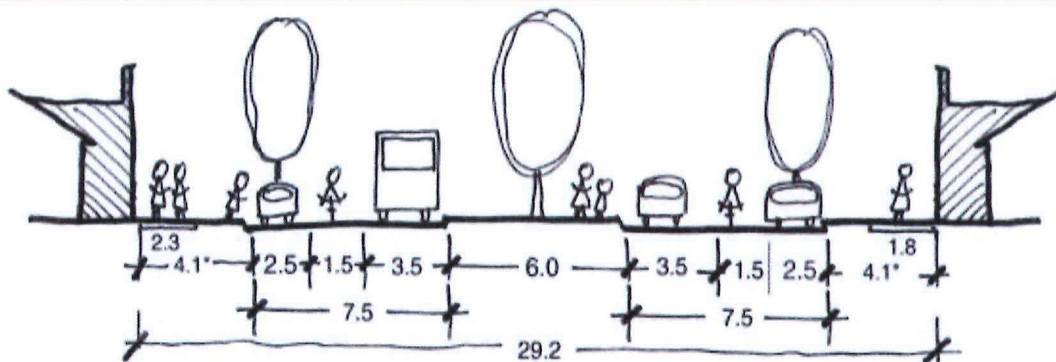


Figure 15: Integrator B – outside centres – 60 km/hr (up to 15 000 vehicles per day - see note 2).

Two lanes, central median, buses, cycle lanes and parking. Development fronting, forward vehicle exiting.

Note: 1. Central median may be reduced along sections where right-hand turn lanes are not required.

2. Traffic volumes up to 20 000 vehicles per day may be acceptable provided that detailed design addresses intersections, parking, access and bus movement (table 1).

3. The 6.0 m median is required for staged vehicle crossings and for clearance to trees.

4. The 2.5 m parking bays may be indented into the verge. If parking is indented, then the verge may be increased to 5.5 m minimum including parking, and reserve width may be decreased as a result, to 27 m.

\* Where a wider shared path, extensive street furniture or provision for reversing into parking lane is required, the verge width will need to be widened. Typically verges may be up to 4.5 m and total reserve width 30 m.

**Figure 8 – Liveable Neighbourhoods – Typical Cross Section (Integrator B Arterial Street)**

At present Forrest Road is 20.5m in width (between 3.5-8.7m below the LN suggested width, depending on whether a reduced median and indented parking embayments are included – refer Notes 1,3 and 4 of Figure 8).

It also provides direct property access (in most instances without the ability for vehicles to safely exit the property in a forward motion), and has numerous local road intersections (allowing for right hand turning movements).

Based on the MRWA Technical Note provided and the City's various District Traffic Study outcomes, other City managed roads (highlighted on Figure 9) where impacts are expected to be noticed include:

- Cockburn Road – necessary upgrades (currently MRWA responsibility) are not budgeted and may subsequently be deferred to the City
- Rockingham Road – volumes will exceed those recommended for an undivided road, with insufficient reserve width to feasibly upgrade the road. Existing road safety and pedestrian issues along corridor may therefore increase
- Carrington Street – volumes will exceed those recommended for properties with direct fronting access, meaning existing road safety issues may increase
- Winterfold Road, Phoenix Road, Berrigan Drive, Beeliar Drive & Russell Road – increased reliance on these regional east-west connections means existing road safety issues and congestion will worsen





- Farrington Road – another regional east-west connector dealing with significant traffic volumes whose existing road safety issues and congestion will worsen. Widening of this corridor will be problematic due to adjacent regional reserve
- North Lake Road and Spearwood Avenue – regional north-south connectors to the above east-west connections, already dealing with significant traffic volumes, meaning existing road safety issues and congestion will worsen
- Southwell Crescent – depending on the form of the future intersection of Forrest to Stock Road, volumes may increase significantly to support local movements. The existing reservation is inadequate to allow realignment of the intersection of Blackwood Avenue and Forrest Road
- Blackwood Avenue – despite recent traffic calming to deter behaviour and pacify current vehicle movements, it remains a local ‘rat-run’ with fronting residential property
- Coolbellup Avenue – due to increasing congestion on Winterfold and Forrest Roads, it will likely become another problematic ‘rat-run’ route
- Sudlow Road – likely road safety and congestion issues at its intersections with Phoenix Road and Spearwood Avenue
- Gwillam Drive, Progress Drive, Bibra Drive and Hope Roads – local routes likely to experience significant volume increases due to providing alternative routes to the regional network during peak congestion periods.

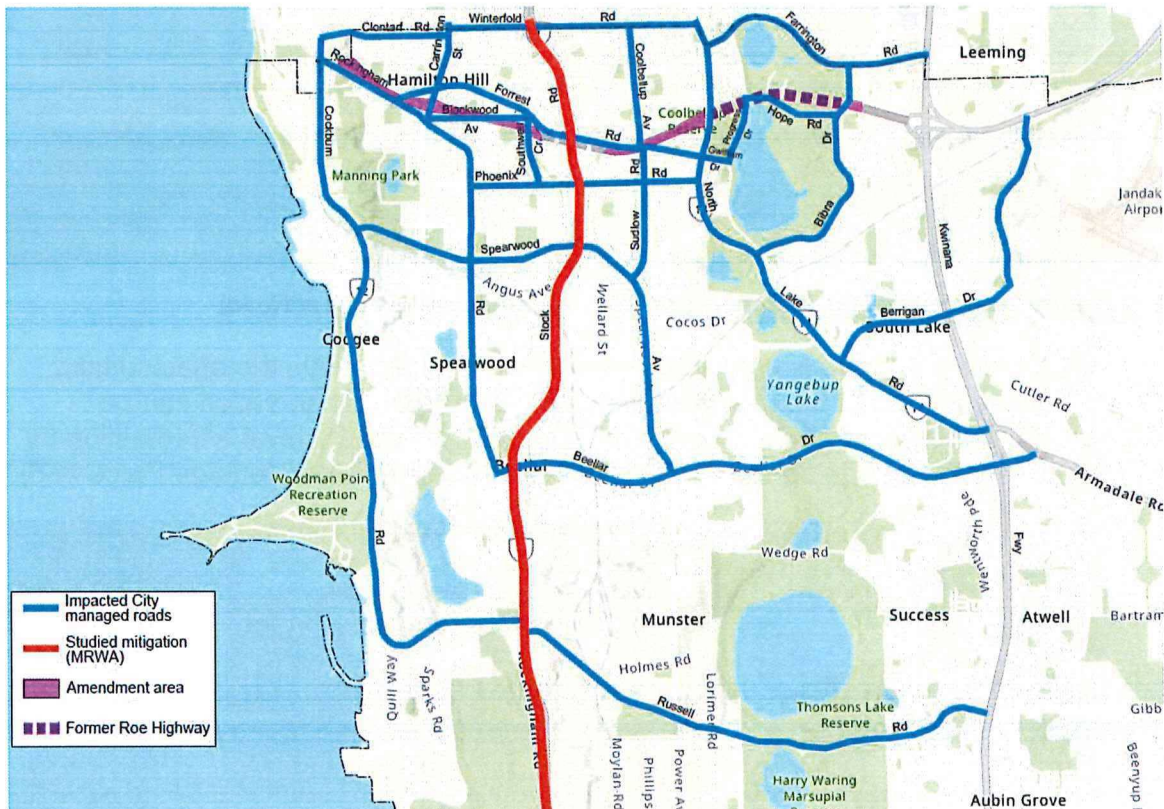


Figure 9 – City Road Network Requiring Compensatory Upgrades





Given the lack of detail provided in the current proposal it is imperative a detailed Transport Impact Assessment (TIA) is urgently undertaken (at a minimum that focuses on the most immediate concerns relating to Forrest Road, Carrington Street and Blackwood Avenue), accompanied by costed upgrades to inform Council of its future impacts and obligations. This will allow the City to lobby State and/or Federal Government for funding support to deliver these upgrades given the transference of responsibility that will have occurred.

In the interim, in recognition of the State’s consideration none of the above represent a fatal flaw to removal of the PRR reservation, to maximise the City’s options to best mitigate these impacts the following modifications are recommended:

1. Minor refinement of the proposed regional ‘Parks and Recreation’ reservation straddling Blackwood Avenue – to maintain the opportunity to explore redirecting traffic via an appropriately designed two-lane local road (through the existing Primary Regional Road) between Carrington Street and Forrest Road via subsequent local planning processes.

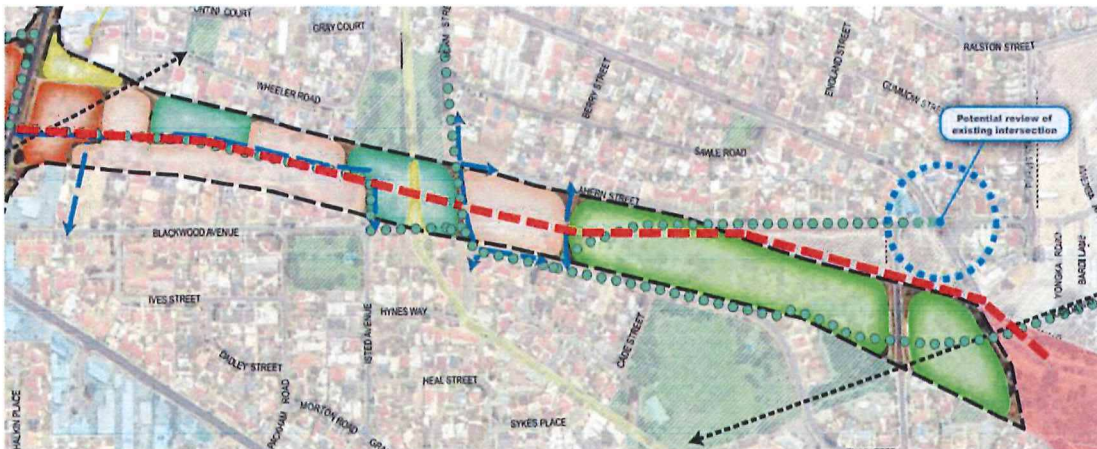


Figure 10 – Potential Local Connection (Carrington Street to Forrest Road)

Of importance, there is very little vegetation contained within the affected land, the most significant being one large Tuart tree, whose preservation can be accommodated via other means, and is already afforded a level of protection by virtue of its inclusion on the City’s Significant Tree Register (Heritage Place #96).



Figure 11 – Area Recommended for Removal from Proposed ‘Parks and Recreation’ Reserve





- Consistent with the State’s intention to make clear this proposal does not involve closing the intervening portions of Southwell Crescent and Forrest Road, rather than match the existing 20m reservation width, widen the urban zone to simplify the subsequent processes involved in the likely need to upgrade both roads as important local linkages.

Given the absence of any fronting development on these sections, a 25m reserve width would be appropriate, and appears capable of implementation without disturbing any of the works undertaken via the Rehabilitate Roe 8 Project.



Figure 12 – Recommended Urban Zone Widening for Future Local Road Upgrades

Furthermore, in recognition of the State’s repeated advice it is beyond the scope of this proposal, it is recommended the City continue to encourage PRR reservation of the constructed deviation of Roe Highway to Murdoch Drive via a separate subsequent MRS Amendment proposal.

Inclusive of the bridge across Farrington Road, this route clearly serves a broader regional function and is a form of road infrastructure beyond what the City is reasonably able to or typically accepts as its responsibility to maintain.

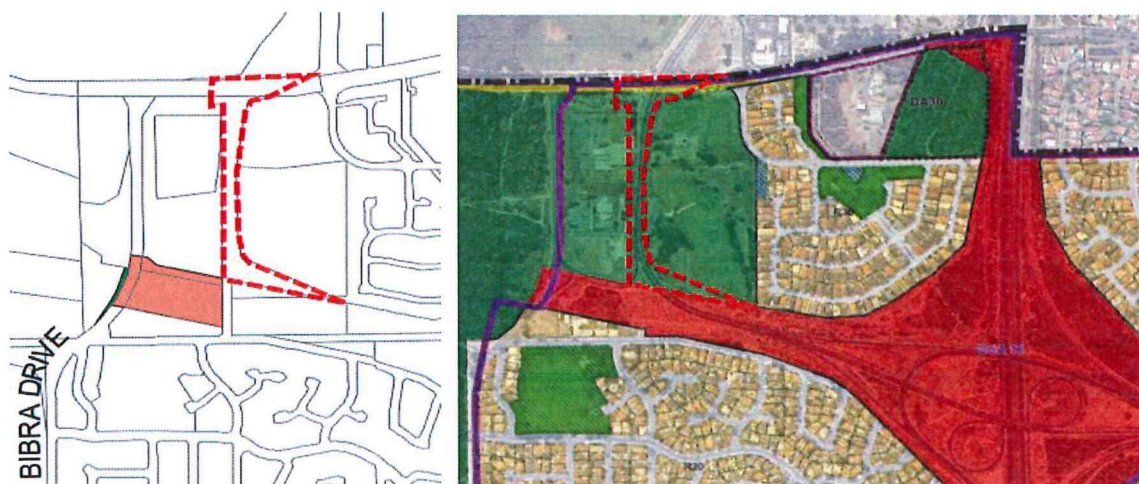


Figure 13 – Recommended Future PRR Reservation – Roe Highway Deviation to Murdoch Drive





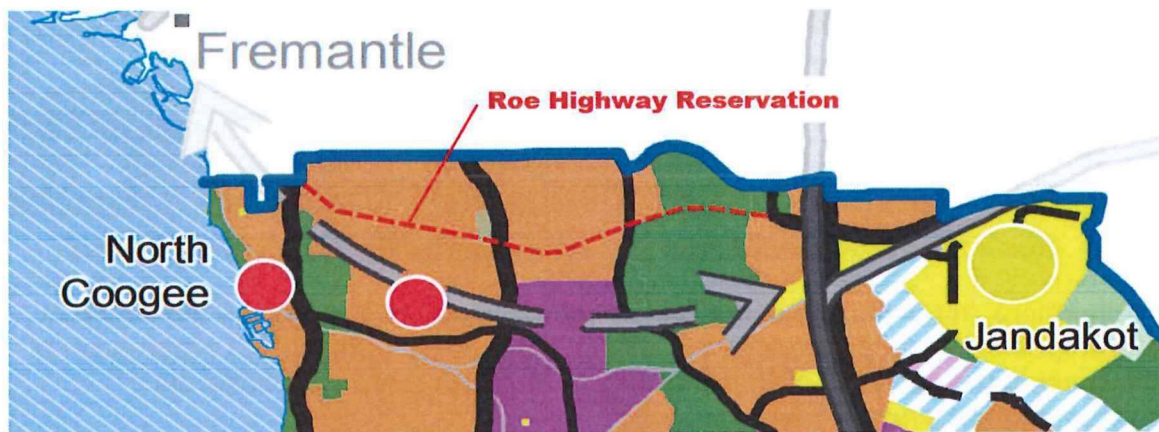
### Alternative Transport Opportunities

Of note, the current proposal will likely negate any future opportunity to explore a passenger rail or mid-tier transport route along the former PRR reserve.

Again, whilst it would have been preferable for the State to investigate this opportunity (notionally foreshadowed in the Sub-Regional Planning Framework – refer **Figure 14**), as part of a more detailed Transport Impact Assessment that accompanied this proposal, based on the:

- City's own previous preliminary route considerations
- recommendations of the ARUP led local government consortium
- current work by the Metronet led Mid-Tier Transport Planning Project;

it is reasonably safe to assume such an alignment (in particular, any heavy rail through the Bibra Lake wetlands) would be highly unlikely to eventuate.



*Figure 14 – Extract from the Sub-Regional Planning Framework*

In terms of the regional cycle network, the City is supportive of the Concept Plan's suggested creation of a continuous cycle/pedestrian route through the area (inclusive of complementary improvements to the local network).

However, similar to the notion of creating a local road connection between Carrington Street and North Lake Road, it is likely the City would seek to deliver a more direct connection with the recently completed Hope Road Shared Path (between the Kwinana Freeway and Bibra Drive) at its eastern end.

As advised in the City's earlier response, such an outcome would better align with the aspirational connections identified on the Council endorsed Department of Transport's Long-Term Cycle Network for Perth. It might also form the backbone of the replacement 'green-street' biodiversity link discussed earlier in this report.





### Concurrent Local Scheme Rezoning

When zoning land 'Urban' via a Region Scheme Amendment, s.126(3) of the *Planning and Development Act 2005* affords the WAPC the ability to concurrently rezone land to a 'Development' (or similar) zone under the local planning scheme.

Contrary to the City's earlier request a 'Development' zone be adopted across the resultant Urban zoned portions of this proposal, this has been resisted by the WAPC, who prefer the City consider the more immediate transfer of unconstrained land to another zone or reserve via a separate local scheme amendment process.

Whilst the desire to streamline the development process over certain areas is understandable, it ignores the very strong likelihood that for a significant period (between the MRS and TPS Amendment gazettal dates), all the land being transferred to the 'Urban' zone would become unzoned ('No Zone') under TPS3.

A highly undesirable consequence of this outcome would be the absence of any guidance on what the land could be used for, associated local development controls, or delegation to City Officers to determine any development application submitted (i.e. every application would need to be determined by Council or where triggered, a Development Assessment Panel).

Given some of the land is already in private ownership, and DPLH have advised it is unable to control or advise how, who by and via what means the various government landholdings will be consolidated and/or disposed of, this presents a significant development risk to the City (and surrounding community).

Noting s.124(3) of the *Planning and Development Act* only requires the City to 'initiate' a proposal within 90 days of gazettal of the Region Scheme Amendment, it is recommended that in the interests of proper and orderly planning, with exception to the isolated portions of existing road reservations (which in future will be reserved as 'Local Roads'), the City reiterate its earlier request for concurrent 'Development' rezoning as an interim step in the local scheme rezoning process.

Importantly, this won't preclude the City from approving minor development applications on existing landholdings, however where large portions are transferred into private ownership (or government agencies seek to develop them for their own purposes), it makes clear the expectation for a coordinated development outcome to be delivered prior to any major development applications being submitted for determination.

It would also ensure consolidated areas largely already in government ownership, containing old building stock due for renewal, on large lots, in prime locations (such as the Cardigan Street precinct example cited in the MRS Amendment Report), do not result in a continued proliferation of battle-axe subdivision to the detriment of the established character of the City's former revitalisation areas (such as Hamilton Hill and Coolbellup).

To address the WAPC's desire to simplify the local planning process, at the same time it should advise it of the intention to initiate a complementary local scheme



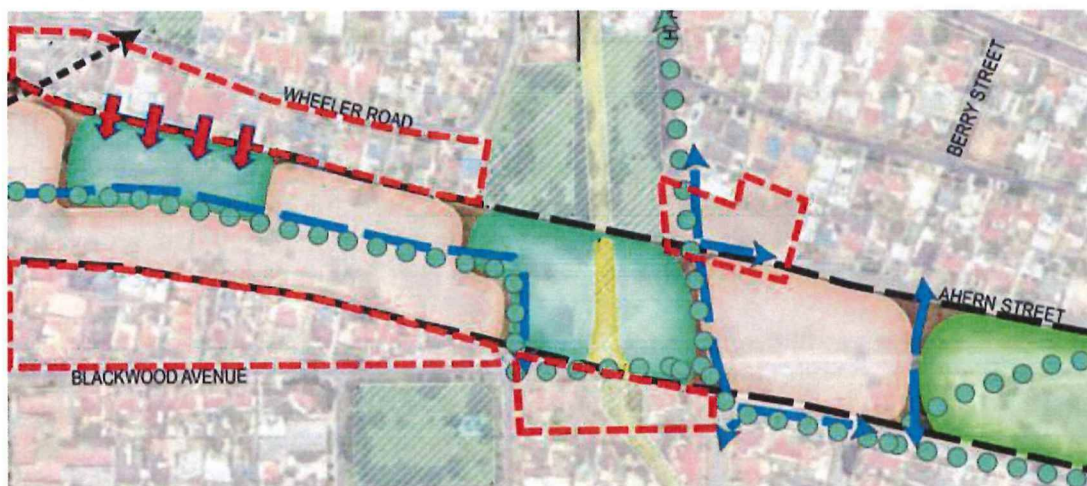
amendment that may refine the extent of the Development Zone in appropriate circumstances.

Formalising the existing Mixed Business zones fronting Rockingham Road, zoning the newly 'Urban' zoned land in Bibra Lake (Residential – R30), or formalising the lease areas of existing schools are potential examples where this might occur.

Similarly, to ensure future development appropriately integrates with (and maximises the redevelopment opportunities of) surrounding landholdings, the City should reiterate its intention to introduce Special Control Areas (as opposed to a Development Zone), to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), and of the City's expectation the major landowners within the identified precincts will be primarily responsible for the future structure planning of the resultant Urban/Development zoned land.

Based on the broad vision expressed in the indicative Concept Plan provided, the inclusion of fringing areas will be essential in ensuring important interface outcomes, such as:

- appropriate surveillance, via dwelling orientation and permeable fencing of adjacent development (already coded to allow additional dwellings), such as where adjacent new local roads or POS reserves (e.g., Wheeler Road)
- improved integration / completion of the local road network (e.g., Hyam and Ahern Streets)



*Figure 15 – Examples of Fringing Areas befitting Integrated Structure Planning*

- the integration of existing commercial businesses (e.g., the Mixed Business zoned former Council Buildings)





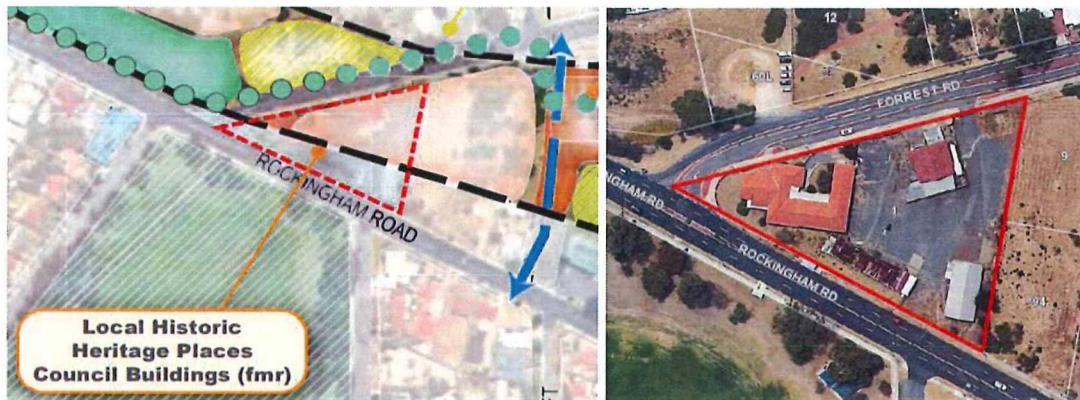


Figure 16 – Example of Fringing Areas that warrant Integrated Zonings

- the coordinated delivery of the suggested ‘green-streets’, cycle path (and other transport infrastructure improvements), which includes connections extending well beyond the existing PRR reserve.

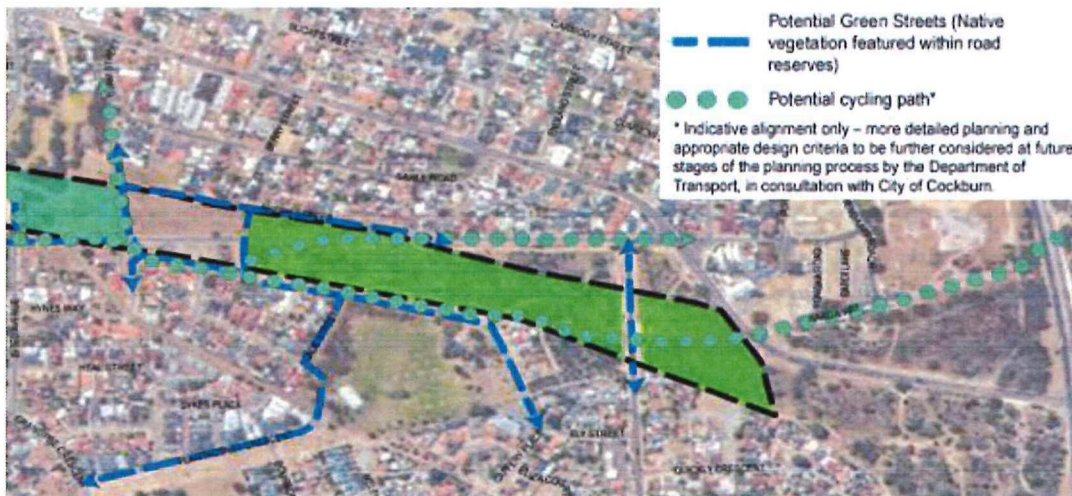


Figure 17 – Infrastructure Delivery that would Benefit from Coordinated Structure Planning

Indicative Concept Plan

Last, but not least, despite the disclaimers clearly marked on each of the concept plans, to manage community expectations it is important the City take this opportunity to point out key elements of the plans that may not be encouraged or pursued as part of the subsequent local planning processes.

A key example is the amount and location of the local open space network depicted.

Whilst the City is pleased its suggestion to increase the size of Wheeler Park to maximise options for its future use has been depicted, other portions seem to be arranged purely based on existing vegetation of relatively low environmental value.

One such example is the local open space backing onto the Wheeler Road properties which based on the Environmental Assessment provided, includes just one isolated Tuart Tree within a completely degraded stand of vegetation.





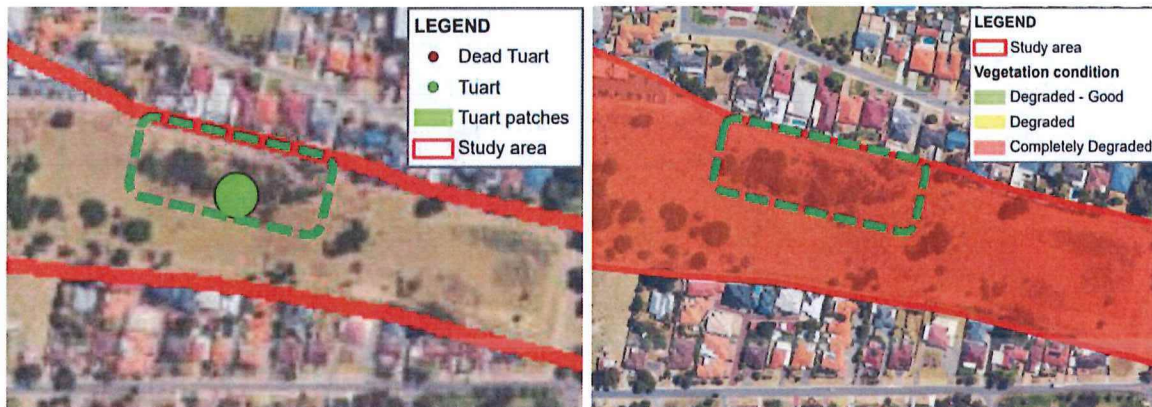


Figure 13 – Example of Uncertain Local POS Provision

Whilst the City has no desire to see this tree removed, its retention within a local reserve of the size shown does not necessarily represent best value for the limited amount of public open space it can seek through the local planning process.

Furthermore, based on a cursory assessment of the indicative concept plan, it is noted that the amount of local POS shown (approximately 3ha) is likely to be well above the typical 10% requirement (even inclusive of integrated drainage).

This is before the gross subdivisible area is further reduced (as expected) by virtue of developable land being taken up by school expansions not currently depicted on the concept plan, which are typically excluded from local open space calculations.

It is extremely important therefore, that the community note (or be reminded) of the highly conceptual nature of the plan, and that in the absence of:

- any commitment by the State to ‘gift’ a greater area
- the City purchasing additional open space (via cash-in-lieu or other means)
- establishing a Developer Contribution Scheme of some kind

the size, location and use of the local open space shown could significantly change via the subsequent local planning process.

**Strategic Plans/Policy Implications**

Environmental Responsibility

A leader in environmental management that enhances and sustainably manages our local natural areas and resources.

- Protection and enhancement of our natural areas, bushland, parks and open spaces.

Community, Lifestyle & Security

A vibrant healthy, safe, inclusive and connected community.

- Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.



### City Growth & Moving Around

A growing City that is easy to move around and provides great places to live.

- An integrated, accessible and improved transport network.

### Listening & Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.

### **Budget/Financial Implications**

The proposal poses significant future financial implications on the City as discussed in the body of the report.

Of immediate impact is the need to fund the preparation of a more detailed Transport Impact Assessment that properly considers the broader transport implications of the proposal, as expected to be required as part of the local scheme rezoning process.

### **Legal Implications**

- *Planning and Development Act 2005*
- *Planning and Development (Region Planning Scheme) Regulations 2023*

### **Community Consultation**

Initiated prior to the 1 August 2023 commencement of the *Region Planning Scheme Regulations* (and consequential adjustments to the *Planning and Development Act*), the proposal has been processed as a 'Major' Amendment.

Under former Part 4, Division 3 s.43(3)(f) of the Act, 'Major' Region Scheme Amendments are advertised for a minimum period of 90 days, and at submitter's request, are followed by Public Hearings (typically held 4-8 weeks after advertising). Information gathered at hearings are summarised and included in a Report on Submissions subsequently considered by the WAPC and Minister for Planning.

A decision on whether public hearings will be held for this proposal will be made by the WAPC following completion of the current advertising period (which closes on Friday 6 October 2023).

It is recommended that Council request the opportunity for Officers to go before the WAPC to present its position and respond to any technical queries they may have.

### **Risk Management Implications**

The officer recommendation considers the relevant planning matters associated with the proposal. It is considered the officer recommendation is appropriate.

If the Amendment is approved by the Minister for Planning, the greatest risk to the City is the significant cost involved in retrofitting the local transport network to adjust.



If the Amendment is refused (or ultimately doesn't take effect due to a notion of disallowance made by either House of Parliament within 12 parliamentary sitting days after it has been signed off by the Governor of Western Australia), there is a risk that a future State Government may decide to construct this section of the former Perth Freight Link.

Such an outcome would be contrary to Council's long-stated position not to support its construction.

If Council does not make a recommendation on the matter, any concerns that the City may have in regard to the MRS zoning will not be taken into consideration by the department. The City has received an extension with the City's due date for comments being 6 October 2023.

**Advice to Proponent(s)/Submitters**

N/A

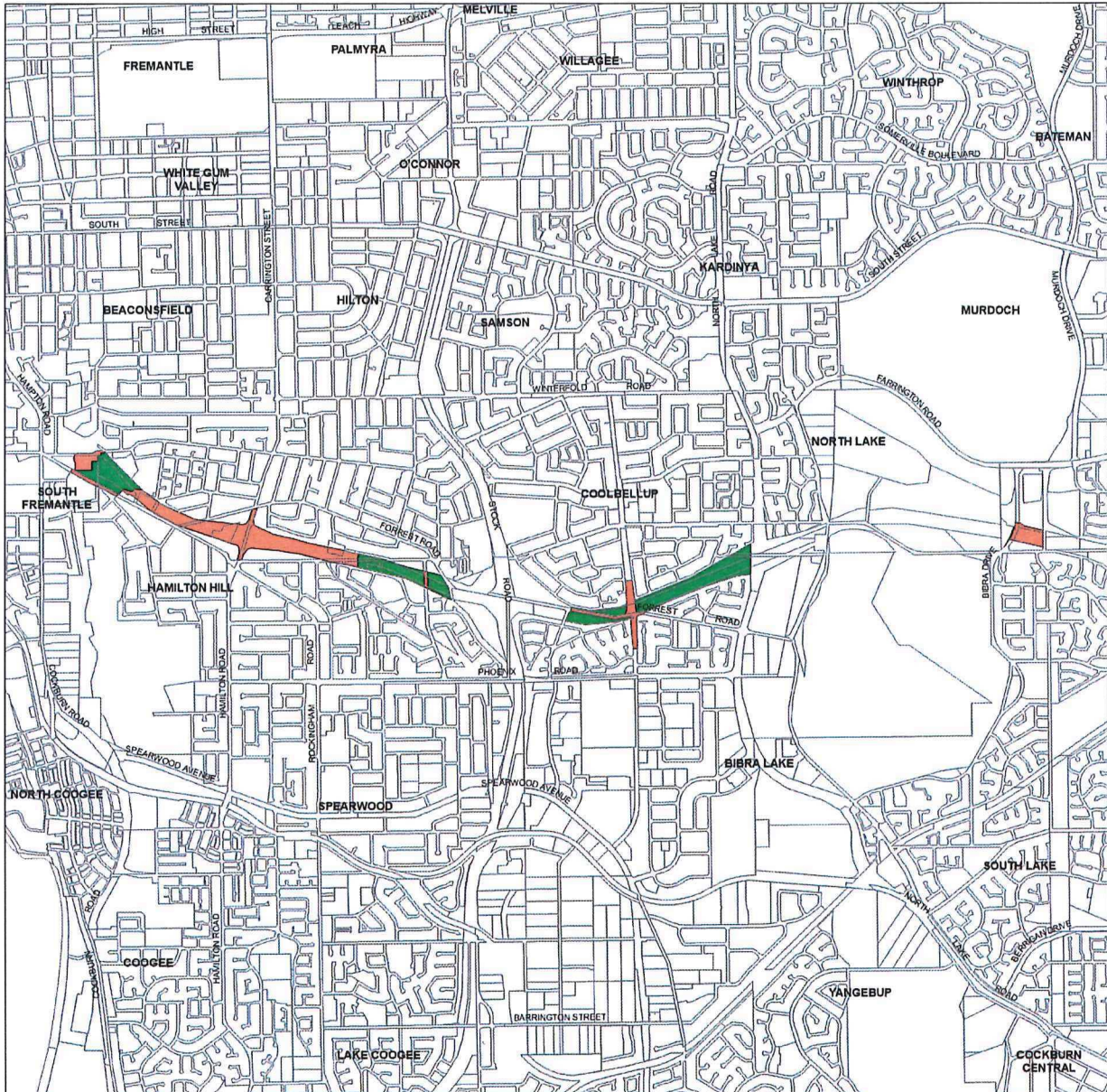
**Implications of Section 3.18(3) *Local Government Act 1995***




Nil.





3.2807



<p>Signed for and on behalf of the Western Australian Planning Commission</p> <p>_____</p> <p>Minister for Planning</p> <p>_____</p> <p>An officer duly authorised by the Commission pursuant to section 24 of the <i>Planning and Development Act 2005</i> for that purpose in the presence of:</p> <p>_____</p> <p>Witness</p> <p>_____</p> <p>Date</p> <p>_____</p>	<p>Minister's consent to public submissions being sought</p> <p>_____</p> <p>Date</p> <p>Approved</p> <p>_____</p> <p>Governor</p> <p>_____</p> <p>Date</p>	<p><b>Metropolitan Region Scheme</b> Amendment No. 1404/41</p> <p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> Excluded from Primary Regional Roads reservation and Urban zone and included in Parks and Recreation reservation</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; margin-right: 5px;"></span> Excluded from Primary Regional Roads reservation and Parks and Recreation reservation and included in Urban zone</li> </ul> <div style="text-align: center;">  <p>N</p>  <p>0 0.5 1 1.5 2 Kilometres</p> </div>
 <p>Created on date: Tuesday, 4 April 2023 Document Name: MRS_3673_v1_APlan3_2807 Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA Base information supplied by Western Australian Land Information Authority SLIP 1180-2020-1</p>	<p>Program Manager: L. Powell</p> <p>Geospatial Officer: J. Ballarotta</p> <p>Examined: A. Power</p> <p>Revised:</p> <p>Version No. 1</p> <p>Date: WAPC/325.9.4 29 March 2023</p>	<p>Plan Number</p> <p><b>3.2807</b></p> <p>File number: 809/02/01/0102</p> <p>Plan reference:</p> <p>Metropolitan Region Scheme 1:25000 sheet 19 detail plans: 1.6479, 1.6498 - 1.6502, 1.6513</p> <p>Sheet 1 of 1</p> <p>Oracle reference no: 3673</p>





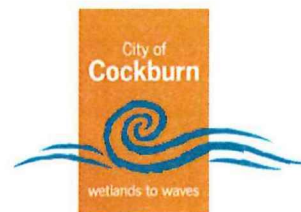








Enquiries: Strategic Planning – 9411 3505  
Our ref: 105/001 & 110/232



10 January 2022

Western Australian Planning Commission  
Locked Bag 6  
PERTH WA 6001

Dear Sir/Madam

**Roe 8 (West) and Roe 9 Corridor Planning Study – Draft Concept Plan**

Thank you for the opportunity to review and provide comment on the draft Concept and Amendment Plans the Department has prepared to inform the preparation of a future Metropolitan Region Scheme (MRS) Amendment seeking to remove the existing Roe Highway Stage 8 (west) and Stage 9 reservations.

The City strongly supports the preparation of such an Amendment but has identified various matters that could be improved or may require further consideration prior to commencement of the formal MRS Amendment process. These items are discussed under the headings that follow.

Please note that the following advice constitutes officer level technical advice only prepared during the initial consultation period. Council's position of the proposal will be expressed during the formal advertising period.

Anticipated Future Planning Process

The City welcomes Minister Saffioti's recent statement about the State Government taking a more active role in leading District Structure Planning and suggests that this project is a perfect opportunity to do so.

The process would greatly benefit from State Government preparation of a more thoroughly considered Master Plan or District Structure Plan for the area, that includes consideration of the opportunities removal of the reservation provides for adjoining land beyond the current reservation boundaries, ahead and to inform the MRS Amendment process.

In the absence of such guidance, the City currently anticipates the following process in terms of updating its Local Planning Framework to reflect the outcome of the draft MRS Amendment as currently proposed:

9 Coleville Crescent, Spearwood WA 6163, PO Box 1215, Bibra Lake DC WA 6965  
T: 08 9411 3444 E: [customer@cockburn.wa.gov.au](mailto:customer@cockburn.wa.gov.au)  
W: [cockburn.wa.gov.au](http://cockburn.wa.gov.au) ABN 27 471 341 209





1. Concurrent reclassification of the former road reservation to the 'Development' Zone under the City's Town Planning Scheme No.3 as part of the MRS Amendment process;
2. Upon substantial advancement and/or successful completion of the MRS Amendment, City initiation of a Local Scheme Amendment that proposes the creation of a series of Special Control / Development Areas that require the preparation of Local Structure Plans over select precincts, that may extend beyond the boundary of the former Regional Road reservation;
3. That the majority landowner within each precinct be responsible for the preparation of the local structure plan required within each Development Area, with the City assisting to facilitate this process.

To inform the process for the area straddling the existing Carrington Road reservation, the City is in the process of commissioning advice regarding the potential suitability of consolidating existing commercial activity in and around the Carrington Street area. The purpose of this work is to consider whether in combination with the existing community, education and public transport interchange, the area might form the nucleus of a new activity centre, at the heart of a reconnected Hamilton Hill locality.

#### Supporting Traffic Documentation

At present the proposal is lacking key informative / supporting documentation. Of particular importance is the need for accompanying Transport Analysis to allow the City (and others) to consider the consequential impact of removing the primary regional road reservation on the surrounding transport network.

As a minimum, it is suggested that both a District Transport Model Update (in conjunction with the City) be prepared, in addition to disclosure of the presumed Main Roads WA Regional Model update, that demonstrates where the planned transport volumes will redistribute if they are beyond the District boundary.

This will allow impacted parties the opportunity to negotiate suitable outcomes where the transport functions and costs of these are shifted from the proposed State Road network to the local road networks, which may require significant amendment to their function given earlier planning decisions made on the basis of the existing corridor.

Maintaining an adequate level of service within the local road network and ensuring public safety cannot be achieved by sporadic improvements to the road network, it requires a more strategic approach. Some of the key considerations are discussed in the context of the current proposal below.





1. Traffic Congestion

The City's [District Traffic Study Report 2018](#) shows several road links as exceeding their Volume Capacity ratio. This situation gets significantly worse as proposed options assume delivery of all projects included in the City's Major Roadworks list (pages 29-31).

Page 48 shows several roads marked as above capacity in 2031, such as Carrington Street, Winterfold Road, Farrington Road, and Cockburn Road. The necessary traffic modelling clearly needs to consider the impact on each of these roads.

Where environmental and heritage constraints do not allow improvements to the road network, improvements to alternative modes of transport should be considered. Examples might include a contiguous shared path and Tier 2 Public Transport route that roughly follows the existing Roe Highway reservation alignment. The impact of such alternatives in reducing traffic congestion, pollution, and crash rates should then be described in the traffic investigation report.

2. Road Safety

Of note, the current road safety record of the surrounding network is also concerning. For example, Carrington Street (that continues onto Hamilton Road) has seven (7) intersections flagged as Black Spots by the State for 2017-2021 period. It is expected that crash rates will increase due to activation of land uses that will attract additional traffic to the former Roe Highway corridor.

INTERSECTION NAME	TOTAL CRASH COUNT	CASUALTY CRASH COUNT
CARRINGTON ST & ROCKINGHAM RD & HAMILTON RD EAST	33	7
SPEARWOOD AV & HAMILTON RD	17	5
CARRINGTON ST & FORREST RD	16	2
CARRINGTON ST & CLONTARF RD	16	5
CARRINGTON ST & CARRINGTON ST & WINTERFOLD RD	8	2
HAMILTON RD & TROODE ST	6	0
CARRINGTON ST & BLACKWOOD AV	6	0



### 3. Support for Alternative Transport

In its current form, the concepts appear to do little in terms of considering responding public transport improvements, or the provision of infrastructure focussed on encouraging pedestrian and cycle transport modes. Potential options include:

- Utilising portion of the Roe 8 (West) reservation to accommodate a Principal Shared Path and dedicated Public Transport corridor; and/or
- Upgrading Forrest Rd (between North Lake Rd & Stock Rd) for a similar purpose.

Both of these options have a direct consequence on the draft MRS Amendment plan as currently shown, as it might involve refining the proposed 'Parks and Recreation' Reservation, and/or elevating the existing alignment of Forrest Road to an 'Other Regional Road' including allowance for future widening to accommodate the creation of a dual lane, divided carriageway to accommodate future district traffic needs.

Whilst ideal from a traffic connectivity perspective, it is suggested that accommodating a contiguous Neighbourhood Connector inclusive of shared paths and a public transport route within the Roe 9 reservation would raise serious concerns within the community. As a minimum however, a high-quality shared path should be accommodated, with connections to Rockingham Road, Hamilton Hill (including Hampton Road/Cockburn Road intersection) and the future creation of a complimentary North-South shared path within the BP pipeline corridor.

The [Long-Term Cycle Network for Perth \(arccgis.com\)](#) map shows long term aspirational routes (out to 2050). Endorsed by Council in April 2020 ([OCM Minutes Item 16.1](#)), the plan identifies portions of the current reservation as a secondary Long Term Cycle Network route (between North Lake Road and Goodchild Park), and a separate local route between Cordelia Avenue and Carrington Street.

Completed in early 2022, the Hope Road Shared Path (between the Freeway and Bibra Drive) constitutes the first part of the secondary East-West cycle connection. Given the regional importance of this route, further investigation of a westward continuation of this path should form part of this project.

It is critical that connectivity for pedestrians and people on bicycles be improved so that the community is cohesive and not disconnected. On this note the City also has a comprehensive [Cycling and Walking Network Plan Oct 2018](#), that the Long-Term Cycle Network builds upon and which the City incrementally advancing as resources allow. An important component of this is the [Stock Road Pedestrian Bridge](#) which is still in the planning phase along with Stock Road duplication and shared path upgrades.

For completeness of understanding, and in the hope that the State will take a more active role in advancing a more comprehensive plan to accompany the MRS Amendment, the following tables discuss other transport and local connectivity issues that have previously been identified in the area that will require further consideration as part of this or the more detailed planning subsequently prepared for each area.



Area of concern	Comment – Roe 8/9 specific area (Figure 1)
Rockingham Road future upgrade	Opportunity to improve safety of area by installing median and crossing points plus quality shared path on eastern side (reclaiming one lane to do so) Hampton Road to Phoenix Road
Cockburn Road alignment	Future delivery uncertain – removal is likely to have a significant impact on the future role/function of existing Cockburn Road (and resultant Cockburn Coast built form)
Rockingham Road & Leda Street	Pedestrian crossing to shops previously requested
Wally Hagan & Starling Street	Wally Hagan is long overdue for redevelopment – will require installation / upgrade of ACROD parking at that time Starling Street Leda Street intersection – will need to be upgraded when intersection is reviewed and/or changed
Forrest, Rockingham & Lucius Roads	Opportunity to create elongated roundabout, four-way intersection to reinstate right turn out of Forrest Road and improve local east-west connection to offset loss of Roe Highway.
Kerry Street Community School	Small community school for years K-6 – likely to require pedestrian improvements over time

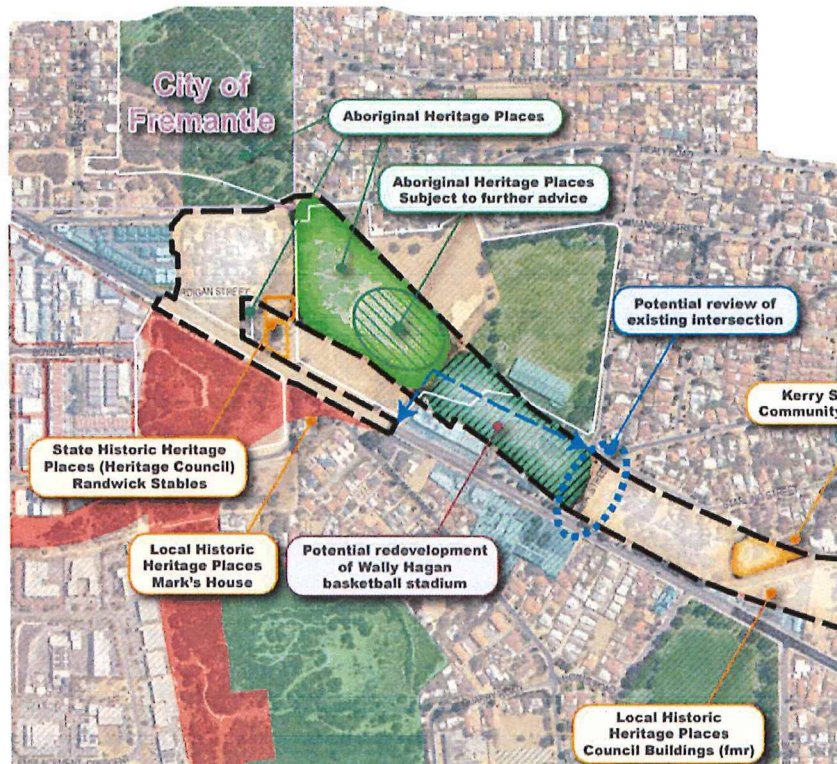
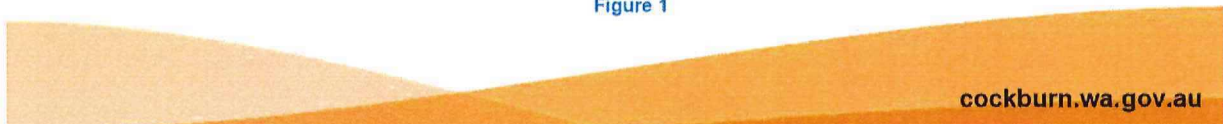


Figure 1





Area of concern	Comment – Roe 8/9 specific area (Figure 2)
Rockingham Road future upgrade	Opportunity to improve safety of area by installing median and crossing points plus quality shared path on eastern side
Carrington Street & Rockingham Rd	Pedestrian and cycling access difficult – signals to be upgraded in future (see Forrest & Carrington signals below)
Fremantle Christian College	College is expanding further in future – <a href="https://www.fremantlecc.wa.edu.au">Master Plan – Fremantle Christian College (fremantlecc.wa.edu.au)</a> Caters for all years K-12. Active transport links required as well as public transport. Currently issues for students crossing the busy roads and intersections
Bailey Street to Kerry Street	New connections from Bailey Street to Rockingham Road to Forrest Road to Kerry Street at corner of Kerry Street School and Fremantle Christian College (in particular 4-way intersection) require further testing.
Port School	Small independent school Year 8 – 12. 140 students plus Early Learning Centre (6 weeks to 3 years) 25 places – linked to Young Parents Centre at school

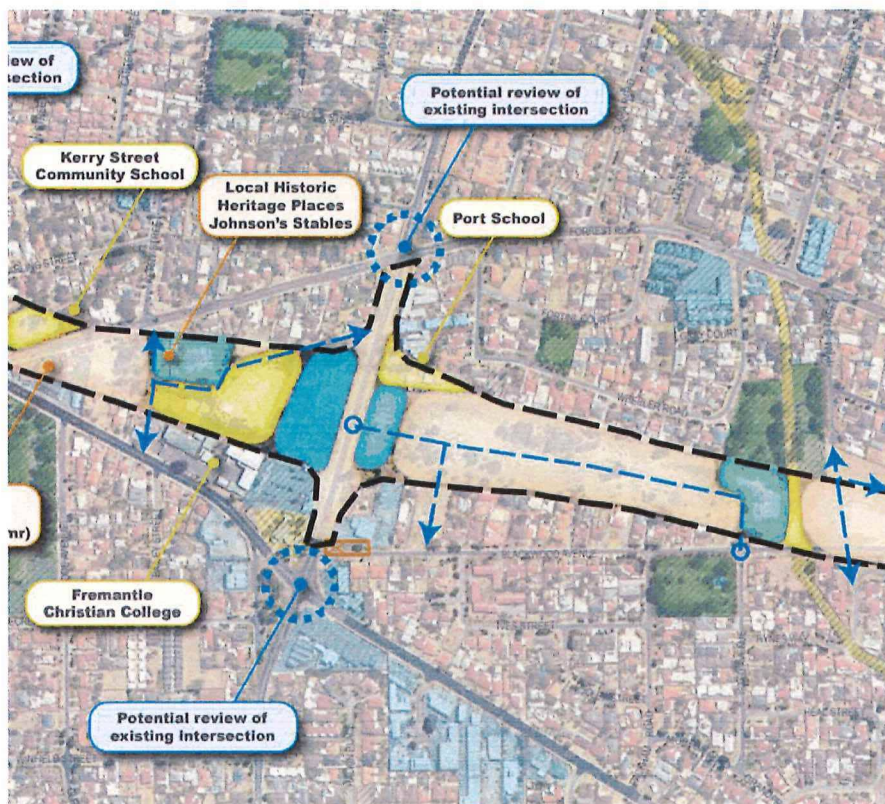


Figure 2



Area of concern	Comment – Roe 8/9 specific area (Figure 2 cont.)
Carrington Street	<p>Potential need for duplication – may require reserve widenings</p> <p>Opportunity to improve safety of area by installing median and crossing points plus quality shared path on both sides (linking bus stops)</p>
Carrington Street & Forrest Road signalised intersection	<p>Pedestrian and cycling access difficult – signals need to be upgraded</p> <p>Forrest Road and Carrington Street traffic signals, the City achieved Stage 2 endorsement from Main Roads WA (MRWA) in December 2021 to upgrade the signal phasing. This includes:</p> <ul style="list-style-type: none"> <li>• Phasing modification from a two-phase to a four-phase sequence with leading right turns on the east and south approaches.</li> <li>• Upgrade of pedestrian crossing facilities on all approaches.</li> <li>• The installation of a Road Safety Platform under a separate endorsement from MRWA in January 2022.</li> </ul> <p>The concept design for the intersection formulated as part of the Stage 2 endorsement was submitted for Federal and State Black Spot funding consideration in July 2022 to allow for:</p> <ul style="list-style-type: none"> <li>• Detail design in 2023/24</li> <li>• Construction in 2024/25</li> </ul> <p>The City is expected to be advised as to whether it was successful for Black Spot funding in May 2023.</p>
BP oil pipeline future shared path	<p>Connections to future shared path along the pipeline need to be maintained.</p>
Hyam Street to Hynes Way	<p>Connection between Hynes Way – crosses BP oil pipeline path – need to include raised pedestrian crossing for existing path (none of these culs-de-sac have paths)</p> <p>Connection Hyam to Ahearn – include paths as part of changes – potential to be done at same time as installing BP pipeline path</p>
Blackwood Ave	<p>New connections from Roe 8/9 corridor need testing</p> <p>Support disconnection from Carrington Street which is a blackspot location</p>
Healy Road	<p>Consider implications of traffic volumes on Healy Road – City currently progressing traffic calming and cycling improvements</p>





Area of concern	Comment – Roe 8/9 specific area (Figure 3)
Cade Street to Ahearn Street	New connections from Roe 8/9 corridor (presumed this involves removal of Blackwood Avenue) require testing
Ely Street to Blackwood Avenue	New connections from Roe 8/9 corridor require testing
Blackwood Avenue, Forrest Road connection	Need to review intersection design – links to O’Connell Street, Blackwood Avenue and former Hamilton Hill High School redevelopment and former Stock Road pedestrian bridge
Stock Road pedestrian bridge	Final position to be determined by MRWA
Stock Road, Forrest Road intersection upgrade	MRWA upgrading Stock Road in future and including shared path along the length – connecting to pedestrian bridge

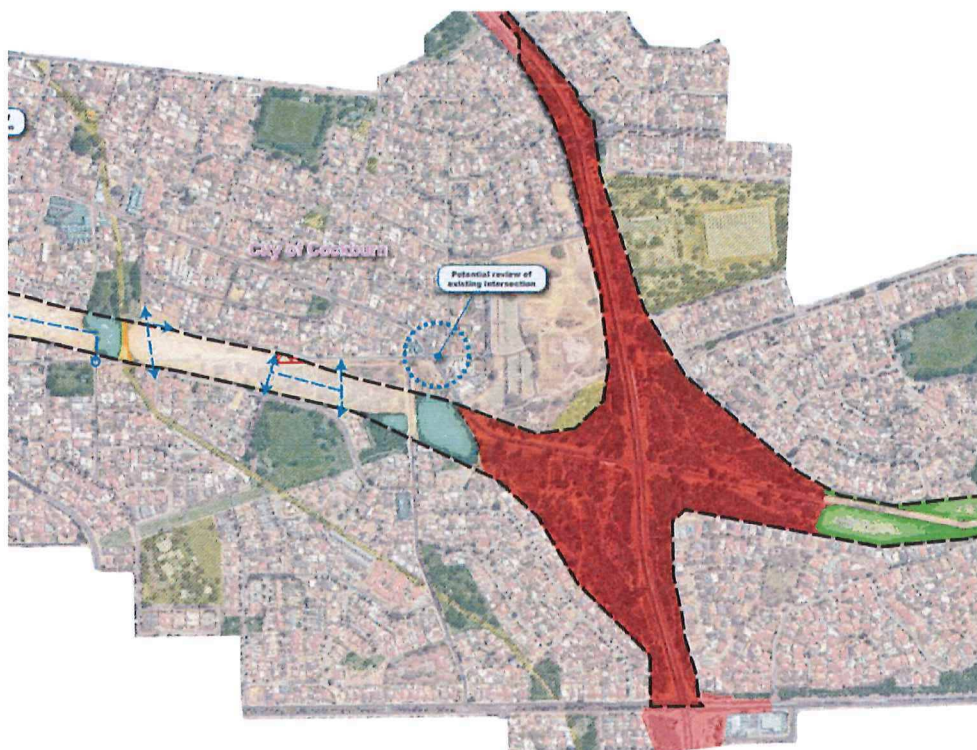


Figure 3





Area of concern	Comment – Roe 8/9 specific area (Figure 4)
Coolbellup Ave, Sudlow Road, Forrest Road	Opportunity to remove/improve staggered intersection on this important north-south connection
North Lake Road & Gwilliam Drive	Connections and crossing points will likely require improvements
Masfield Avenue crossing North Lake Road to Cordelia Avenue	Opportunity to improve pedestrian/cyclist connection across North Lake Road
Path in green corridor	Connect from green corridor to Bibra Lake and Hope Road with improved crossing points at intersections with any roads or streets

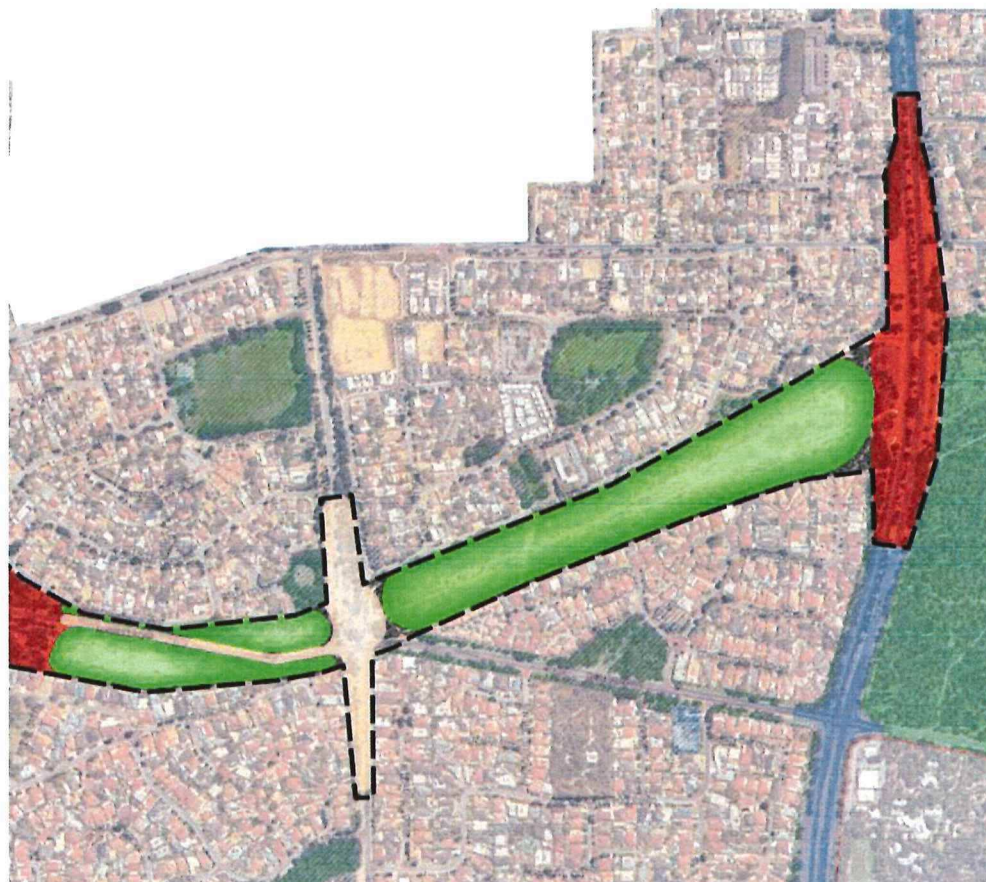


Figure 4



#### Supporting Environmental Documentation

Another lacking piece of key informative / supporting documentation is the environmental analysis the Department has commissioned RPS to prepare. In the absence of being able to review that information, the City offers the following observations.

#### 4. Ecological Corridors

A large amount of the site forms part of a regionally significant ecological linkage between areas of conservation value, as identified by WALGA's Perth Biodiversity Project (2014). The Roe 8/9 corridor currently connects Bibra Lake and the Beelihar Wetland System to the coast, through Manning Park. Given the amount of ecological disturbance within the Perth metropolitan area, ecological connections between the interdunal wetlands system and the coastline are uncommon and should be protected wherever possible. This is important as it enables fauna to move from one place to another and thus reduces the risk of local extinction. It also enhances the genetic diversity of different species within the area.

Protection and enhancement of ecological corridors is a key objective of the City's [Natural Area Management Strategy 2012-2022](#), with Action 26 of the [Manning Park Master Plan 2018](#) stating:

- *Provide greenway corridors and links to connect Manning Park to the broader Beelihar Regional Park*

On the assumption that despite the above stated environmental values and unique opportunity the land presents as a movement corridor for wildlife, the State is unlikely to reserve the entire landholding (excluding important road and infrastructure connections) as Parks and Recreation for conservation with a management order in favour of the City, a contiguous ecological connection should be maintained via alternative means (such as road underpasses including Carrington Street, continuous areas of Public Open Space and/or where spacing makes land provision unviable substantive native tree planting along future road corridors).

#### 5. Stock Road Interchange

It is acknowledged that the intersection of Stock Road and Forrest Road will require upgrading in the future to accommodate increased traffic demand. However, the extent of the Primary Regional Road reservation being retained for this purpose is overly conservative and fails to consider alternatives that would have a far lesser impact on surrounding vegetation.





For example, there appears to be sufficient space to add additional lanes to both roads without clearing any vegetation. In comparison to a flyover arrangement, which may have already been compromised by residential development on the south-east corner of the interchange, such an arrangement would significantly reduce the impact on vegetation, whilst also lessening likely amenity impacts to residents living in the Coolbellup, Hamilton Hill and Bibra Lake residential areas.

The significance of the affected vegetation, in both a local and regional sense includes:

- The eastern area of this intersection is mapped as containing the *Banksia Woodlands of the Swan Coastal Plain* Threatened Ecological Community (refer Figure 5). The TEC is listed as Endangered under the *Environmental Protection and Biodiversity Conservation Act 1999* and offers potential foraging habitat for Black Cockatoos. As a result, additional environmental approvals will need to be obtained prior to upgrading the road.



Figure 5: Extent of Banksia Woodland TEC in the Stock Road/Forrest Road intersection

- Whilst not shown on the mapping, the vegetation on the western side of this same intersection is likely to be classified as Tuart (*Eucalyptus gomphocephala*) Woodlands and Forests of the Swan Coastal Plain TEC. The Tuart Woodland TEC is afforded the same protections as the Banksia Woodlands TEC.
- A desktop assessment of mapping provided by the Department of Biodiversity, Conservation and Attractions also indicates that the vegetation within the intersection area is representative of both the Quindalup and Karrakatta (Central and South) complexes. The Karrakatta Complex is poorly represented both regionally and locally, with less than 25% of its original extent still remaining on the Swan Coastal Plain. The Environmental Protection Authority's *Position Statement 2 – Clearing of Native Vegetation 2000*, states that 'the "threshold level" below which species loss appears to accelerate exponentially at an ecosystem level is regarded as being at a level of 30% of the pre-clearing extent of the vegetation type'. As such, further clearing of the Karrakatta Complex is not supported in instances where it can be avoided



At a minimum, the area of retained vegetation located between the existing Stock Road and Blackwood Avenue reservations should be incorporated into the proposed 'Parks and Recreation' reservation in a similar manner to how the vegetation within the Roe 8 West reservation is being protected between Briere Green and the eastern extent of the corridor.

#### Aboriginal Heritage & Recreational Facilities

##### 6. Dixon Reserve & Surrounds

Given its significance, ideally the MRS Amendment should be expanded to reserve all of the land within the boundaries of the recently registered Hamilton Hill Swamp Aboriginal Heritage Site (#18332) within the 'Parks and Recreation' reserve.

On the assumption that the intent is to limit the proposal to land within the former Primary Regional Road reservation, it appears that both the draft Concept Plan and MRS Amendment plan are still missing a portion of land located behind the existing commercial premises fronting Rockingham Road that should be reserved for this purpose (refer Figure 6).



Figure 6: Extent of Hamilton Hill Swamp – Aboriginal Heritage Site #18332

Given its existing and future regional function, the catchment for which extends well beyond the boundaries of Hamilton Hill or the City, it is also suggested that the balance of area notionally identified on the concept plan for the Wally Hagan Basketball Stadium should also be reserved for 'Parks and Recreation'.

Such a reservation would be consistent with a number of other basketball facilities across the metropolitan area, including a number of which that incorporate integrated health, gym and associated commercial facilities, such as:

- Bendat Basketball Centre, Floreat
- Lakeside Recreation Centre, North Lake
- Ray Owens Sports Centre, Lesmurdie
- Warwick Stadium, Warwick
- Beatty Park, North Perth
- Terry Tyzack, Inglewood
- Craigie Leisure Centre, Craigie

7. Wheeler Park

Whilst the affected portion may be currently devoid of vegetation, the City encourages expansion of Wheeler Park Reserve to include all of the land west of the proposed extension of Hyam Street to Blackwood Avenue (east of the BP Pipeline – refer Figure 7).



Figure 7: EMPP would support P&R reserves being located on either side of the existing BP pipeline

Adjusting the extent of the future local reserve in this manner would allow for the creation of a more substantive key feature mid-way along the former Roe 9 reservation, arranged in a more robust configuration capable of being used for a wider array of recreational purposes. It would also ensure better greenspace continuity from the reserve to the north, enable better access to the existing pipeline should it need to be maintained or removed in the future, and negate a number of potential CPTED considerations in the event that the land was otherwise developed for residential purposes.





## 8. Hamilton Hill Community Centre

The City's current [Community Sport and Recreation Facilities Plan](#) identifies the need for a District Level community facility to be provided, however site is yet to be identified for one.

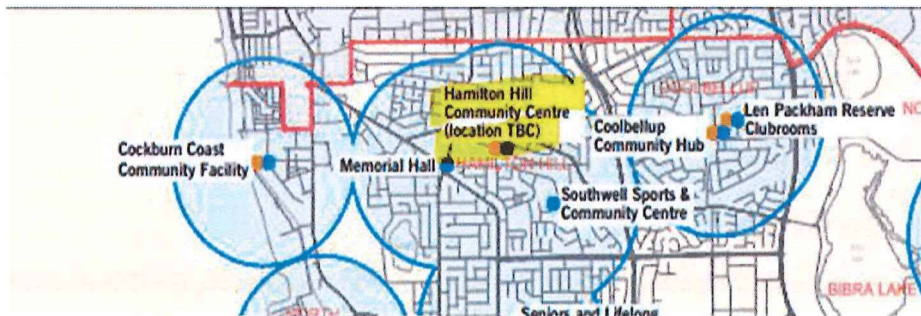


Figure 8: City of Cockburn Community Sport & Recreation Facilities Plan

At the appropriate time the City would appreciate the future opportunity to discuss with the State:

- The additional demand development of the corridor will have on these and other community facilities; and
- Potential opportunities for a location to be identified within the corridor land holding.

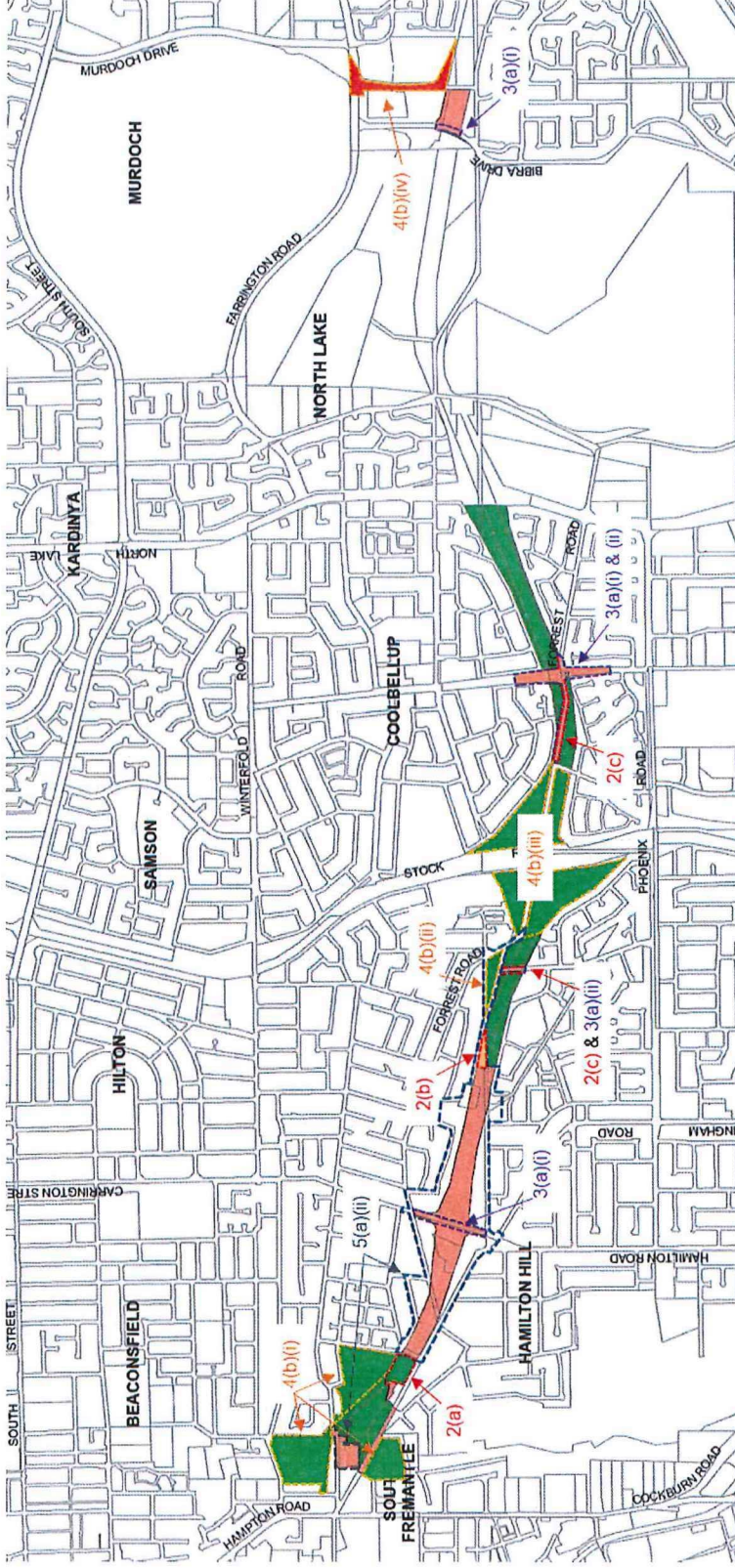
Should you wish to discuss any of the matters raised please contact the City's Strategic Planning Team on 9411 3505 or via [stratplanning@cockburn.wa.gov.au](mailto:stratplanning@cockburn.wa.gov.au).

Yours sincerely,

**Daniel Arndt**  
Chief of Built and Natural Environment



RECOMMENDED MRS AMENDMENT MODIFICATIONS – REFERENCES AS PER RECOMMENDED COUNCIL RESOLUTION

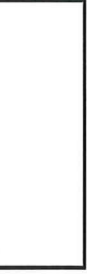


Changes Recommended via this Amendment

- Excluded from 'Primary Regional Road' Reserve and 'Urban' Zone and included in 'Parks and Recreation' Reserve
- Excluded from 'Primary Regional Road' Reserve and included in the 'Urban' Zone
- Portions of 'Urban' Zone not to be zoned 'Development' in TPS3 via Concurrent MRS/TPS Process

Further Changes Recommended via Subsequent MRS/TPS Amendment(s)

- Excluded from 'Primary Regional Road' and 'High School' Reserves and include in 'Parks and Recreation' Reserve
- Excluded from 'Parks and Recreation' Reserve and include in 'Primary Regional Road' Reserve
- Potential Future Structure Plan Areas (TPS3 Special Control / Development Areas)





**SUBMISSION  
186**

Enquiries: Belinda Hill on (08) 9323 4572  
Our Ref: 23/5159 (D23#739060)  
Your Ref: RLS/1076

3 October 2023

The Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
PERTH WA 6001

Email: [mrs@dph.wa.gov.au](mailto:mrs@dph.wa.gov.au)

Attention: Scott Haine

Dear Sir,

**PROPOSED METROPOLITAN REGION SCHEME AMENDMENT 1404/41 – ROE 8  
REMAINDER AND ROE 9 (REMOVAL OF PRIMARY REGIONAL ROADS  
RESERVATION)**

Thank you for your correspondence dated 7 July 2023 inviting Main Roads to comment on the above proposal.

Main Roads has no objection to the proposed MRS Amendment to rezone portions of the Primary Regional Roads (PRR) reservation, known as Roe 8 and Roe 9, and some nearby urban zoned land to the Parks and Recreation reservation, with other portions of the PRR reservation proposed to be rezoned to Urban.

As noted in the amendment report Main Roads undertook strategic level traffic modelling for the proposed amendment. Main Roads is also undertaking a review of the future planning for Stock Road as these plans will change given the removal of the remainder of the Roe 8 reservation and Roe 9.

Main Roads requests a copy of the WAPC's final recommendation to be sent to [planninginfo@mainroads.wa.gov.au](mailto:planninginfo@mainroads.wa.gov.au) quoting the file reference above.

If you require any further information, please contact Strategic Planning Officer Belinda Hill on (08) 9323 4572 or via email at [belinda.hill@mainroads.wa.gov.au](mailto:belinda.hill@mainroads.wa.gov.au).

Yours sincerely

Lindsay Broadhurst  
**Director Road Planning**





Our Ref: RLS/1076  
Enquiries: Mr Scott Haine (6551 9403)

051 000342

Lilianna G M Hine & Michael Hine  
27 Blueridge Crest  
BIBRA LAKE WA 6163

Dear Sir/Madam

**Metropolitan Region Scheme Proposed Amendment 1404/41  
Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)**

The Western Australian Planning Commission (WAPC) invites you to comment on the above proposed amendment to the Metropolitan Region Scheme (MRS) which, if approved, will change the regional zoning of land located near your property.

The proposed amendment seeks to reclassify portions of the Primary Regional Roads (PRR) reservation, known as Roe 8 and Roe 9, and some nearby urban zoned land to the Parks and Recreation reservation. Other portions of the PRR reservation are proposed to be transferred to the Urban zone. The total amendment area is approximately 58 hectares.

Areas of the site recognised as having high environmental and heritage values are proposed to be reserved for Parks and Recreation under the MRS.

Areas proposed to be rezoned Urban have the potential to support various existing and proposed land uses. The proposed Urban zone will facilitate further planning at the local level to identify areas appropriate for local open space, recreation, private education, commercial, mixed use and residential development.

The proposed amendment was informed by the Roe 8 and Roe 9 Corridor Planning Study, led by the Department of Planning, Lands and Heritage. The Planning Study investigated potential alternative land use and zoning opportunities for the Roe 8 and Roe 9 corridor and included:

- an environmental assessment study;
- a bushfire hazard level assessment;
- regional road network and transport planning advice from Main Roads Western Australia; and
- a preliminary engagement process from October 2022 to January 2023 that sought stakeholder and community feedback on a draft indicative concept plan showing a potential mix of land uses in the study area.

*\* Keep this bush please!*

*L. G. Hine 26 Sept 2023  
my comments are the same as M. Hine  
my husband. Thank you. NO ROE 8 or  
ROE 9.*



The outcomes of the Planning Study are included as appendices in the proposed MRS Amendment Report.

The Amendment Report and plans showing the proposed changes are available online at [www.wa.gov.au/roe-8-9](http://www.wa.gov.au/roe-8-9) or by visiting:

- WAPC – Level 2, 140 William Street, Perth
- J.S. Battye Library – Level 3, Alexander Library Building, Perth Cultural Centre
- City of Cockburn – 9 Coleville Crescent, Spearwood
- City of Fremantle – Walyalup Civic Centre, 151 High Street, Fremantle
- City of Perth – Council House, 27 St Georges Terrace, Perth
- City of Melville – 10 Almondbury Road, Booragoon

I encourage you to provide feedback online at the website address above or by using the form at the back of the Amendment Report. Submissions must be received by **Friday 6 October 2023**.

Yours faithfully



Ms Sam Fagan  
Secretary  
Western Australian Planning Commission

7 July 2023

WA Planning Commission  
LOCATED BTG 2506  
PERTH WA 6001



Our Ref: RLS/1076  
Enquiries: Mr Scott Haine (6551 9403)

Michael and Lilianna Hine  
27 Blueridge Crest  
BIBRA LAKE 6163

Department of Planning, Lands and Heritage Received	
Scanned: - 4 OCT 2023	<input type="checkbox"/>
Attachments	<input type="checkbox"/>
Scan OK	<input type="checkbox"/>
Doc No:	
File No:	

Re Property: 27 Blueridge Crest, Bibra Lake

Dear Sir/Madam

**Metropolitan Region Scheme Proposed Amendment 1404/41  
Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)**

The Western Australian Planning Commission (WAPC) invites you to comment on the above proposed amendment to the Metropolitan Region Scheme (MRS) which, if approved, will change the regional zoning of your property.

The proposed amendment seeks to reclassify portions of the Primary Regional Roads (PRR) reservation, known as Roe 8 and Roe 9, and some nearby urban zoned land to the Parks and Recreation reservation. Other portions of the PRR reservation are proposed to be transferred to the Urban zone. The total amendment area is approximately 58 hectares.

Areas of the site recognised as having high environmental and heritage values are proposed to be reserved for Parks and Recreation under the MRS.

Areas proposed to be rezoned Urban have the potential to support various existing and proposed land uses. The proposed Urban zone will facilitate further planning at the local level to identify areas appropriate for local open space, recreation, private education, commercial, mixed use and residential development.

The proposed amendment was informed by the Roe 8 and Roe 9 Corridor Planning Study, led by the Department of Planning, Lands and Heritage. The Planning Study investigated potential alternative land use and zoning opportunities for the Roe 8 and Roe 9 corridor and included:

- an environmental assessment study;
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- regional road network and transport planning advice from Main Roads Western Australia; and
- a preliminary engagement process from October 2022 to January 2023 that sought stakeholder and community feedback on a draft indicative concept plan showing a potential mix of land uses in the study area.

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P.T.O.

The Amendment Report and plans showing the proposed changes are available online at [www.wa.gov.au/roe-8-9](http://www.wa.gov.au/roe-8-9) or by visiting:

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- J.S. Batty Library – Level 3, Alexander Library Building, Perth Cultural Centre
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- City of Perth – Council House, 27 St Georges Terrace, Perth
- City of Melville – 10 Almondbury Road, Booragoon

I encourage you to provide feedback online at the website address above or by using the form at the back of the Amendment Report. Submissions must be received by **Friday 6 October 2023**.

Yours faithfully



Ms Sam Fagan  
Secretary  
Western Australian Planning Commission

7 July 2023

26th SEPTEMBER 2023

Dear Sir/Madam.

WITH REGARD TO THIS PROPOSAL PLEASE REMOVE ROE 8/9 FROM THE PLANS AND RETURN THE BUSHLAND TO WHAT IS WAS BEFORE BARNETT DESTROYED IT ALL IN HIS MISGUIDED? ATTEMP TO GAIN VOTES.

WE BUILT IN THE AREA WHICH BORDERS FORREST RD / SUDLOW RD DUE TO IT'S LOVELY LOCATION WITH FLORA/FAUNA NEARBY.

MICHAEL.

LILIANNA

M Hine

Lly Hine



**From:** [Tyrone Thwaites](#)  
**To:** [Region Planning Schemes](#)  
**Cc:** [Travis French \(travis@westpro.net.au\)](#); [Infrastructure \(DOP\)](#)  
**Subject:** MRS Major Amendment 1404 - Cockburn Basketball Association submission - 4 Oct 2023  
**Date:** Wednesday, 4 October 2023 2:32:30 PM  
**Attachments:** [image001.png](#)  
[MRS Major Amendment 1404 - Cockburn Basketball Association submission - 4 Oct 2023.pdf](#)

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Dear Secretary,

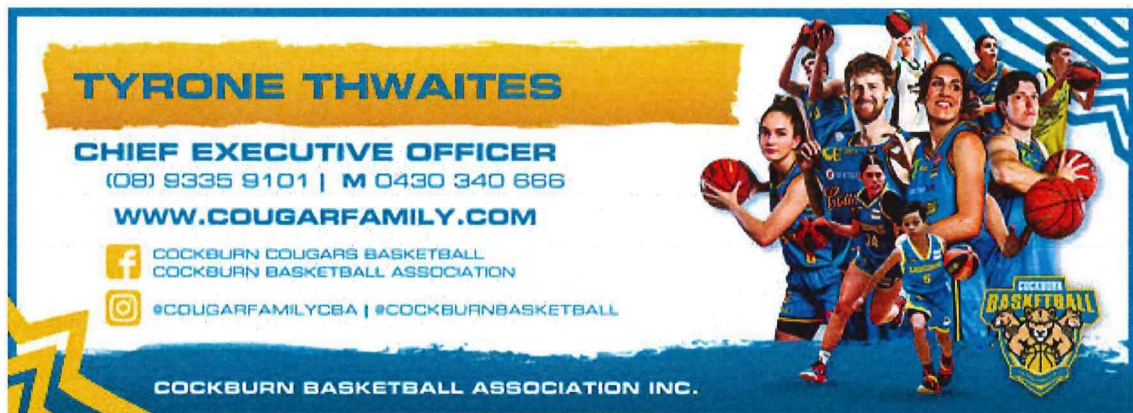
Please find attached a submission by the ***Cockburn Basketball Association (CBA)*** in relation to the *MRS Major Amendment 1404/41 – Roe 8 Remainder and Roe 9*.

The CBA is a major stakeholder surrounding the land in Hamilton Hill and is currently working with the City of Cockburn on a new regional basketball facility in the area. We have also attached the corresponding City of Cockburn minutes of which the CBA is supportive of, and the report on which it was based (also in the minutes).

Can you please advise when this submission has been received?

Looking forward to hearing from you.

**Kind Regards,**





**MRS Major Amendment 1404/41  
Roe 8 Remainder and Roe 9  
Secretary, WA Planning Commission  
4 October 2023**

Dear Secretary,

This letter is written on behalf of the Cockburn Basketball Association, a 3,000+ member organisation based alongside the Roe 9 corridor in Hamilton Hill. We are an organisation earmarked by the City of Cockburn in urgent need of a new facility to protect the needs of the community for the next 50-years.

We currently operate Wally Hagan Stadium at full capacity, and use Melville Leisure Fit Centre, Emmanuel Catholic College, CBC Fremantle, Kennedy College, Cockburn ARC, and soon to be completed Lakelands Senior High School – and this still does not cover the demand.

At present, an opportunity exists to construct such a facility along Rockingham Road in front of the new facility as part of the former Roe Highway reservation. This provides the greater area required to develop the footprint of the facility of 8-12 courts (currently four courts), and with a significant advantage that the current facility can continue operations during the construction phase.

With basketball WA's fastest growing sport, and the most popular for female participation outside of Netball, there is a growing need to ensure a regional home for the sport south-west of Perth. It is estimated such a project would cost \$50-\$60M, of which the City of Cockburn is currently conducting the business case. It is estimated there is more than 2,000 people in the City of Cockburn alone, that want to play the sport, but cannot, due to lack of facilities.

We strongly support the City's position (attached below) decided at their most recent Council meeting on the 14<sup>th</sup> of September 2023, that would allow a community asset to be established that provides immeasurable social impact for decades to come.

Kind Regards,

**Tyrone Thwaites  
Chief Executive Officer  
Cockburn Basketball Association**





**Council Decision – link to minutes (page 43) can be found [HERE](#).**

**Council Decision**

MOVED Deputy Mayor T Widenbar SECONDED Cr T Dewan

That Council:

- (1) ENDORSES the City preparing a submission to the WAPC on MRS Amendment 1404/41, that:
  1. ACKNOWLEDGE the State Government's:
    - a) Commitment in actioning its election promise (to remove the residual portions of the former Perth Freight Network Primary Regional Road Reservation)
    - b) Pre-referral engagement with the directly affected community; and
    - c) Response to the feedback received, in particular the creation of a greater areas of regional 'Parks and Recreation' reserved land that encompass key stands of native vegetation.
  2. SUPPORTS the proposal, subject to the following modifications (as roughly depicted on Attachment 4):
    - a) Expansion of the regional 'Parks and Recreation' reservation to include the land between Lot 89 Rockingham Road, Dixon Park, Starling Street, Rockingham Road and Leda Street, to accommodate future development of a regional Basketball Facility in this location;
    - b) Widening the 'Urban' zoned alignments of both Southwell Crescent and Forrest Road, based on updated traffic modelling (prepared in alignment with the City's current District Traffic Study work), that more appropriately considers the full implications of this proposal on the local road and associated movement network.
  3. REQUESTS:
    - a) pursuant to s.126(3) of the *Planning and Development Act 2005*, that the resultant 'Urban' zoned land be concurrently zoned 'Development' under the City of Cockburn Town Planning Scheme No.3, aside from:
      - i. the existing road reservations of Carrington Street, Sudlow Road, Coolbellup Avenue and Bibra Drive; in addition to
      - ii. the affected road reservations of Southwell Crescent and Forrest Road [as adjusted by (2)(c) above];which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.
    - b) The opportunity for City technical officers to speak on the proposal at a Public Hearing.





4. ENCOURAGES the State Government to:
  - a) Commence the inter-agency land assembly process as a matter of urgency.
  - b) Undertake complementary MRS Amendment(s) that (as roughly depicted on Attachment 4) consider:
    - i. Including all of the Hamilton Hill Swamp Registered Aboriginal Heritage Site #18332 within an expanded regional 'Parks and Recreation' reserve, reflective of its considerable cultural heritage significance;
    - ii. Including Lot 1 Southwell Crescent (or parts thereof) within an expanded regional 'Parks and Recreation' reservation, on the basis it contains vegetation of equal quality and environmental significance to adjoining land being reserved under this proposal, its awkward shape, and the difficulties the adjoining vegetation pose to accommodating a bushfire safe development outcome;
    - iii. Removes the residual portion of the former Hamilton Hill 'High School' reservation, and rationalises the future grade separated interchange of Stock Road and Forrest Road, in a manner that maximises the preservation of the environmentally significant vegetation within that area; and
    - iv. Appropriately reserves the constructed deviation of Roe Highway between the Kwinana Freeway interchange and Murdoch Drive, including the bridge over Farrington Road.
  - c) Consider the inclusion of a fauna overpass, as part of the future design of the Stock Road pedestrian bridge.

5. ADVISES the State Government:
  - a) Of its intention to initiate a complementary local scheme amendment that:
    - i. may refine the extent of the concurrent Development Zone, to streamline future redevelopment in appropriate circumstances; and/or
    - ii. introduces Special Control Areas (as roughly depicted on Attachment 4) to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), to ensure future development appropriately integrates with (and facilitates the redevelopment opportunities) of surrounding landholdings afforded by this proposal.
    - iii. Includes a specific provision within any future Development Zone which provides for a green (ecological) link extending through the area from east to west to form an integral element of the structure plan. This will ensure more flexibility to work with the community about where this connection should be.



- about where the connection should be:
- b) Of the City's expectation that the major landowners of the rezoned land will be primarily responsible for the future local structure planning of the resultant Urban/Development zoned land; and
  - c) Not to assume that the City will automatically accept future management of the regional 'Parks and Recreation' reserves created. The City typically only accepts such arrangements where the land has been upgraded and/or revegetated to an appropriate standard (in particular, the removal of any existing or suspected contamination), to manage its future liability.

**CARRIED 6/0**

**Reason**

The state government should ensure a future ecological corridor linkage across the entire proposed "Urban" zone as alluded to in their indicative plan. It is noted that the DPLH *"Potential Green Zone Linkage -Roe 8 West and Roe 9"* Plan is not binding. The future outcome of this proposal should include a full east to west ecological linkage through the proposed 'Urban' zone into and through the proposed 'Parks and Recreation' reservation.

The state government has one goal for this MRS amendment, to stop Roe 8/9 from happening. To do this, they need to build houses in the way.

We cannot let that happen without having some ecological linkage given the significance of this area. This amendment will go some way in ensuring that this can be done at the appropriate planning stage.

Whilst we are in a housing crisis with a Minister that is steadfast in delivering new housing, we need to conserve and protect an east west ecological linkage in this reserve.



[regionplanningschemes@dplh.wa.gov.au](mailto:regionplanningschemes@dplh.wa.gov.au)

<http://www.wa.gov.au/roe-8-9>

To Secretary WAPC

Ms Margaret Owen

86 Darglish Street Wembley 6014

0409 927 810

[goffmarg@bigpond.net.au](mailto:goffmarg@bigpond.net.au)

No, I do not want to speak at the hearings.

---

The WAPC is seeking public comment to amend the MRS:

**MRS Major Amendment 1404/41 – Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)**

**PREAMBLE**

Proposal (~ 58 ha of land) to reclassify

- portions of the Primary Regional Roads corridor (Roe 8 and Roe 9) and the nearby urban zoned land to the P and R reservation and
- other portions of the PRR reservation and nearby P and R reservation to be transferred to the Urban zone.

I am aware that through the Beelias Wetlands Act 2021, the corridor incorporating the Beelias Wetlands is protected and reserved for Parks and Recreation and is not included in the current amendment. The presence of hundreds of people protesting at the Western Australian State government's bulldozing of native paperbarks and bush prior to the 2017 election, was a strong indication of the value the community places on our natural environment and respect the community holds for Aboriginal culture and beliefs.

40 ha of road reserve was cleared as well as a 500 year old jarrah tree and sites of deep significance to Aboriginal people. 'The most significant historical site within the Perth metropolitan region, south of the Swan River (National Trust of Australia (WA) 2001' was ruthlessly cleared.

Now, five years later, the people have proposed that we protect all native vegetation along the Roe 8 and Roe 9 corridor and restore areas along that corridor to create a link from Wetlands to Waves. This visionary opportunity must be taken.

'The ecological communities along the road reserve are important to the wildlife in the Beelias Park as well as providing a brilliant corridor for local recreation from the wetland to



the waves' ('Never Again: reflections on Environmental Responsibility after Roe 8' Editors: Dr Andrea Gaynor and Professor Newman of Roe 8)

It is recommended that throughout, the area subject to the amendment be zoned P and R.

#### **EXAMPLES OF GREEN LINKAGES:**

The value of achieving green linkages has been recognised in various parts of the world and cities. Perhaps the most well-known is 'Manhattan Waterfront Greenway New York'. This is a 51.4 kilometre long corridor around Manhattan.

In Seoul, a motorway overpass was demolished 'in one of the most central areas of the South Korean capital' and in its place, a huge 400 hectare linear park was built that lowered the average temperature in the area by 3.6 degrees C. (Google 'Green corridors, how to take care of the environment in cities?')

In Perth, we have the expertise of various experts advocating for NatureLinks across the city. Madeline Copcutt, student, NatureLink, Murdoch University, is working with the Cockburn Community Wildlife Corridor to protect and identify the green corridor using the least-cost path analysis for its 'ecological and community significance.'

The Friends of Underwood Avenue Bushland with scientists work for a green NatureLink from the Swan River to the Indian Ocean through Kings Park, Shenton Bushland, Underwood Bushland, Bold Park, Lake Claremont, Allen Park to the ocean.

The Beeliar Group – Professors for Environmental Responsibility – have presented its case for a Yule Brook Regional Park. (<https://thebeeliargroup.com/>). This vision includes the Greater Brixton Street Wetland, the MKSEA and Yule Brook in a 'Falls to Floodplain' ecological trail along Yule Brook from the Lesmurdie Falls National Park to the Canning River Regional Park.

Greenways across Perth have been identified and mapped in the Bush Forever policy documents.

#### **Stock Road and Forest Road**

The bushland adjacent to this intersection should not be impinged upon. As well as 'Banksia Woodlands of the Swan Coastal Plain' being a Threatened Ecological Community and listed as 'Threatened', the community of Tuart trees, listed as being 'Critically Endangered' occurs in this bushland. Protection of these last area of native bushland should have the highest level of protection. The Primary Regional Road reserve at this intersection must be removed.

#### **ABORIGINAL SITES**

All sites must be protected. This would be in the spirit of 'Recognising, celebrating and acknowledging the diverse Aboriginal cultures and history of our State to achieve lasting benefits for Aboriginal people and the broader community.' (Aboriginal cultural heritage)

Thankyou for the opportunity to comment.

Margaret Owen

Planning and Development Act 2005  
**Section 41 Amendment (Major)**  
Form 41



**Submission**

**Metropolitan Region Scheme Amendment 1404/41**

**Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads Reservation)**

OFFICE USE ONLY

SUBMISSION NUMBER

**190**

RLS/1080

To: Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
Perth WA 6001

Title (Mr, Mrs, Miss, Ms) Ms First Name Toni

Surname Collinge (PLEASE PRINT CLEARLY)

Address 59A Healy Rd, Hamilton Hill Postcode 6163

Contact phone number 6180 8033 Email address tonicollinge@westnet.com.au

Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?  Yes  No

**Submission** (Please attach additional pages if required. It is preferred that any additional information be loose rather than bound)

Whilst I appreciate the small adjustments made to the original plan I request that you reconsider and zone the whole area parks and wildlife. These road reserves are unusual in that there are substantial areas undeveloped which will allow for mass revegetation in our suburb. Hamilton Hill is one of the hottest suburbs in the metro area - which we know is dangerous for vulnerable people.

We know that climate warming can be helped by tree planting - it's perhaps the only way to help - so if we care about the plight of our young ones we must grab every opportunity presented to us to ACT NOW before it's too late.

Our poor Carnaby Cockatoos (now endangered) are reduced to living off lilac tree berries. We have an opportunity to plant lots of "Cockie Food" - Tuarts, banksias (parrot

turn over to complete your submission



bush etc. There's currently so little safe habitat to support their young that they're currently forced to travel to the wheatbelt during the breeding season.

Then there's the question of high extinctions in Australia. We know that species can't survive once their natural habitats reduce in size. A community wildlife corridor will provide the space for species to roam and interbreed. Biodiversity is the key to supporting life; including human life. We can't exist long-term in an environment of bitumen, bricks + mortar.

A high priority must be listening to our First Peoples. There have been a few small archaeological initial digs in the Bibra Lake area. These studies have found artefacts dating back 40,000 yrs. Deeper digs may well determine that aboriginal people have been living here for much longer than that. We must respect our oldest living culture, the people who have cared for this country for millenia, and who still are spiritually connected to this place.

When I moved to this area 6½ yrs ago I was excited to discover that the community had a vision of a corridor from the wetlands to the ocean. I joined up and began volunteering, becoming involved in activities from weeding, pollinating orchids, planting - to clearing dumped rubbish in the bushland. I love having the bush so close to home and find serenity listening to birds as I'm working. It's become a haven for me, especially



the lovely area of bush on the corner of Stock + Forrest Rd. It's a place I love to visit during the week for some moments of solitude.

You have the opportunity to create a wonderfully large area of natural bushland - don't waste it - please!

Thank you for the opportunity to have my say.

## Hearing of submissions

Anyone who has made a written submission on the amendment has the opportunity to personally present the basis of their submission to a sub-committee of the WAPC. **You do not have to attend a hearing.** The comments presented by you in this written submission will be considered in determining the recommendation for the proposed amendment.

For information about the submission and hearings process, please refer to the amendment report and in particular appendix D.

**Please choose one of the following:**

**No**, I do not wish to speak at the hearings. (Please go to the bottom of the form and sign)

**OR**

**Yes**, I wish to speak at the hearings. (Please complete the following details)

**I will be represented by:**

Myself – My telephone number (business hours): .....

or

A spokesperson

Name of spokesperson: .....

Contact telephone number (business hours): .....

Postal address: .....

**I would prefer my hearing to be conducted in:**

Public (members from the general public may attend your presentation)

**OR**

Private (only the people nominated by you or the hearings committee will be permitted to attend)

You should be aware that:

- The WAPC is subject to the *Freedom of Information Act 1992* and as such, submissions made to the WAPC may be subject to applications for access under the act.
- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.
- Hearings may be recorded and transcribed. The minutes of all hearings, along with all written submissions, are tabled in Parliament and published as public records should the Governor approve the proposed amendment. The WAPC recommendations are similarly published in a report on submissions and tabled in Parliament.

**To be signed by person(s) making the submission**

Signature .....  ..... Date 5/10/23 .....

**Note: Submissions MUST be received by the advertised closing date,  
6 OCTOBER 2023. Late submissions will NOT be considered.**

**From:** Ana Bodlovich <beaumontana100@gmail.com>  
**Sent:** Thursday, 5 October 2023 5:00 PM  
**To:** Region Planning Schemes  
**Subject:** MRS Major Amendment 1404/41 – Roe 8 Remainder and Roe 9 - COMMUNITY SUBMISSION  
**Attachments:** MRS Major Amendment 1404-41 – Roe 8 Remainder and Roe 9 - VISION - 05.10.2023.pdf; MRS Major Amendment 1404-41 – Roe 8 Remainder and Roe 9 - SUBMISSION - AB - 05.10.2023.pdf  
**Categories:** Ack

You don't often get email from beaumontana100@gmail.com. [Learn why this is important](#)

Hello DPLH,

I hope you're well.

Please find enclosed our submission in response to the above planning proposal.

As per earlier feedback and discussions with Simone McGurk - see relevant editions of the local Herald - we are concerned local residents who want to see a participatory approach to developing the land corridor, and a focus on human-centred street and housing design, connectivity, and enhanced biodiversity.

Happy to discuss.

Kind regards, Ana

Ana Beaumont (PhD) and Andrew Bodlovich  
Hamilton Hill residents.  
Mobile 0424 414876 and 0427 519975



## **Hamilton Hill Community – Envisioning the Reintegration of Roe 8/9**

### **COMMUNITY VISION**

To develop Hamilton Hill as a vibrant, connected, diverse and safe local area that respects local heritage, sustains biodiversity, and supports the aspirations of current and future residents.

### **ROE 9 PLANNING PRINCIPLES**

- Engage with the community and relevant stakeholders – including DPLH, Cockburn Council, Development WA and others – to co-develop and design the Roe 9 corridor as:
  - **A well-designed corridor of medium density, sustainable housing and infrastructure**
  - **That integrates a green corridor and flourishing biodiversity**
  - **And supports health promoting, human-centred design and infrastructure**
- Work with the community, Development WA, DPLH and others to design and develop sustainable, diverse housing and infrastructure plans that meet current and future need.
- Develop Hamilton Hill as a place where residents can be active locally and feel part of a community that values their health and wellbeing.
- Ensure Hamilton Hill is a connected area where residents can safely walk and cycle to local schools, shops, playgrounds and other services and amenities.
- Prioritise the needs and views of local residents and local businesses over non-rate payers and those driving through the area.
- Conduct an area-wide Healthy Streets Assessment and ensure that all future developments and road design integrate a Healthy Streets approach.
- Reduce speeds on local roads and review speeds on all other roads with a view to prioritising place, active transport and vulnerable road users.

### **COMMUNITY ENGAGEMENT**

The community of Hamilton Hill, the City of Cockburn, and Western Australia, have a unique, once in a lifetime opportunity to create and deliver a world-class example of co-design that incorporates sustainability, biodiversity, active transport, liveability and wellbeing.

If designed and executed well, this extraordinary opportunity to revitalise Hamilton Hill could generate far-reaching community, health, transport and environmental benefits, as well as better connectivity with areas including Fremantle and Coogee.

## HAMILTON HILL LOCAL AREA PLAN – DISCUSSION PAPER

This paper responds to, considers and addresses the:

- MRS Major Amendment 1404/41 – Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation).

with a focus on **health promoting design, connectivity and enhanced biodiversity.**

### Key Recommendations:

That the Department of Planning Lands and Heritage (DPLH) work with the City of Cockburn, the Hamilton Hill community, local businesses, Main Roads and other state agencies, and the Commonwealth to design and deliver a **Hamilton Hill Local Area Plan** that:

- Creates healthier, safer streets and spaces, incl. lower vehicle speeds on local roads, improved streetscapes and expanded active transport infrastructure.
- Delivers sustainable, diverse housing and infrastructure plans that meet current and future need.
- Prioritises health promoting, human-centred design and infrastructure that integrates and enhances local heritage, biodiversity and conservation.

**The below sections outline a range of the interrelated issues of connectivity, road safety, housing design and public health in Hamilton Hill, followed by insights in to policy and practice in other local government areas, and a series of recommendations.**

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**Connectivity** is the overarching theme that encompasses the issues of liveability and community wellbeing, density, amenity and conservation.

- **Connectivity** is vital to Hamilton Hill becoming a **safe and sustainable place** to live and thrive.
- A **connected Hamilton Hill** is an area where residents have their basic human needs met, including the need to safely walk and cycle to local schools, shops, playgrounds and other services and amenities.
- A **connected** local area prioritises the **safety of all road users** – including pedestrians, drivers, cyclists, etc.
- A **well-connected** Hamilton Hill is a place where residents can move around and feel part of a community that values their wellbeing and safety.

## ACTIVE TRANSPORT

2021 Australian Bureau of Statistics (ABS) figures reflect what residents already know - the density in Hamilton Hill (HH) has increased substantially in the last 10 years. This means ever-growing numbers of rate payers and demand on local infrastructure. **Said infrastructure, however, is run down, anachronistic and unfit for current and future demands.**

ABS figures show that over the last 10 years, car use in HH has significantly increased, whilst the numbers of people engaged in active transport has declined.

Mode of Transport	2011	HH %	WA as a whole %	2021	HH %	WA as a whole %
Car as driver	2,777	62.2	60.4	3,4447	62.4	62.1
Walked only	92	2.1	3.3	69	1.2	2.2
Cycled	unknown			unknown		

Of concern, is that HH active transport figures are well below WA averages; this has considerable negative consequences for public health, local amenity and community safety and cohesion.

There is considerable evidence (e.g., National Walking and Cycling Participation Survey 2021 – Western Australia, conducted by Cycling and Walking Australia and New Zealand (CWANZ)) that demonstrates that across WA, people want to walk and ride more but don't feel safe and supported to do so.



***Two thirds of daily car trips in Perth are under five kilometres and could be cycled in 15 minutes.***

The Department of Transport and Road Safety Commission have surveyed families across WA and their findings echo those of CWANZ; many parents and children want to walk and cycle to and from school but they don't feel safe doing so.

WA's government is committed to addressing the decline in children walking and riding to school and the Department of Transport is currently drafting the state's Active Mobility Strategy. WA's commitment is reflected in the increased funding available to LGAs to support active mobility.

The City of Cockburn (CoC) are seemingly aware of the need to support active transport:

In their Strategic Community Plan (SCP) 2016-2026 and 2016 Children & Families Strategy Report, CoC commit to *"Facilitating safe, efficient, connected, sustainable movement around the City"* including better cycle paths and other infrastructure.

Further, the SCP commits to *"Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types"*

Several schools in and around Hamilton Hill are also part of the state's *Your Move Program* however, evidence shows that without addressing the degraded and unsafe roads and intersections, increased active transport won't happen. This has negative consequences for public health, incl. rates of obesity and planning; for example, the increasing pressure on schools and surrounding streets faced with parking issues.

### **In 2022 HH residents are still living with anachronistic infrastructure...**

- Residents in HH are effectively forced to drive – even though many want to walk or cycle shorter distances – because the roads and intersections only cater to vehicles and are unsafe for all other road users.
- HH residents' already limited access to green spaces is further restricted by unsafe infrastructure.
- Poor connectivity means that elderly and other less-able residents experience high levels of social isolation and are less able to live independently.
- Families in HH are unable to access local amenities without access to a car and parents are fearful of letting their children walk and cycle to school because of unsafe roads.

In the WA Auditor General's 2021 Report '*Viable Cycling in the Perth Area*', City of Cockburn acknowledges the mixed findings in relation to its active transport infrastructure and commits to a range of actions including, "*working with the community and state agencies to enable mode shift*". In the same report, the City of Cockburn acknowledge that:

*Transitioning to more sustainable modes like cycling, walking and public transport creates a more resilient and future proof transport network, and minimises the negative externalities of excessive private vehicle reliance.*

## HEALTH

2021 ABS health statistics for HH shows that at a population level, health outcomes are poor and below the WA average. Most of these health concerns are directly or indirectly related to lifestyle choices, limited physical activity and pollution.

Health Conditions - 2021	Numbers	HH %	WA as a whole %
Asthma	869	7.7	7.3
Diabetes	527	4.7	4.4
Heart Disease	439	3.9	3.6
Mental Health Condition	1,219	10.8	8.3
Other long-term health conditions	893	7.9	7.4

The Heart Foundation's influential 2020 report – '*What Australia Wants*' – shows that two thirds of Australians support increased funding on local walking and cycling infrastructure and public transport. Their survey aimed to better understand what Australians feel makes their neighbourhood desirable, liveable and healthy. Almost eight in 10 (77%) of those surveyed said it was important for them to live in a neighbourhood that allows them to be active locally.

Under WA's Public Health Act 2016 and the State Public Health Plan for Western Australia 2019-2024, LGAs play a key role in promoting and supporting a range of public health measures that '*empower and enable people to live healthy lives.*'

The CoC is aware of the relatively poor health outcomes of its residents – see City of Cockburn Health and Wellbeing Profile 2019 – and yet little has been done to improve local connectivity in HH. This is despite growing evidence, that the return on investment and overall community benefits of health promoting design and infrastructure, potentially outweigh those of isolated (car dependent) sports and

recreation facilities. Covid has further highlighted the need for healthy, active neighbourhoods that support people's physical and mental health and wellbeing.

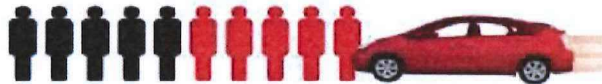
## SPEED AND ROAD SAFETY

Better connected local places and spaces cannot be achieved without the integration of safer speeds. The physics and facts speak volumes:

**at 30 km/h – 1 in 10 will die**



**at 50 km/h – 5 in 10 will die**



**at 60 km/h – 9 in 10 will die**



Across all levels of government – local, state, federal and international – there is a shift to reduce vehicle speeds in line with the internationally recognised Safe System guidelines. The Movement and Place framework - and other measures - also reinforce a proactive and integrated approach to road safety.

As highlighted in the National Road Safety Strategy – *“Taking a Movement and Place approach supports the delivery of a Safe System.”*

Further,

*Movement and Place provides guidance in how to prioritise and integrate movement; improve liveability; create vibrant streets attracting greater numbers of cyclists and pedestrians; and reduce the risk of exposure to death and serious injuries on the whole network. It helps governments to create*



*successful and safe streets and roads by balancing the movement of people and goods with the amenity and quality of places.*

Both the National and WA road safety strategies recognise and underline the important role that LGAs play in delivering better road safety outcomes; WA Local Government Association (WALGA) and individual LGAs contributed to both of these strategies. Further, this recognition is reflected in growing federal and state investment in LGA funding programs towards achieving better road safety outcomes and connectivity.

**There is a growing shift away from ‘reactive’ transport planning, such as Black Spot Funding towards proactive, intentional infrastructure.** For example:

- WA’s Low-Cost Urban Road Safety Program is supporting several LGAs to implement treatments that make roads safer. Sites treated include those that don’t qualify for Black Spot Funding.
- In some cases, LGAs are integrating these works with active transport infrastructure, such as Department of Transport’s Safe Active Streets.
- This trend is reflected at the National level; Commonwealth funding for LGA roads is increasingly targeting proactive and integrated measures.
- The federal government expanded their commitment for LGAs to deliver improved road safety and infrastructure, increasing investment for the Local Roads and Community Infrastructure Program in the 2022-2023 budget.

A key element of Movement and Place – as per Main Roads WA Speed Zoning Policy and Guidelines – is consideration of the road user hierarchy.

Across LGAs, there is a shift away from a car-centric planning approach, to one that:

- **recognises the needs of all road users (incl. children, elderly, cyclists)**
- **and promotes local active transport.**

Main Roads are increasingly focussing on and integrating ‘movement’ AND ‘place’ needs; this includes engaging with the needs and views of the community.

## WHAT ARE OTHER LGAS IN WA DOING?

A growing number of WA LGAs are adopting safer speeds as part of their planning, infrastructure and transport strategies towards creating safer, healthier neighbourhoods.

A recent article in The Conversation – ‘*Busted 5 Myths about Speed Reductions in Australia*’ – underlines the important role that local government leaders play in countering the ‘myths’ about speed reductions and responding to local demands for lower speeds.

**Myth-busting 30km/h zones in Australia**

#1	<b>Myth</b> They don't make a difference	✗
	<b>Fact</b> They save lives	
#2	<b>Myth</b> They aren't popular with Australians	👍
	<b>Fact</b> Two-thirds support lower speed limits	
#3	<b>Myth</b> They'll increase journey times	🕒
	<b>Fact</b> Negligible if any & can cut congestion	
#4	<b>Myth</b> They are anti-motorist	🚗
	<b>Fact</b> Motoring groups support low speeds	
#5	<b>Myth</b> Just for more government fines	💰
	<b>Fact</b> ...and safety, health and the economy	

The City of Vincent has been running a speed reduction trial across several local roads for the last three years, with the support of the Road Safety Commission, Main Roads and WALGA. This trial is currently being finalised and Vincent are planning to use the trial findings to support 40km/h speeds across all local roads. The City of

Vincent is also introducing a road user hierarchy that prioritises more vulnerable road users – pedestrians, cyclists etc. – over vehicles. Over time, they are aiming for 30km/h on all local roads.

Vincent's CEO David McClennan and Mayor Emma Cole have both expressed their support for the speed reductions and made it clear that their priority is the local residents and businesses. In effect, the City is prioritising the views of residents (rate payers) who want to walk their children to school and access local shops and services, over those who want to merely drive 'through' the area. Vincent's trial is being closely monitored by other LGAs, including the Inner-City Group.

In recognition of their shared strategic priorities, the Inner-City Group of LGAs – City of Perth, Town of Victoria Park, City of Vincent, City of Subiaco, City of South Perth – signed a Memorandum of Understanding (MOU) in 2019 and are collaborating on a range of transport and road safety related issues. A key part of this work centres on rolling out **safer speeds across their roads network**

The City of Cockburn's neighbour the City of Fremantle is greatly expanding reduced speed limits of 40km/h across its local roads to increase road safety for all road users.

- Fremantle continues to work with the community and Main Roads towards 30km/h speed zoning across many of its roads.
- Fremantle are accessing various state and federal funding sources to achieve lower speeds, Safe Active Streets etc.
- Fremantle's approach is in line with international best practice.
- A majority of residents and councillors are supportive of the speed reductions and realise the benefits incl. increased visits to local businesses, reduced numbers of car trips and enhanced community safety.

A diverse range of LGAs are either trialling or implementing speed reductions across their local and arterial roads including:

- City of Stirling
- City of Rockingham
- Shire of Capel
- City of Albany

Several other LGAs, such as the City of Canning, are engaging with their residents and exploring options for speed reductions.



**LGAs are taking a leadership role and responding to the needs of local residents over and above the shrinking lobby against speed reductions.**

LGAs such as Vincent, Rockingham and Fremantle are aware – lower speeds and integrated transport and planning, bring a range of co-benefits including:

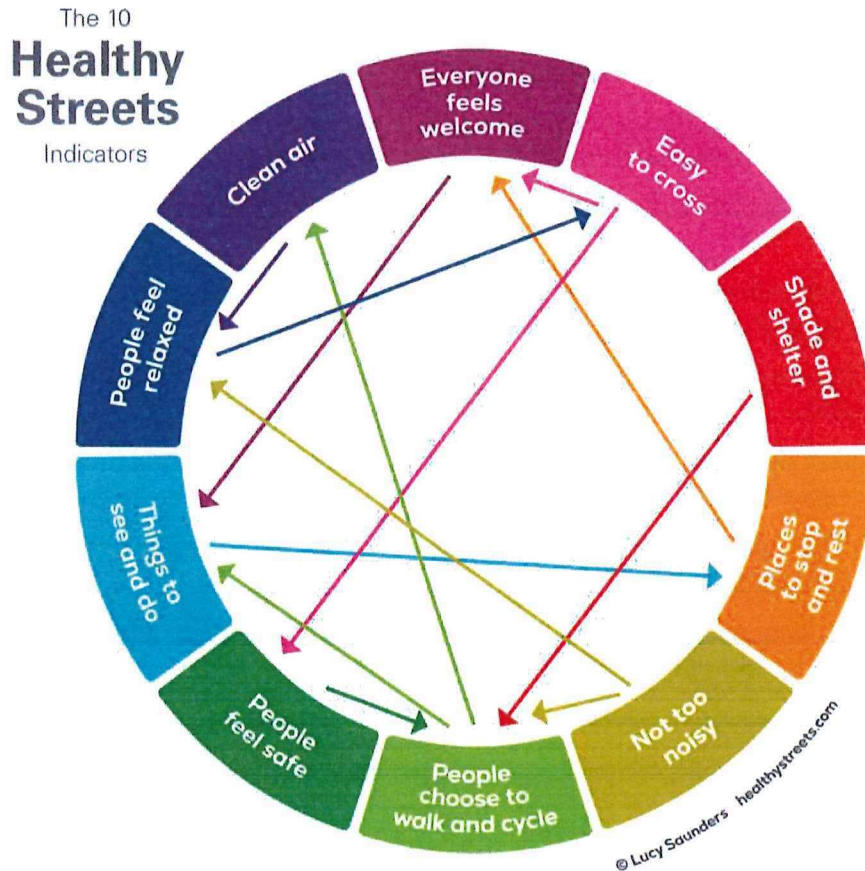
- Road safety
- More physical activity
- Improved air quality
- Liveability
- Greater equity
- Economic benefits, including for local businesses.

At a state and national level, motoring organisations such as the RAC and Australian Automobile Association are calling for lower speeds, increased active transport and better outcomes for all road users – not just motorists. In WA – as in other states – state and local governments, the RAC, and engineers are working to introduce and implement a ‘Healthy Streets’ approach.

See, for example, the RAC and WestCycle’s recent article in The West:

<https://www.watoday.com.au/national/western-australia/how-to-wipe-out-two-thirds-of-your-perth-car-trips-then-hop-in-your-ev-20221111-p5bxma.html>

## WHAT IS THE HEALTHY STREETS APPROACH?



***THERE ARE MANY REASONS FOR WANTING TO MAKE STREETS MORE PLEASANT AND WELCOMING PLACES TO WALK, CYCLE AND SPEND TIME. THESE INCLUDE ADAPTING TO AND TACKLING CLIMATE CHANGE, ADDRESSING PUBLIC HEALTH PRIORITIES, REDUCING INEQUALITIES AND STRENGTHENING COMMUNITIES. - LUCY SAUNDERS***

And this month – November 2022 – Lucy Saunders has been presenting to a range of state and local government stakeholders, who all agree on the need to actively and collectively create healthier safer neighbourhoods. Community expectations and needs are not currently being met and state and local governments have a key role to play in enabling and facilitating better, healthier places and spaces.

## COMPARE THE ABOVE WITH HAMILTON HILL...

- Over many years, residents in Hamilton Hill have repeatedly asked CoC to address their road safety concerns, to no avail.

**CoC response is that people have to die in crashes before dangerous roads and intersections can be upgraded.**

- Hamilton Hill residents have been asking for better active transport infrastructure for years.
- Density in Hamilton Hill has greatly increased yet there has been no corresponding investment in infrastructure.
- Current planning policy and practice in HH gives little or no regard to connectivity and liveability.
- Hamilton Hill residents see their neighbours in Fremantle benefiting from lower road speeds and better infrastructure and, a council that listens to them.
- Hamilton Hill residents see the huge investment going in to Coogee and other areas of Cockburn.
- The CoC appear to be stuck in a dated, 'reactive' planning mode that fails to address the current and future needs of residents.
- CoC is not accessing all available state and Commonwealth funding that could be used to improve infrastructure and road safety in Hamilton Hill and other parts of the City of Cockburn.



## HOUSING AND DESIGN

The current approach to planning, design and infill in Hamilton Hill is not meeting the current and future needs of its residents. We need increased density but it can and needs to be done better.

Density has greatly increased, mostly through the creation of unsustainable and oftentimes ugly battle-axe blocks with tightly-packed single-storey houses, reduced trees and planting, increasing urban heat effects and no corresponding connectivity.

Building sustainable, safe and healthy neighbourhoods requires vision, engagement and a commitment to improving the lives of residents both now and in the future.

Building better neighbourhoods – whether maximising existing land use or greenfield sites – requires thoughtful and potentially new perspectives towards addressing housing demand, diversity, design and affordability. Options might include co-design or a tendering process for developers that encourages and sustainable, imaginative housing design and delivery, alongside infrastructure benefits for surrounding areas.

Importantly, any plans for increased density in Hamilton Hill – especially in light of draft zoning plans for the Roe 8-9 corridor – need to consider the area's current and future needs.

The CoC has many examples of better, sustainable infill to draw from, including the Salt Lanes development in Coogee, which they have been working on with Development WA, and sustainable medium density developments in White Gum Valley.

## RECOMMENDATIONS:

The current and future needs of Hamilton Hill residents – in light of the Roe 8-9 Draft Concept Plan being developed by Department of Planning, Lands and Heritage (DPLH) – need to be at the forefront of local planning and decision making.

State government agencies and the City of Cockburn need to work with the Hamilton Hill community, local businesses, and the Commonwealth to design a **Hamilton Hill Connectivity Plan** that delivers:

- 40km/h or lower on all local roads with a view to 30km/h over time.
- A review of speeds on other roads that incorporates community needs, sustainability and the Movement and Place Framework.
- A 'Healthy Streets' approach to street design and planning that prioritises health promoting, human-centred design and infrastructure.
- Safer intersections based on human-centred design.
- Expanded and enhanced active transport infrastructure.
- Improved road and pavement design that enhances liveability.
- Increased and enhanced tree planting to enhance biodiversity and improve streetscapes and shade canopy.
- State support for City of Cockburn to enable them to effectively interpret and implement planning and related policies with a view to enhancing rather than negatively impacting on connectivity, liveability and sustainability.
- Collaboration with Fremantle to coordinate and enhance the positive impact of shared design, planning and funding opportunities.
- Collaboration with Development WA, DPLH and others to design and develop sustainable, diverse housing and infrastructure plans that meet current and future need.
- Collaboration with Development WA, DPLH, developers and others to ensure the maximum value capture in any current and future planning proposals, towards funding enhanced connectivity infrastructure and other amenities.

Hamilton Hill is an older suburb with a strong sense of character and place and it deserves its own Local Planning and Connectivity Plan that reflects and encompasses its unique characteristics, its diverse community and its future aspirations. This includes a strong focus on connectivity; on connecting people to the places they live, learn, work and play, and improving people's health and wellbeing.

Ms Kim Dravnieks  
1 Hotchin Way,  
Kardinya WA 6163



5 October 2023

**Department of Planning, Lands and Heritage**  
140 William Street Perth WA 6000  
[infrastructure@dplh.wa.gov.au](mailto:infrastructure@dplh.wa.gov.au)

**Submission to Department of Planning, Lands and Heritage on the Metropolitan Region Scheme (MRS) Amendments 1404/41: Roe 8 Remainder and Roe 9**

Thank you for the opportunity to comment on the WAPC rezoning proposal for the Roe 8 and Roe 9 Corridor. I note that this proposal is to rezone small fragments of land as **Parks and Recreation** and the remainder of the corridor as **Urban**.

I have had a long association with the land described in this submission through the various organisations I have been, or still am, involved in:

- Convenor, Rethink The Link;
- Co-Convenor, Cockburn Community Wildlife Corridor;
- Secretary, Wildflower Society WA Murdoch Branch; and
- Convenor, Karak Cooby Bushcarers.

In 2020, I lead a steering group of the Murdoch Branch of the Wildflower Society of WA in proposing a '[Wetlands 2 Waves Wildflower Walking Trail](#)'. You can take a virtual tour through the proposed trail [here](#).

The wildflower trail is located within an important and unique ecological east west link from Bibra Lake in the Beeliar Regional Park, which includes [Bush Forever Site 244](#), through to Clontarf Hill and Hollis Park and onto the beach at South Fremantle.

The diversity of native West Australian plants species over the many distinct ecological areas provides a unique opportunity to create a significant and varied urban native flora and fauna trail.

The changing geological forms and vegetation complexes move from ephemeral wetlands to banksia, jarrah and tuart woodlands and onto coastal heathland. The complexes include:

- Herdsman Complex – Wetlands
- Bassendean Complex – Central and South – Bassendean Dunes
- Cottesloe Complex – Central and South – Spearwood Dunes
- Karrakatta Complex – Central and South – Spearwood Dunes



The Steering Group collaborated with many stakeholders and interested parties to bring the project to fruition.

Having read the current proposal, I would like to call on the WA government to adopt a more visionary approach to the Cockburn Green Corridor in line with its own Native Vegetation Policy to:

- Conserve and protect all existing native vegetation along the Roe 8/9 corridor, and
- Restore ecosystems along the corridor to create viable ecological connectivity.

In line with the expressions of other groups to restore ecological function to the remnant and fragmented bushland and wetlands, I urge the State Government to:

1. Rezone the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R). While I acknowledge that the proposal includes several slices of land to be rezoned P&R land, this is not enough.
2. Establish an ecological green corridor (Wetlands to Waves) extending from the Beeliar Wetlands to the Indian Ocean and incorporated into the Beeliar Regional Park.
3. Incorporate the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R. This land is some of the highest quality bushland along the Roe 8/9 corridor and MUST NOT be cleared or disturbed.
4. Extend the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.
5. Comply with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology (see below).
6. Identify and protect Aboriginal heritage and cultural values in the area.

## **RATIONALE**

The Cockburn Green Corridor (Roe 8/9) offers a unique opportunity to implement the [WA Native Vegetation policy](#) to:

***Conserve:** Protect native vegetation from harm, loss or change (and)*

***Restore:** Supporting the recovery of an ecosystem that has been degraded, damaged or destroyed. Includes revegetation, rehabilitation, repair of ecosystem processes and management of threats.*

In the [DPLH Preliminary Consultation](#) in 2022, 75% of respondents commented on the need to “protect the environment” and more than 50% “advocated for a wildlife corridor”.

The Cockburn Green Corridor vision recognises this community support, and will provide benefits to all in perpetuity:

1. It has **unique native vegetation** that has been largely lost from greater Perth. The corridor contains seven distinct ecological zones including wetlands, paperbark forest, banksia/tuart woodlands and three dune systems, much of which is in good condition. (Source: R. Zelinova paper). It **MUST** be protected.
2. Within the reserve there exist two Threatened Ecological Communities (TECs) protected under the Federal Environmental Protection and Biodiversity Conservation (EPBC) Act 1999 and the WA Biodiversity Conservation Act 2016:
  - **Tuart woodlands** are listed as Critically Endangered (EPBC) – Mapping of the area by Cate Tauss has identified around 20ha of Threatened Tuart woodlands on both sides of Forrest Road and in the Blackwood Road bush. Another 5ha containing Tuarts is found at Dixon Park and Clontarf Hill.
  - **Banksia woodlands** of the Swan Coastal Plains are listed as Endangered (EPBC) – Several banksia species live throughout the corridor and sustain thousands of birds, reptiles and insects.
3. Native vegetation in the area supports the survival of several **Threatened and Endangered species** (EPBC Act 1999), especially Black Cockatoos, and 52 other bird species that depend on large areas of connected vegetation. The area also contains populations of rare and threatened species such as quenda and ringtail possums and possibly chudditch.
4. **The Carnaby's and Forest Red-Tailed Black Cockatoos** will greatly benefit from this green corridor. The increased habitat will support the Carnaby's recovery plan and habitat restoration projects (such as the Keep Carnaby's Flying project at Murdoch University). A Cockburn Green Corridor is exactly what Birdlife WA research demonstrates is needed, that Carnaby's black cockatoos will fly further just so they can fly over bushland.
5. If restored as a strong ecological linkage, the Corridor will support genetic exchange for more resilient flora and fauna species in line with the [national standards for ecological restoration](#) (Society for Ecological Restoration Australasia, Edition 2.2, 2021).

## CONTEXT – LAWS, REGULATIONS, POLICIES PLANS

The call for a Cockburn Green Corridor is also in line with a vast range Local, State, Federal and International laws, regulations, policies and plans.

### Local Government

#### **Planning & Development Act 2005 (WA)**

Schedule 7 outlines valid local planning strategies, including: *‘The conservation of the natural environment of the scheme area, including the protection of natural resources, the preservation of trees, vegetation and other flora and fauna, and the maintenance of ecological processes and genetic diversity.’*

#### **City of Cockburn**

- Public Open Space Strategy (2014-2024) supports ecological corridors and standards expected of developers when rehabilitating sites.
- Sustainability Policy (June 2021) says: *“Council will protect strategically identified remnant bushland, wetlands, the coastal environment, **ecological corridors** and associated ecosystems to ensure the integrity of these systems is conserved and enhanced for future generations.”*
- Natural Areas Management Plan and Urban Forest Strategy identify existing and potential ecological corridors within the LGA.
- Supports the Wetlands Centre in the Beeliar Park Precinct.

#### **Western Australia Local Government Association (WALGA)**

WALGA policies encourage biodiversity conservation:

- [Guidance for the Integration of Biodiversity Conservation into Local Planning Strategies and Schemes](#)
- The WALGA Perth Biodiversity Project used a mapping framework to identify priority natural areas for biodiversity conservation and connectivity. Using this framework, a report published in 2020 (R. Zelinova ‘‘Cockburn Community Wildlife Corridor proposal in the context of regional connectivity planning’’) concluded that the Roe 8/9 road reservation was the best option for a connected green corridor in the south metropolitan suburbs.

### State Government

#### **Native Vegetation Policy 2022**

The Native Vegetation Policy commits the government to a net gain in native vegetation, through conservation and restoration of natural areas. Currently this is not happening, and WA is experiencing a *net loss* of native vegetation and biodiversity. A net gain requires a halt to land clearing and serious efforts to restore native vegetation. The Cockburn Green Corridor offers a unique opportunity to implement the policy: *To protect and enhance native bushland with the intent of long-term protection of biodiversity and environmental values.*



### [Better Urban Forest Planning – Perth and Peel](#)

The WA Planning Commission has developed a tree canopy mapping tool and guidelines to assist better Urban Forest Planning.

### [Perth to Peel @3.5million](#)

The aims of The Perth and Peel@ 3.5 million (2018) planning strategy include to “*protect areas with regional conservation and landscape values*” and “*encourage and guide increased connectivity through an integrated green network*”.

### [Biodiversity Conservation Act 2016](#)

The Biodiversity Conservation Act provides protection for threatened species and ecological communities, including penalties for illegal actions.

### [State Planning Policy 7.0 Design of the Built Environment Liveable Neighbourhoods](#)

The distinctive characteristics of a local area include its prominent natural and built features, social, economic and environmental conditions, the overall qualities of its built environment, local Aboriginal culture and history and significant post-settlement heritage.

Restoring natural and Aboriginal Heritage here as a functional green corridor restores a sense of place which has been largely lost due to urbanisation.

### [State Planning Policy 2.8 Bushland Policy for the Perth Metropolitan Region](#)

Aim: To protect and enhance native bushland with the intent of long-term protection of biodiversity and environmental values.

Seeks to protect and manage significant urban bushland, including Bush Forever sites, and assist conservation planning and assessment.

### [Conservation & Land Management Act 1984 \(WA\)](#)

Enables sites to be designated as conservation parks (Section 6.4 and 8B.2). The entire Cockburn Corridor should be granted conservation status.

### [Relevant Aboriginal Cultural Heritage \(ACH\) legislation.](#)

Several registered sites are located on the corridor and within the Fremantle-Rockingham Access road extension and must be protected:

- Bellion Drive Hill is a registered indigenous women’s site.
- Clontarf Hill and Dixon Park Precinct are registered Aboriginal site 18322.
- Connecting the Beeliar wetlands to the coast is a significant statement for protecting a traditional cultural Noongar route in suburbia which is important to all West Australians, particularly first nations people.

### [Environmental Protection Act 1986 \(amended Dec 2021\)](#)

The Environmental Protection Act seeks "*the prevention, control and abatement of pollution and environmental harm, for the conservation, preservation, protection, enhancement and management of the environment...*"

Relevant EPA resources are:

- Schedule 5: Principles for clearing native vegetation
- [Statement of Environmental Principles, Factors and Objectives](#) (October 2021)
- [EPA Guidance for planning and development: Protection of naturally vegetated areas in urban and peri-urban areas](#) (December 2021).

### **The Water Corporation**

The Water Corporation is working with Naturelink Perth and others to promote green corridors and healthy streams along Perth's drains and waterways.

### **Federal Government**

#### **Environment Protection and Biodiversity Conservation Act (EPBC) 1999**

The EPBC Act includes directories of listed threatened species and listed threatened ecological communities. The Cockburn Green Corridor contains two Threatened Ecological Communities ([banksia woodlands](#) and [tuart woodlands](#)) and habitat for several threatened species. The EPBC 5 guidelines address both protection and restoration actions to increase the remaining extent, condition and landscape scale connectivity (including with other surrounding native vegetation types).

#### **Minister for the Environment Plibersek's commitments:**

- Dec 2022 – Pledged to implement the [Samuels Review of the EPBC Act \(2019\)](#) to enact stronger laws and a stronger Agency to protect the environment.
- Oct 2022 - Launched an updated [Threatened Species Action Plan](#) that aims for 'no new extinctions'. Based on the 2019 [Wintle Report](#).

#### **Australian Institute of Health and Welfare (AIHW)**

AIHW is a Federal government agency producing information to support better policy and service delivery for better community health and wellbeing. A July 2022 report found that: Nature provides:

- **health benefits** by filtering harmful air pollution;
- **economic benefits** through avoided incidences of disease and health care costs; and
- **improved physical activity** that can lead to better physical and mental health.

### **International Context**

Australia is party to several global agreements committing to halt the dangerous loss of biodiversity with the United Nations, the International Panel for Climate Change (IPCC), International Panel for Biodiversity and Ecosystem Services (IPBES), and RAMSAR Convention of Wetland Protection.

UN COP15 Biodiversity Conference (Kunming-Montreal Global Biodiversity Framework) adopted [an agreement](#) to protect 30% of the world's land and oceans by 2030, to restore degraded ecosystems, and to end extinctions by 2050. The Australian Government led the way.

2021-2030 is the [UN Decade for Ecosystem Restoration](#) that aims to prevent, halt and reverse the degradation of ecosystems across the world.

The standard text is [International Principles and Standards for the Practice of Ecological Restoration](#) (Society for Ecological Restoration, 2nd edition, 2019).

## CONCLUDING COMMENTS

I, and the organisations I am associated with, call on the government to listen to the community and deliver on its policies including the WA Native Vegetation Policy by:

1. Rezoning the **ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R)**.
2. **Establishing an ecological green corridor (Wetlands to Waves) extending from the Beeliar Wetlands to the Indian Ocean and incorporated into the Beeliar Regional Park.**
3. Incorporating the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R.
4. Extending the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.
5. Complying with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology.
6. Identifying and protect Aboriginal heritage and cultural values in the area.

I strongly commend to you the comprehensive submission made by the **Cockburn Community Wildlife Corridor Inc (CCWC)** and the **Urban Bushland Council (UBC)**. As you are aware, CCWC has contributed significant knowledge, expertise, time, hands-on care and voluntary dedication as local community members to the City of Cockburn for many years.

Yours sincerely,  
Kim Dravnieks  
0419 928 618



## **the BEELIAR GROUP**

Professors for Environmental Responsibility  
www.thebeeliargroup.com

### **Submission from the Beeliar Group to the WAPC on MRS Amendment 1404/41**

The Beeliar Group of Professors for Environmental Responsibility wishes to comment on this proposed amendment to the MRS (1404/41).

Our group of 35 Professors was formed in January 2017 out of concern over the process used to plan and implement the Perth Freight Link and Roe Highway Stage 8. Some of us have been involved in transport planning and the Roe 8/9 issue for more than 40 years.

We are pleased that the State Government has honoured its 2017 election commitment to abandon Roe Highway stages 8 and 9 and the Perth Freight Link. We are pleased that some of the land reserved for these roads has now been rezoned to Parks and Recreation and incorporated into the Beeliar Regional Park Class A reserve.

We are pleased to see that the State Government and the WAPC are now taking steps to complete their 2017 commitment by rezoning part of the remainder of the Roe 8 and Roe 9 reserves. However, we are disappointed that this major amendment does not cover all the remaining land. In particular, we believe that the retention of a large space for a major freeway-style clover-leaf interchange is simply a remnant of the old Roe 8 proposal and this has now been resolved without needing such a major structure at any time in the future. It should become a permanent part of the natural bushland system that is a legacy of the Roe 8 decision.

Our detailed comments are:

1. We support the proposal to rezone the remainder of the Roe 8 reserve east of Bibra Drive to the urban zone.
2. We support the proposal to rezone the Roe 8 reserve west of North Lake Road to Parks and Recreation. This land contains high quality bushland and should be incorporated into the Beeliar Regional Park as part of the Cockburn Community Wildlife Corridor.
3. We do not support the proposal to exclude the Stock Road/Roe Highway interchange reserve from this MRS amendment. This land contains high quality bushland including magnificent mature tuart trees and balgas. This ecosystem is now classified as a threatened ecological community by the Commonwealth Government and this remnant should be protected by rezoning it to Parks and Recreation. By failing to do this the WAPC is leaving the way open for Main Roads to renew their plan for the Perth Freight Link once they have a supportive Minister. We regard the failure to rezone this land to Parks and Recreation as a breach of the Government's 2017 election commitment and we urge the WAPC to rectify it immediately.
4. We are pleased to see that some of the high-quality bushland west of Stock Road in the Roe 9 reserve is proposed to be reserved for Parks and Recreation. This will facilitate the development of the Cockburn Community Wildlife Corridor (CCWC). However, we are disappointed to see that there is no linkage proposed between these fragments.

5. We are not opposed to urban zoning for the degraded sections of the Roe 9 reserve, but we would like to see some land set aside for a greenway linkage between North and Manning Lakes as proposed for the CCWC.
6. A spatial footprint for the Cockburn Community Wildlife Corridor and associated naturelink requested by DPLH staff has been created by NatureLink Perth in collaboration with the CCWC community and is available at <https://www.naturelinkperth.org/resources/> as a resource to inform creation of a green linkage.
7. We note the revised concept plan for Roe 8 West /Roe 9 relies on a cycleway to ensure connectivity. Guidelines for creating a biodiverse cycleway and walk trail has also been created by NatureLinkPerth and is available at <https://www.naturelinkperth.org/resources/>.

In summary, we support most aspects of the proposed amendment, subject to the following changes:

- The Stock Road/Roe Highway interchange must be deleted and the land rezoned to Parks and Recreation.
- Provision should be made for a greenway linking North and Manning Lakes.

Yours faithfully,



Professor Andrea Gaynor  
on behalf of the Beelihar Group: Professors for Environmental Responsibility

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**From:** atheyne@bigpond.net.au  
**Sent:** Friday, 6 October 2023 8:47 AM  
**To:** Region Planning Schemes  
**Subject:** Submission re amended plans for rezoning Roe 8 west and Roe ( 6th Oct submission .docx  
**Attachments:**

**Categories:** Ack

You don't often get email from atheyne@bigpond.net.au. [Learn why this is important](#)

To whom it may concern,

Once the land between Beelihar Wetlands and the Indian Ocean is allowed to become roads , housing, shopping centres and any of the other elements that constitute development, that are already replicated many times over in the suburbs of Perth, the opportunity to have a *unique urban corridor* will be lost. Forever.

A corridor will mean the area can be rewilded and become an important native habitat. A corridor along this route (wetlands to waves) will cross 7 distinct ecological zones, including wetlands, paperbark forest, banksia/tuart woodlands and 3 dune systems. A corridor such as this would be the only remaining east-west corridor in the Perth metropolitan area; east-west corridors support greater genetic diversity than north-south corridors. A connected corridor will connect the community with nature.

The intersection of Stock Road and Forrest Road is still on the MRS and has not been considered as part of the rezoning process. The remaining bushland (and adjacent land along Forrest Road owned by WAPC, the Housing Authority and the City of Cockburn) is some of the highest value bush within the corridor. *It is crucial that this area remains uncleared, and part of the corridor.*

If the WA State Government and the City of Cockburn work together with the community a truly magnificent outcome could be achieved in the form of a continuous wildlife corridor. A way of making this work could be to rezone all the Roe 8 and Roe 9 land from Public Open Space to Parks & Recreation. Some factors to be considered in relation to P&R zoning include :

Aboriginal sites – the Registered Aboriginal Site 18322 (Clontarf Hill, Hamilton Hill Swamp Precinct) is within the corridor area.

Fauna bridges – Main Roads claim the fauna bridge near Ellenbrook is the ‘jewel in the crown’ among the 12 fauna underpasses along the Northlink – why not invest in more of these. Along Stock Road.

Land use – areas of land that look bare and useless may be of great value as the limestone filters rainwater to underground reservoirs, or regenerates wetlands.

Cycleways / Paths – NatureLink Perth has recommended cycle paths be a minimum of 15M wide (5M path with a 0.4M buffer on both sides of the path and 4.6M of vegetation on both sides.

Please, give the community, local and widespread, something unique and special – a bushland corridor from Bibra Lake to the ocean.

Tania Heyne  
31 Stevens Street,  
White Gum Valley 6162





Our Ref: D26239  
 Your Ref: 1404/41

Department of Planning, Lands and Heritage  
[regionplanningschemes@dplh.wa.gov.au](mailto:regionplanningschemes@dplh.wa.gov.au)

Dear Sir / Madam

**RE: PROPOSED METROPOLITAN REGION SCHEME AMENDMENT – ROE 8 REMAINDER AND ROE 9 - REMOVAL OF PRIMARY REGIONAL ROADS RESERVATION**

I refer to the call for submissions, dated 7 July 2023, regarding the abovementioned Metropolitan Region Scheme Amendment, including the Bushfire Management Plan (BMP) (Version A), prepared by Lush Fire & Planning dated 7 February 2023.

This advice relates only to *State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)* and the *Guidelines for Planning in Bushfire Prone Areas (Guidelines)*. It is the responsibility of the proponent to ensure the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.

**Assessment**

- The proposed MRS Amendment seeks to reclassify approximately 58.01 ha of Primary Regional Roads reserve (PRR) and nearby Urban zoned land to the Parks and Recreation reserve. Other portions of the PRR reserve are to be transferred to Urban zone.
- The MRS Amendment applies to the land from the immediate east of the Beelihar Wetlands to the western end of Cardigan Street. The BMP however relates to the land between North Lake Road and the western end of Cardigan Street and does not include the proposed urban area east of the Beelihar Wetlands.
- Further clarification within the BMP of the requirements of SPP 3.7 and the supporting Guidelines may be beneficial as discussed below.

**1. Policy Measure 6.3 a) (i) Results of a Bushfire Hazard Level (BHL) Assessment**

Issue	Assessment	Action
The area to be assessed	<p><b>BHL Assessment Area</b></p> <p>The BMP relates to almost the entire MRS Amendment area with the exception of eastern land parcel (bound by Murdoch Drive, Hope Road and Bibra Drive) which contains a small portion of bushfire prone land. In accordance with the BHL assessment methodology in Appendix Two of the Guidelines, the BHL assessment area is the defined subject site and all land within 150m of the external boundary. The eastern land parcel is contained within the MRS Amendment area and is partially impacted by the bushfire prone designation. There is no justification for exclusion of this land parcel from the BHL assessment. At the strategic planning stage if any part of the subject site is designated</p>	<p>Modifications required to include assessment of all land within the MRS Amendment study area including the land parcel to the east of the Beelihar Wetland.</p>

	as bushfire prone it will trigger an assessment of the whole site or subject area. This will provide an opportunity for the extent of the bushfire prone classification to be ground truthed and an assessment conducted of the implications of the classification to future development.	
<b>Vegetation classification</b>	<p><b>Vegetation plots</b> Vegetation plots cannot be substantiated with the limited information and photographic evidence available.</p> <p>The BMP would benefit from inclusion of consolidated aerial imagery overlaid with the classified and excluded vegetation, plots, contours (minimum 1m required), and photo points in accordance with Appendix Two of the Guidelines.</p>	Additional evidence should be provided for subsequent stages.

## 2. Policy Measure 6.3 c) Compliance with the Bushfire Protection Criteria

<b>Issue</b>	<b>Assessment</b>	<b>Action</b>
<b>Location</b>	<p><b>A1.1 – not demonstrated</b> The BHL assessment cannot be validated, as the vegetation classification inputs require modification. Additional information is recommended as discussed above and to enable full assessment at subsequent stages.</p>	Modification to the BMP is required at subsequent stages.
<b>Siting and design</b>	<p><b>A2.1 – Asset protection zone</b> Table 3 refers to steps to be implemented at subsequent stages that would address the intent of Element 2. More specific details could be included in Table 3 to describe how the intent and the acceptable solutions can be met.</p> <p>Future bushfire management planning is recommended to thoroughly investigate options, at the earliest stages of planning, for hazard separation including FSAR's, maintenance of public open space by the local government, and enforceable mechanisms for vegetation management to minimise bushfire impact to development.</p>	Comment only.
<b>Vehicle access</b>	<p><b>A3.1 – A3.4b – not demonstrated</b> Table 3 refers to steps to be implemented at subsequent stages that would address the intent of Element 3 including compliance with design requirements in Liveable Neighbourhoods. More specific details should be included to describe how the intent and the acceptable solutions in the Guidelines can be met.</p> <p>Future bushfire management planning is recommended to address, but should not be limited to, avoidance of no-through roads, development of access routes across all affected land holdings at the earliest stages of planning to ensure multiple access from the first development stage, and avoidance of battle-axe legs.</p>	Modification to the BMP is required at subsequent stages.

**Recommendation – compliant – no objection**

DFES has assessed the BMP for the proposed MRS Amendment and has identified issues that need to be addressed in subsequent stages including issues arising from the bushfire hazard level assessment and consideration on how compliance with the bushfire protection criteria can be achieved. It is noted that the extent of the issues identified would not prevent approval of the MRS Amendment and DFES is satisfied that the BMP has adequately considered how compliance with the bushfire protection criteria can be achieved at subsequent stages. The decision maker should be satisfied the measures can be achieved.

Should you require further information, please contact the undersigned on 08 9395 9546.

Yours sincerely

*Angela Satre*

**Angela Satre  
PRINCIPAL PLANNING POLICY OFFICER**

6 October 2023



**Your Ref:** 1404/41  
**Our Ref:** A2742709  
**Enquiries:** Irene Teh 9482 7856  
**Date:** 20 November 2023

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Via email: [regionplanningschemes@dplh.wa.gov.au](mailto:regionplanningschemes@dplh.wa.gov.au)

## **Metropolitan Region Scheme Major Amendment 1404/41 – Roe 8 remainder and 9**

Thank you for the opportunity to comment on the Metropolitan Region Scheme (MRS) amendment 1404/41 which proposes the removal of the Primary Regional Roads reservation for the former Roe 8 and 9 Highway extension (Roe corridor) and its replacement with 'Urban' and 'Parks and Recreation' designations.

We appreciate the visit your team made in October of last year to present a preliminary concept plan for the Roe corridor, illustrating alternative land uses for the disused road reservation. We understand that this concept plan will undergo refinements as further input is gathered from stakeholders.

In our review of the MRS amendment documents, we are particularly interested in the Roe corridor sections adjacent to our undeveloped Lot 51 Healy Road, Hamilton Hill (Lot 51) and our residential estate at 115 Hamilton Hill. Furthermore, we are open to considering redevelopment options for any other portions of the Roe corridor that are to be reclassified to an Urban zone.

### **Lot 51 Healy Road, Hamilton Hill**

The proposed MRS amendment presents a timely opportunity to address current housing shortages by reevaluating underutilised land. This opportunity includes Lot 51, which abuts the section of the Roe corridor proposed to be reserved for 'Parks and Recreation'. We acknowledge that this designation recognises the areas of heritage and environmental significance within this section of the Roe corridor.

The current configuration of Lot 51 is likely to impede the efficiency and cost-effectiveness of potential future development options. We would propose exploring the incorporation of a portion of the Roe corridor to improve the redevelopment outcomes of Lot 51 or a potential land swap with another portion of the Roe corridor that can deliver higher value outcomes for the larger area, through a Precinct Structure Plan. Our aim is to strike the right balance between housing availability, infrastructure linkages and heritage and environmental preservation within an integrated redevelopment strategy.

It is noted that Lot 51 and its adjacent reserves fall within an Aboriginal Registered Site (No.18332 - Clontarf Hill), and some minor remediation and bushfire-prone areas have also been identified. These matters require further investigation and appropriate

consultation under the Precinct Structure Planning process to determine the possibility of adjusting the 'Parks and Recreation' designation between landholdings to include/expand the availability of Urban zone land.

As Lot 51 is adjacent to Dixon reserve, we have previously held discussions with the City of Cockburn regarding the development of Lot 51 and their proposed upgrades to their sporting facilities. With the current consideration of the MRS designation for the Roe corridor, we believe it's an ideal time to reopen these discussions with all relevant stakeholders.

It is timely therefore to request the opportunity for a considered discussion of this proposal with all stakeholders, including local Aboriginal cultural knowledge holders.

### 115 Hamilton Hill

Regarding 115 Hamilton Hill, we understand that the current concept plan that supports the MRS amendment, includes a pedestrian and cycle pathway along the southern perimeter of the estate (see Figure 1 below). While we generally support initiatives aimed at enhancing pedestrian network connectivity, we would like to provide some project updates for your consideration.

It is worth mentioning that extensive work has already been completed in the southern section of our site, where the concept plan indicatively outlines the pedestrian and cycle route. Furthermore, it appears that the planned pathway would also cross Stock Road via a future pedestrian bridge, a project that is still under review/planning of Main Roads WA.

Our preference is for the path to follow the red line, as generally depicted in Figure 1 below. We note that the MRS Amendment would not include the details of the pathway at this stage. When the Department is ready to commence discussions, we would welcome the chance to offer input to an alignment that integrates more seamlessly with the surrounding area.



Figure 1 – Suggested pedestrian and cycle pathway alignment

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### **Other proposed Urban zoned land**

It is clear that the MRS amendment is aiming to transfer certain suitable sections of the Roe corridor back to the Urban zone. As generally observed, these particular sections appear to be mostly void of vegetation, making them well-suited for additional housing development opportunities. Should our assistance be valuable in facilitating the redevelopment of these areas, we are open to collaboration, contingent upon conducting a due diligence process. We would be glad to engage in further discussions on this.

We thank you once again for considering our input and DevelopmentWA looks forward to continuing discussions on the all the above matters in person.

As previously mentioned, we request a meeting to allow us to engage in a more in-depth conversation regarding how we could optimise the use of Lot 51 and the adjoining sites for additional housing opportunities that are sympathetic to the heritage and environmental features of the area.

For scheduling or any inquiries, please feel free to reach out to either Sue Woolhouse (9482 7573) or Irene Teh who will be happy to assist in facilitating the meeting or addressing any questions you may have.

Yours sincerely



Lorissa Kelly  
Executive General Manager - Business Development and Marketing





Department of  
Education

SUBMISSION  
197

Your ref: RLS/1076  
Our ref: D23/1533607  
Enquiries: Sharnie Stuart

Ms Sam Fagan  
Western Australian Planning Commission

Email: [regionplanningschemes@dplh.wa.gov.au](mailto:regionplanningschemes@dplh.wa.gov.au)

Attention: Mr Scott Haine  
Principal Policy Planner

Dear Sir / Madam,

**Proposed Metropolitan Region Scheme Amendment 1404/41 – Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads reservation)**

Thank you for your letter dated 7 July 2023 providing the Department of Education (the Department) with the opportunity to comment on the proposed Metropolitan Region Scheme (MRS) Amendment to reclassify Roe 8 and 9 from Primary Regional Roads to Parks and Recreation and Urban.

The MRS Amendment area falls within several student enrolment intake areas of existing public primary schools and some of these school sites are located adjacent or in close proximity to the MRS Amendment area. As per the indicative Concept Plan, the Department notes the potential for residential and other forms of development to occur across the Amendment area.

Accordingly, the Department will undertake further review of any proposed development at future preparation of localised planning instruments (e.g., local structure plans, development applications, etc.). Consequently, this will help ascertain potential impact on, amongst other things, the student enrolment demand, compatibility of land uses, general safety and health of students and amenity of school sites in line with the provisions of the WAPC's Operational Policy 2.4 – Planning for School Sites.

Subject to the above matters being considered, the Department offers no in principle objections to the MRS Amendment.

Should you have any queries on the above, please contact Sharnie Stuart, Senior Consultant – Land Planning on (08) 9264 4046, or by email at [sharnie.stuart@education.wa.edu.au](mailto:sharnie.stuart@education.wa.edu.au).

Yours sincerely

Matt Turnbull  
Manager Land and Property

4 October 2023

# HAMILTON HILL

community group.

## Department of Land Heritage and Planning,

It is wonderful that the government plans to rezone the Roe 8 land, the top of Blackwell Avenue, the Aboriginal Heritage Precinct, and Randwick Stables to Parks and Reserves.

Hamilton Hill Community Group would prefer the entire corridor to be rezoned to Parks and Reserves, for the following reason;

**This is a once-in-a-lifetime opportunity to create a benchmark, while adding value and distinction, to both the greater metropolitan and local area, by retaining this unique green corridor, in a part of the metro area that is known to be one of the hottest suburbs of Perth, in an area which is already severely lacking in leafy green shade cover.**

Therefore, we support the Cockburn Community Wildlife Corridor (CCWC) vision for a biodiversity and wildlife corridor stretching from the Beelihar wetlands in the East to the Indian Ocean coast in the West, and its full integration within the existing natural and built environment of our suburb.

### Why a Wildlife Corridor and Green Cycleway from the Ocean to Bibra Lake?

Reasons:

- **Ecological**
- **Shade Cover**
- **Creating Connected Suburbs, Encouraging Mental Health and Capacity**
- **Heritage, Culture, and Sacred land**
- **International Benchmark in Urban Wildlife Integration**

## Ecological

The corridor crosses 7 distinct ecological zones including wetlands, paperbark forest, banksia/tuart woodlands, and 3 dune systems – much of which is in good/reasonable condition.

This corridor is the only east-west corridor in the Perth metropolitan area, and east-west corridors are important for genetic diversity, as they traverse changes in ecology more abruptly than north-south corridors.

There has already been a huge loss of urban bushland to development (Banksia and Tuart woodlands are listed federally as Threatened Ecological Communities -TECs). With more than 70% of urban bushland lost it is critical that no further bushland should be cleared, and that existing remnants be enhanced.



The large tract of land that remains on the MRS (it is not part of the rezoning process) at the Stock/Forest Rd intersection needs to be rationalized. This bushland (along with adjoining parcels of land along Forest Rd owned by the WAPC, Housing Authority, and the City of Cockburn contains some of the highest-value bushland in the Wildlife Corridor and must remain uncleared as part of the corridor. The amount of land retained by Main Roads for Stock Rd upgrades can and should be considerably reduced and aligned with real futures rather than models.

The planned Stock Road fauna bridge needs to be installed to support the wildlife corridor and to further safeguard the special botany and fauna found right across the corridor, reserves, and parks.

The values of the land along the corridor land currently considered 'bare' should be identified and protected – e.g., limestone filtering rainwater to underground reservoirs, and regeneration of wetlands and damp lands to filter stormwater.

Restoration of degraded areas should be regenerative, while considering best practice ecological linkages, including safeguarding the Hamilton Hill Tuart trees and other rare botanical, culturally significant species.



## Shade Cover

We need to be future-focused and play our part in building more sustainable suburbs, and one of the obvious ways to do this is by increasing tree canopy.

To extend Hamilton Hill's green canopy, and create shade and cooling we need to plant more trees in and around our existing reserves where possible.

Creating the green corridor gives an opportunity to address Cockburn's low tree canopy.

Cockburn currently is one of the hottest suburbs in the Metropolitan area, The City of Cockburn has one of the lowest tree canopies in Australia at around 11%, furthermore, Cockburn has witnessed a 17% decrease in green cover since 2013.

Some statistics from a recent mapping analysis done by UWA reveal that the City of Cockburn ranked third-lowest in Perth for tree canopy in the urban zone: number 32 out of 34 LGAs across Perth–Peel. Tree canopy makes up only 9% of the urban zone in Cockburn. The source for this data is: the Department of Planning, Lands and Heritage. Urban Forest Mesh Blocks - 2020. Dataset distributed by Data WA.



## **Creating Connected Suburbs, Encouraging Mental Health and Capacity**

A green Wildlife corridor underpins the Council's vision to 'ensure that the Cockburn of the future will be the most attractive place to live, work, visit and invest in, within the Perth metropolitan area', as quoted on the City of Cockburn's website.

This magnificent east-west green sustainable corridor with a shared pedestrian/bike path running alongside and through it, from Bibra Lake to the ocean will create a wonderful place to live, work and visit.

The green shared walk/ cycleway will encourage and facilitate safe connections between the local parks and reserves creating riding for pleasure, exercise, and commuting.

A safe Hampton Road overpass at the end of Healy Road will create safe passage for families riding their bikes to the ocean, and for the Coogee/South Fremantle communities to conversely ride their bikes to Bibra Lake and Manning Park. This will further enhance this wonderful green cycleway, and provide a sustainable, healthy, and enjoyable way for families and communities to enjoy outings.

This corridor and its cycle/walkways connect with the North-South bike paths, including the planned B.P. pipeline walkway/bicycle path. This will further enhance the green corridor cycleway creating more opportunities to commute North-South on bike and foot, connecting communities, and creating a lot of cycle/walk trail possibilities.

There are several schools on the green corridor, creating safe ways for kids to ride or walk to school. There are also 5 shopping precincts on the corridor, creating sustainable ways to shop and connect without using the car.



This will augment moves to improve shopping centers for safety and community connection by encouraging community square/ hub/ green/playground areas that include direct access to cycleways and footpaths.

The Hamilton Hill Community is against any suggestions in the draft of any new south/north roads crossing the corridor, as these will disturb the biodiversity continuation of the corridor, create unsafe crossings for pedestrian and cycle traffic using the corridor, as well as support rat runs for cars, between Rockingham Road and Forest Road.

The importance of natural environments for human health and well-being with easy proximal access to natural areas in an increasingly urbanized society is well recognized as having a positive effect on both physical and mental health. The resulting increased capacity, productivity and cohesion across communities is well documented.

It is also well documented that people and children living in places where they can walk and cycle to their friends' work and school, are happier and perform better.

## **Heritage, Culture and Sacred land**

Randwick Stables is integral to the Wildlife Corridor, as it is surrounded by bushland and bush food including cape lilac (a valuable food source for the cockatoos) and Tuart trees. A protective curtilage surrounding the stables, Randwick Stables Community Garden, and Cardigan Street will protect the 100-year-old heritage stables and the connectivity of the corridor.

To pay respect to the culturally sensitive sacred sites of the local Whadjuk People. This would mean that there is always communication with the local Whadjuk people regarding anything that happens on or with these sites.

There are significant Aboriginal heritage areas on the corridor, including the recently listed Registered Aboriginal Site 18322 which includes Clontarf Hill and the Hamilton Hill Swamp Precinct ... and unbroken links with First Nations justice – Aboriginal voices need to be heard.

We are being urged to be guided by respect and walk slowly, walk softly on this living corridor for people, plants, and wildlife. A continuous space for care and repair.

## **International Benchmark in Urban Wildlife Integration**

As developed nations clamour to meet the need for sustainability while maintaining economic viability, the Cockburn Wildlife Corridor is our single most important opportunity to lead the way in terms of urban wildlife integration, maintaining a small ecological footprint, and building economic value that leaves a broad positive and empowering legacy for humankind.

Upholding such important existing diversity will not only attract and command global renown but it also creates economic advantages and opportunities, for example, as clearly shown by the huge demand and growing appetite in the national and global market for Australia's renowned boutique indigenous bush foods and culture.



There are already many edibles planted along common walkways and such a utopian vision of bush food and belonging could build on this concept to provide an abundance of locally sourced food for the community as well as build on the entrepreneurial Australian spirit to export our amazing culture in food, nature and recreation to much broader boutique and tourist markets.

As so many of the bird species in our corridor are migratory, this is a fantastic opportunity to connect and celebrate with other cultures as we continue along the path to building a sustainable global society.

As the corridor already exists, the right way to create this global benchmark is to ensure that it is maintained at its full length, as an uninterrupted swathe that meanders through the community in a truly connected way, and by ensuring that all architectural and precinct developments are conceptualized through a high level of community consultation and engagement, and then designed in meaningful and exciting ways that relate to the voice of the people who live here.

## **In conclusion,**

It is Hamilton Hill Community Group's preference that the government does not leave the implementation of its draft plan to the Cockburn Council, who do not have the full means nor the money to solidify the vision for a green corridor.

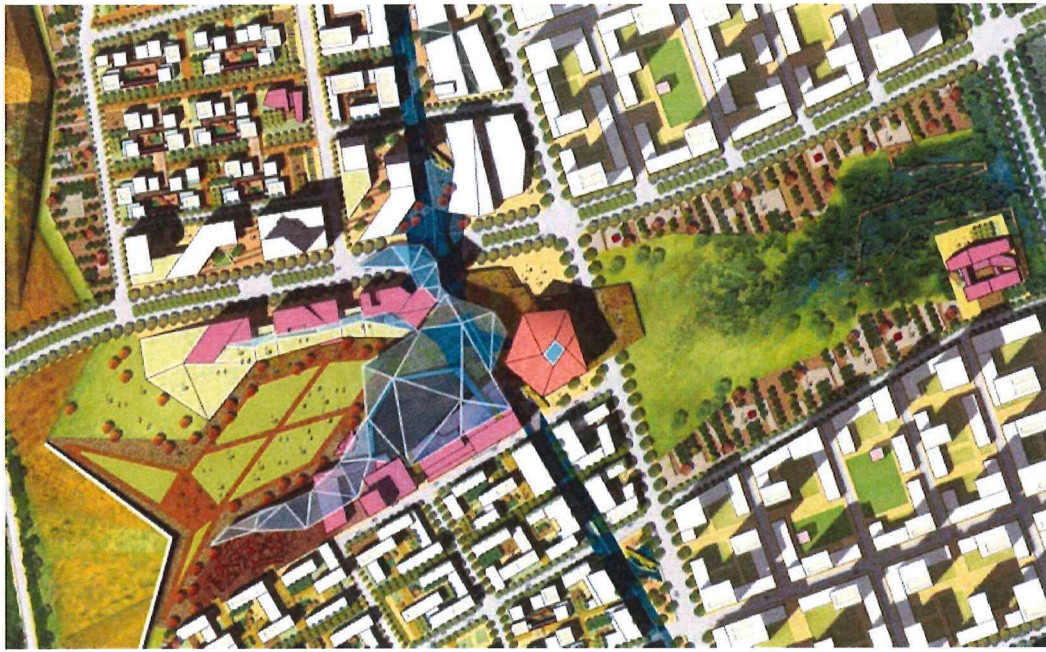
This is a standalone opportunity for this government to show true leadership and work together with Cockburn Council and stakeholders to create a master plan and weave this corridor into the Beeliar Regional Park.

However, should the Government decide against our advice, we hope the Government will at least create park and recreation zoning to accommodate a **minimum** 15m wide cycle/walk shared path as recommended by NatureLink Perth – (5m width path, 0.4 m buffer on either side of the path, then 4.6 m vegetation on both sides – width can be slightly less if the path is on one side of bushland). While we believe this is inadequate, this is the minimum necessary to achieve a wildlife/biodiversity corridor and shared cycle/walk paths.

Let's build creatively designed sustainable multi-story housing developments that will have a small footprint, interact with the wildlife corridor, and are connected to the urban cycle network.

The Wildlife Corridor is a place of refuge and hope – losing it will be a wonderful opportunity wasted – we need to be bold and build on legacy and social values. Here is an international, cultural, and environmental opportunity for retaining and enhancing a green commute and wildlife corridor. We urge the state government to listen to the local community and act now to create a groundbreaking world-class reserve and recreation opportunity, with all of its added excellent economic potential by way of tourism and community capacity.





We look forward to working with the DPLH and the City of Cockburn in the coming years, to make this nature-positive, climate-positive, and community-positive Corridor a reality.

Written by  
Jozina de Ruiters, Samantha Ray, Marie Blanco, Cath Lumsden, Tony Gie.  
on behalf of the 2023-24 Hamilton Hill Community Group committee

Email: [Hamiltonhillcommunitygroup@gmail.com](mailto:Hamiltonhillcommunitygroup@gmail.com)

# Pinakarri Community



## Who we are;

Pinakarri Community is a community in Hamilton Hill of about 14 households that have built together a solar passive housing development, that maximizes green surroundings and shared resources as well as community support. We have been living here for more than 20 years and raised several generations of children.

Since we are a community that has the experience of living, commuting, and building sustainably for over 20 years in Hamilton Hill, we feel that we are well placed to comment on the future land use of the Roe 8 /9.

## Department of Land Heritage and Planning,

**Pinakarri Community congratulates the government on its plan to rezone to park and reserves; The Roe 8 land, the top of Blackwell Avenue as well as the Aboriginal Heritage Precinct and Randwick Stables.**

However, Pinakarri Community prefers to have the whole corridor changed to zoning Park and Reserve, for the following reason;

**This is a magnificent opportunity for this government to use this land and create a showcase biodiversity corridor, a green shade strip that will connect the ocean to the wetlands with sustainable and safe commuting.**

We support the Cockburn Community Wildlife Corridor (CCWC) vision for a biodiversity and wildlife corridor stretching from the Beelie wetlands in the East to the Indian Ocean coast in the West, and its integration within the existing natural and built environment of our suburb.

## **Why; A wildlife Corridor and Green Cycleway from the Ocean to Bibra Lake?**

- **Environmental,**
- **Shade Cover,**
- **Connected Suburbs & Recreation**
- **Culture, Heritage, Sacred land**



## **Environmental,**

To commit to developing the Corridor in such a way as to minimize the impact on the environmental values, and investigate and commit to enhancing the environmental value of the land.

The values of the corridor land currently 'bare' should be identified and protected – e.g. limestone filtering rainwater to underground reservoirs – or regenerate wetlands and damp lands to filter stormwater.

to safeguard special botany and fauna found in our reserves and parks.

to safeguard the Hamilton Hill Tuart trees and other botanical rare or cultural or characteristic significant species.

The corridor crosses 7 distinct ecological zones including wetlands, paperbark forest, banksia/tuart woodlands, and 3 dune systems – much of which is in good or reasonable condition. The corridor is the only east-west corridor in the metropolitan area, and east-west corridors are important for genetic diversity as they traverse changes in ecology more abruptly than north-south corridors.

There has already been a huge loss of urban bushland (banksia and Tuart woodlands listed federally as Threatened Ecological Communities -TECs) to development. With more than 70% of urban bushland lost it is critical that no more bushland should be cleared and existing remnants should be enhanced.

The large tract of land that remains on the MRS (it is not part of the rezoning process) at the Stock/Forest Rd intersection needs to be rationalized. This bushland (along with adjoining parcels of land along Forest Rd owned by the WAPC, Housing Authority, and the City of Cockburn contains some of the highest-value bushland in the Wildlife Corridor and must remain uncleared as part of the corridor. The amount of land retained by Main Roads for Stock Rd upgrades needs to be considerably reduced.

To support the wildlife corridor the planned Stock Road fauna bridge needs to be installed.

## **Shade Cover;**

Increasing tree canopy. We need to be future-focused and play our part in building more sustainable suburbs.

To extend Hamilton Hills' green canopy, and create shade and cooling we need to plant more trees in and around our existing reserves where possible.

Creating the green corridor gives an opportunity to address Cockburn's low tree canopy.

Cockburn currently is one of the hottest suburbs in the Metropolitan area.; (the City of Cockburn has one of the lowest tree canopies in Australia at around 11%), furthermore Cockburn has witnessed a 17% decrease in green cover since 2013.



Some statistics from some recent mapping analysis we were doing here at UWA (see attached): City of Cockburn ranked third-lowest in Perth for tree canopy in the urban zone: number 32 out of 34 LGAs across Perth–Peel. Tree canopy makes up only 9% of the urban zone in Cockburn. The source for this data is: Department of Planning, Lands and Heritage. Urban Forest Mesh Blocks - 2020. Dataset distributed by Data WA.

## **Connected Suburbs & Recreation.**

**The Cockburn Council's vision** of the future, as stated on its website, is to be the most attractive place to live, work, visit, and invest in. A green Wildlife corridor will definitely help achieve this Goal.

This magnificent east-west green sustainable corridor with a pedestrian path & bike path running alongside and through it, from Bibra Lake to the ocean will create a wonderful place to live, work and visit.

The green walk paths & cycleway will encourage and facilitate safe connections between the local parks and reserves creating riding for pleasure, exercise, and commuting.

A safe overpass over Hampton Road at the end of Healy Road, to facilitate all the families riding their bikes to the ocean, and for Coogee/ South Fremantle people to ride their bikes to Bibra Lake and Manning Park, through this green corridor, will further enhance these coastal suburbs, and sustainable way for families to get to the beach.



The New Coogee and South Beach developments will add another 15,000 people over the next 10 years to this neck of the woods, without the recreational areas to sustain them. The Wildlife corridor would help support these future residents.

This corridor and its cycle and walkways can connect with the North-South bike paths, including the planned B.P. pipeline walkway/bicycle path. This will further enhance the green corridor cycleway creating more opportunities north/south to commute on bike and foot, connecting communities, and creating a lot of cycle/walk trail possibilities.

There are several schools on the green corridor, creating safe ways for kids to ride or walk to school. There are also 5 shopping precincts on the corridor, creating sustainable ways to shop and connect without using the car.

Pinakarri Community encourages the government to improve shopping centres' safety and community connection by creating shops to face inward towards each other and or towards a community square/hub/green/playground area, facing away from access roads and parking but with direct access to bike and footpaths

The importance of natural environments for human health and well-being and access to natural areas in an increasingly urbanized society is well recognized as having a positive effect on both physical and mental health.

It is also well documented that people and children living in places where they can walk and cycle to their friends, work, and school, are happier and perform better.

## **Heritage, Culture, Sacred land**

Randwick Stables is a colonial heritage asset and integral to the Wildlife Corridor, as it is surrounded by bushland including cape lilac (a valuable food source for the cockatoos) and Tuart trees. A protective curtilage surrounding the stables, Randwick Stables Community Garden, and Cardigan Street will protect the 100-year-old heritage stables and the connectivity of the corridor.

To pay respect to the culturally sensitive sacred sites of the local Whadjuk People. This would mean that there is always communication with the local Whadjuk people regarding anything that happens on or with these sites.

There are significant Aboriginal heritage areas on the corridor, including the recently listed Registered Aboriginal Site 18322 which includes Clontarf Hill and the Hamilton Hill Swamp Precinct ... and unbroken links with First Nations justice – Aboriginal voices need to be heard.

We are being urged by the First Nations People to be guided by respect and walk slowly, walk softly on this living corridor for people, plants, and wildlife. A continuous space for care and repair.



## **In conclusion,**

Pinakarri Community does not think it is fair or a good idea for the government to leave the planning and development of the remainder of the Roe 9 land to the local council as is the current plan. This government started a new vision for this land and should finish its job with the right zoning and a new type of development that is sensitive, creative, sustainable, and inspiring.

This is an opportunity for this government to show leadership and work together with Cockburn Council and stakeholders to create a master plan and include this corridor into the Beeliar Reginal Park.

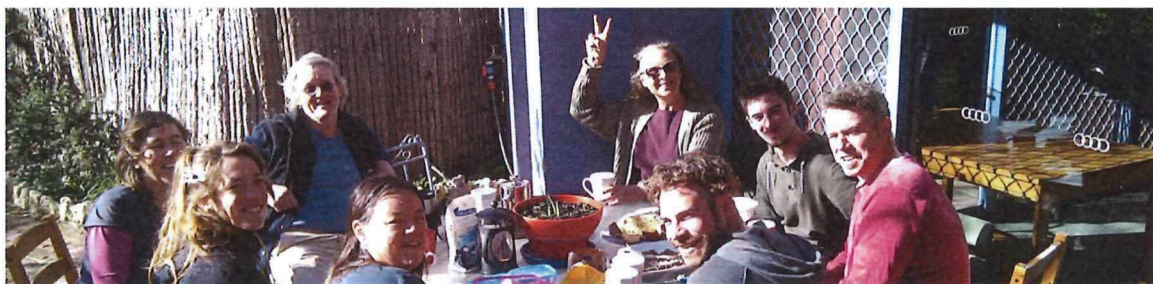
However, should the Government decide against our advice, we hope the Government will at least create park and recreation zoning to accommodate a **minimum** 15m wide cycle & walk path as recommended by Nature Link Perth – (5m width path, 0.4 m buffer on either side of the path, then 4.6 m vegetation on both sides – width can be slightly less if the path is on one side of bushland). this is the absolute minimum necessary to achieve a wildlife/ biodiversity corridor and shared cycle/walk paths.

To create creative sustainable multi-story housing developments that will have a small footprint, interact with the wildlife corridor, and are connected to the east-west bike paths.

The Wildlife Corridor already exists and is alive. Ignoring it will be an opportunity lost.

Let's be bold and think more about legacy and social values. Here is an international, cultural, and environmental opportunity for keeping and enhancing a green commute and wildlife corridor. We urge the state government to act now and listen to the local community for a ground-breaking world-class reserve and recreation opportunity before it is too late.

The Pinakarri Community looks forward to working together with the government and Cockburn Council to create this wonderful green bridge between the ocean and the wetlands.



Pinakarri Community

4 Bottrill Street, Hamilton Hill.

<https://pinakarri.org.au/>

[admin@pinakarri.org.au](mailto:admin@pinakarri.org.au)



**From:** Barry Finch <bfinch@portschool.wa.edu.au>  
**Sent:** Friday, 6 October 2023 3:07 PM  
**To:** Region Planning Schemes  
**Subject:** MRS Major Amendment 1404/41

**Categories:** Ack

You don't often get email from bfinch@portschool.wa.edu.au. [Learn why this is important](#)

To Whom It May Concern:

I am writing on behalf of the Board of Port School Inc. to make a comment on the Indicative Concept Plan – Roe 9.

As background; Port School has been leasing land from Main Roads which makes up the northern off-ramp onto Carrington Street for the last 30 years, this small portion of land makes up all of our Carrington Street frontage. Also, for the last 5 years we have leased a larger pocket of land that houses two classrooms, a large maintenance shed, a carpark and a small area of grassed playing field.

Whilst all the buildings are designed to be transported this infrastructure has become an important and integral part of the school's viability.

It has been encouraging to see that on the Concept Plan, the full area, which we are currently leasing is marked for "Public Purposes" and identified as Port School.

The school strongly supports this section of the plan.

While we appreciate the need for development we feel that moving the potential open space (marked in green) closer to the school would give our school community direct access to this area. As it is currently laid out, we would have to go onto Carrington Street and down a proposed future road to access this open space. This proposal is asking for a move and not a reduction in area earmarked for residential.

As you may appreciate our highest priority is to establish long-term access to the land that we are currently leasing and Port School Inc. look forward to future negotiations to help make this a reality.

Warm Regards



Barry Finch | Principal | Port School  
Tel: (08) 9335 6323 | Mobile: 0457 097 794  
62 Wheeler Road | Hamilton Hill | WA | 6163  
[www.portschool.wa.edu.au](http://www.portschool.wa.edu.au)



Port School acknowledges the Aboriginal and Torres Strait Islander Peoples as the Traditional Custodians of the Land. We also acknowledge and pay our respects to their Elders, past and present.

This message may contain confidential or privileged information and is intended for the exclusive use of the addressee(s). Any un-authorised use of the contents is expressly prohibited. If you have received this email in error, please notify Port School by return email, delete it from your system and destroy all copies. Thank you.

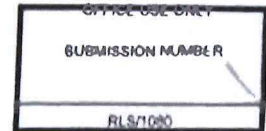
Planning and Development Act 2005  
Section 41 Amendment (Major)  
Form 41

Submission

Metropolitan Region Scheme Amendment 1404/41

Roe 8 Remainder and Roe 9 (Removal of Primary Regional Roads Reservation)

To: Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
Perth WA 6001



Title (Mr, Mrs, Miss, Ms) ..... First Name ..... *Name and contact details removed at the request of the submitter*  
Surname .. .....  
Address ... ..... Postcode ..  
Contact phone numb .. Email address ..

Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?  Yes  No

**Submission** (Please attach additional pages if required. It is preferred that any additional information be loose rather than bound)

I am writing to express my strong support for the proposed changes to the areas near the Heritage listed Randwick Stables + Clontarf Hill into a Parks + Recreation Reservation. I would also like to voice my concerns, strong opposition to any development plans for Cardigan Street as I believe it will adversely impact the stables and the access to and from this historic site. The Heritage listed stables hold significant cultural + historical value to our community. Preserving + enhancing this heritage site is of utmost importance. The proposed changes around the stables to a Parks + Recreation reserve present an excellent opportunity to provide local residents + the greater community improved recreational amenities for example landscaping improvements + walking trails while respecting the historical significance of the stables. However I believe any potential development along Cardigan Street would negatively impact the stables and request the Department consider these factors when evaluating + deciding on the amendments to the Metropolitan Region Scheme.

turn over to complete your submission



**Hearing of submissions**

Anyone who has made a written submission on the amendment has the opportunity to personally present the basis of their submission to a sub-committee of the WAPC. **You do not have to attend a hearing.** The comments presented by you in this written submission will be considered in determining the recommendation for the proposed amendment.

For information about the submission and hearings process, please refer to the amendment report and in particular appendix D.

**Please choose one of the following:**

**No**, I do not wish to speak at the hearings. (Please go to the bottom of the form and sign)

**OR**

**Yes**, I wish to speak at the hearings. (Please complete the following details)

**I will be represented by:**

Myself – My telephone number (business hours): .....

**or**

A spokesperson

Name of spokesperson: .....

Contact telephone number (business hours): .....

Postal address: .....

**I would prefer my hearing to be conducted in:**

Public (members from the general public may attend your presentation)

**OR**

Private (only the people nominated by you or the hearings committee will be permitted to attend)

You should be aware that:

- The WAPC is subject to the *Freedom of Information Act 1992* and as such, submissions made to the WAPC may be subject to applications for access under the act.
- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.
- Hearings may be recorded and transcribed. The minutes of all hearings, along with all written submissions, are tabled in Parliament and published as public records should the Governor approve the proposed amendment. The WAPC recommendations are similarly published in a report on submissions and tabled in Parliament.

**To be signed by person(s) making the submission**

Signature \_\_\_\_\_

Date

6/10/23

**Note: Submissions MUST be received by the advertised closing date, 6 OCTOBER 2023. Late submissions will NOT be considered.**



Development Services 629 Newcastle Street Leederville WA 6007 PO Box 100 Leederville WA 6902 T (08) 9420 2099 F (08) 9420 3193



Your Ref: MRS Amendment 1404/41  
Our Ref: 156113602 (MRS400304)  
Enquiries: Brett Coombes  
Direct Tel: 9420 3165  
Email: [land.planning@watercorporation.com.au](mailto:land.planning@watercorporation.com.au)

05 October 2023

Secretary  
Western Australian Planning Commission  
140 William Street  
PERTH WA 6000

Attention: Anthony Muscara; Scott Haine

### **MRS Amendment 1404/41 - Roe 8 Remainder and Roe 9**

Thank you for your correspondence of 7 July 2023 inviting comments on the above MRS amendment.

The amendment area is adjacent to and traversed by a wide variety of Water Corporation pipe assets including gravity sewers and water distribution mains of various sizes, materials and ages.

Most of these pipes are currently unprotected and are not contained in gazetted roads, reserves or easements.

The indicative concept plan for this area is noted. The final concept plan will need to address the location and protection of the various underground assets and locate them in suitable reserves. It may be possible to relocate some sections of these pipes, at the proponent's cost. The feasibility of relocating any of these pipes would need to be subject to detailed engineering investigations on a case-by-case basis.

The Corporation welcomes further involvement in the preparation and refinement of the concept plan.

If you have any further queries on the above matter, please contact the Enquiries Officer.

Brett Coombes  
Senior Planner, Land Use Planning  
Development Services



## WILDFLOWER SOCIETY OF WESTERN AUSTRALIA (Inc)

6 October 2023

Department of Planning, Lands and Heritage  
140 William Street  
Perth WA 6000

Email: [infrastructure@dplh.wa.gov.au](mailto:infrastructure@dplh.wa.gov.au)

### **Re: Metropolitan Region Scheme (MRS) Amendments 1404/41: Roe 8 Remainder and Roe 9**

The Wildflower Society of Western Australia (hereafter referred to as WSWA) welcomes the opportunity to comment on the rezoning proposal for the Roe 8 and Roe 9 Corridor by the Western Australian Planning Commission (WAPC). This proposal is to rezone small fragments of land as Parks and Recreation and the remainder of the corridor as Urban. WSWA does not agree with this proposal.

WSWA is the peak WA community organization seeking to conserve natural vegetation in Western Australia. The Society is an incorporated, self-supporting not for profit organization. We are a voluntary group with an active membership of almost 700 volunteer members and social media following of over 40,000, all with a common interest in conservation and protection of natural vegetation and wildflowers across WA.

WSWA calls on the WA government to adopt a more visionary approach to the conservation of the Roe 8/9 Corridor consistent with the objectives of the community who opposed its development as part of the road network, and in line with its own Native Vegetation Policy, to:

- Conserve and protect all existing native vegetation along the Roe 8/9 corridor, and
- Restore ecosystems along the corridor to create viable ecological connectivity.

WSWA strongly supports the community's expressed wishes for a green corridor to create a vibrant and connected nature link from the Beelihar Wetlands to the Indian Ocean, restoring ecological function to the remnant and fragmented bushland and wetlands.

WSWA joins with many other conservation groups and members of the public to urge the State Government to:

1. Rezone the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R). While we acknowledge that the proposal includes several slices of land to be rezoned P&R land, this is not enough.
2. Establish an ecological green corridor (Wetlands to Waves) extending from the Beelihar Wetlands to the Indian Ocean and incorporated into the Beelihar Regional Park.
3. Incorporate the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R. This land is some of the highest quality bushland along the Roe 8/9 corridor and MUST NOT be cleared or disturbed.
4. Extend the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.



## WILDFLOWER SOCIETY OF WESTERN AUSTRALIA (Inc)

5. Comply with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology (see below).
6. Identify and protect Aboriginal heritage and cultural values in the area.

### Why A Green Corridor?

The Cockburn Green Corridor (Roe 8/9) is consistent with the WA Native Vegetation Policy to:

- Conserve: Protect native vegetation from harm, loss, or change, and
- Restore: Supporting the recovery of an ecosystem that has been degraded, damaged, or destroyed. Recovery includes revegetation, rehabilitation, repair of ecosystem processes, and management of threats.

The DPLH Preliminary Consultation in 2022, as reported, resulted in 75% of respondents commented on the need to “protect the environment” and more than 50% “advocated for a wildlife corridor”.

The Cockburn Green Corridor vision recognises this community support and the original support for abandonment of the Roe 8/9 proposal, and will provide benefits to all in perpetuity:

1. It has unique native vegetation that has been largely lost from greater Perth. The corridor contains seven distinct ecological zones including wetlands, paperbark forest, banksia/tuart woodlands and three dune systems, much of which is in good condition. It MUST be protected.
2. Within the reserve there exist two Threatened Ecological Communities (TECs) protected under the Federal Environmental Protection and Biodiversity Conservation (EPBC) Act 1999 and the WA Biodiversity Conservation Act 2016: Tuart woodlands are listed as Critically Endangered (EPBC) – Mapping of the area by Cate Tauss has identified around 20ha of Threatened Tuart woodlands on both sides of Forrest Road and in the Blackwood Road bush. Another 5ha containing Tuarts is found at Dixon Park and Clontarf Hill.
3. Banksia woodlands of the Swan Coastal Plains are listed as Endangered (EPBC) – Several banksia species live throughout the corridor and sustain thousands of birds, reptiles and insects.
4. Native vegetation in the area supports the survival of several Threatened and Endangered species (EPBC Act 1999 that depend on large areas of connected vegetation.
5. If restored as a strong ecological linkage, the Corridor will support genetic exchange for more resilient flora and fauna species.

### **Supporting Laws, Regulations, Policies and Plans**

The call for the Roe/8/9 Corridor to be set aside as a Parks and Recreation reserve is also in line with a many Local, State, Federal and International laws, regulations, policies and plans.

#### Local Government

- Planning & Development Act 2005 (WA)  
Schedule 7 outlines valid local planning strategies, including: ‘The conservation of the natural environment of the scheme area, including the protection of natural resources, the





## WILDFLOWER SOCIETY OF WESTERN AUSTRALIA (Inc)

preservation of trees, vegetation and other flora and fauna, and the maintenance of ecological processes and genetic diversity.'

- City of Cockburn
  - Public Open Space Strategy (2014-2024) supports ecological corridors and standards expected of developers when rehabilitating sites.
  - Sustainability Policy (June 2021) says: "Council will protect strategically identified remnant bushland, wetlands, the coastal environment, ecological corridors and associated eco systems to ensure the integrity of these systems is conserved and enhanced for future generations."
  - Natural Areas Management Plan and Urban Forest Strategy identify existing and potential ecological corridors within the LGA.
  - Supports the Wetlands Centre in the Beeliar Park Precinct.
- Western Australia Local Government Association (WALGA)
  - WALGA policies encourage biodiversity conservation:
    - Guidance for the Integration of Biodiversity Conservation into Local Planning Strategies and Schemes
      - The WALGA Perth Biodiversity Project used a mapping framework to identify priority natural areas for biodiversity conservation and connectivity. Using this framework, a report published in 2020 (R. Zelinova "Cockburn Community Wildlife Corridor proposal in the context of regional connectivity planning") concluded that the Roe 8/9 road reservation was the best option for a connected green corridor in the south metropolitan suburbs.

### State Government

- Native Vegetation Policy 2022

The Native Vegetation Policy commits the government to a net gain in native vegetation, through conservation and restoration of natural areas. Currently this is not happening, and WA is experiencing a net loss of native vegetation and biodiversity. A net gain requires a halt to land clearing and serious efforts to restore native vegetation. The Cockburn Green Corridor offers a unique opportunity to implement the policy: To protect and enhance native bushland with the intent of long-term protection of biodiversity and environmental values.
- Better Urban Forest Planning – Perth and Peel

The WA Planning Commission has developed a tree canopy mapping tool and guidelines to assist better Urban Forest Planning.
- Perth to Peel @3.5million

The aims of The Perth and Peel@ 3.5 million (2018) planning strategy include to "protect areas with regional conservation and landscape values" and "encourage and guide increased connectivity through an integrated green network".
- Biodiversity Conservation Act 2016

The Biodiversity Conservation Act provides protection for threatened species and ecological communities, including penalties for illegal actions.
- State Planning Policy 2.8 Bushland Policy for the Perth Metropolitan Region

Aim: To protect and enhance native bushland with the intent of long-term protection of biodiversity and environmental values. The policy seeks to protect and manage significant urban bushland, including Bush Forever sites, and assist conservation planning and assessment.
- Conservation & Land Management Act 1984 (WA)



## WILDFLOWER SOCIETY OF WESTERN AUSTRALIA (Inc)

Enables sites to be designated as conservation parks (Section 6.4 and 8B.2). The entire Cockburn Corridor should be granted conservation status.

- Environmental Protection Act 1986 (amended Dec 2021)  
The Environmental Protection Act seeks "the prevention, control and abatement of pollution and environmental harm, for the conservation, preservation, protection, enhancement and management of the environment..."  
Relevant EPA resources are:
  - Schedule 5: Principles for clearing native vegetation.
  - Statement of Environmental Principles, Factors and Objectives (October 2021)
  - EPA Guidance for planning and development: Protection of naturally vegetated areas in urban and peri-urban areas (December 2021).
- The Water Corporation  
The Water Corporation is working with Naturelink Perth and others to promote green corridors and healthy streams along Perth's drains and waterways.

### Federal Government

Environment Protection and Biodiversity Conservation Act (EPBC) 1999

The EPBC Act includes directories of listed threatened species and listed threatened ecological communities. The Cockburn Green Corridor contains two Threatened Ecological Communities (banksia woodlands and tuart woodlands) and habitat for several threatened species. The EPBC guidelines address both protection and restoration actions to increase the remaining extent, condition and landscape scale connectivity (including with other surrounding native vegetation types).

### Australian Institute of Health and Welfare (AIHW)

IHW is a Federal government agency producing information to support better policy and service delivery for better community health and wellbeing. A July 2022 report found that: Nature provides:

- health benefits by filtering harmful air pollution;
- economic benefits through avoided incidences of disease and health care costs; and
- improved physical activity that can lead to better physical and mental health.

### International Context

- Australia is party to several global agreements committing to halt the dangerous loss of biodiversity with the United Nations, the International Panel for Climate Change (IPCC), International Panel for Biodiversity and Ecosystem Services (IPBES), and RAMSAR Convention of Wetland Protection.
- UN COP15 Biodiversity Conference (Kunming-Montreal Global Biodiversity Framework) adopted an agreement to protect 30% of the world's land and oceans by 2030, to restore degraded ecosystems, and to end extinctions by 2050. The Australian Government led the way.
- 2021-2030 is the UN Decade for Ecosystem Restoration that aims to prevent, halt, and reverse the degradation of ecosystems across the world.
- International agencies, such as The World Bank and the International Union for Conservation of Nature, specify that critical habitat should not be disturbed if the disturbance will result in loss more than 5% of the area of the critical habitat. They recommend the preparation of a



## WILDFLOWER SOCIETY OF WESTERN AUSTRALIA (Inc)

Biodiversity Action Plan to address the environmental, social, cultural, scientific and economic issues associated with a reduction in biodiversity arising from project implementation.

### Summary and Recommendations

WSWA believes the State Government should deliver on the intent of the community when it stopped the development of Roe 8/9 after its election to government in 2017. Then, as it still is now, the community voiced a desire for the corridor of land set aside for Roe 8/9 to be retained as a vegetated corridor linking the ocean to the wetlands of the Beelihar Regional Park. The Cook Labor Government needs to listen again to the community, through the WAPC by:

1. Rezoning the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R).
2. Establishing an ecological green corridor extending from the Beelihar Wetlands to the Indian Ocean and incorporated into the Beelihar Regional Park.
3. Incorporating the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R.
4. Extending the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.
5. Complying with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology.

WSWA looks forward to discussing the future of this corridor with the WAPC in the near future.



<http://www.wildflowersocietywa.org.au/>

Brett Loney

President  
Chair, Conservation Sub-Committee  
Wildflower Society of Western  
Australia

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Murdoch Branch  
Wildflower Society of WA (WSWA)  
c/o Diana Corbyn, Vice President  
5 Danzil Street, Willagee 6156  
6 October 2023

**Department of Planning, Lands and Heritage**  
140 William Street Perth WA 6000  
infrastructure@dplh.wa.gov.au

**Submission to Department of Planning, Lands and Heritage on the Metropolitan Region Scheme (MRS) Amendments 1404/41: Roe 8 Remainder and Roe 9**

Thank you for the opportunity to comment on the WAPC rezoning proposal for the Roe 8 and Roe 9 Corridor. We note that this proposal is to rezone small fragments of land as **Parks and Recreation** and the remainder of the corridor as **Urban**.

The WSWA was established in 1958 and its objectives are to Enjoy, Know, Grow and Conserve the unique flora of WA. The WSWA believes that the conservation of our remaining bushland heritage is of paramount importance. The WSWA's philosophy of conservation of the beautiful and unique wildflowers of WA is encapsulated in its ten principles of flora conservation.

The Murdoch Branch of WSWA was established in 1988 and hosts regular meetings at The Wetlands Centre, Cockburn. The Branch has a special interest in the conservation of native flora and bushland on the Swan Coastal Plain in the southern metropolitan area. Members have been very active in restoration and guiding activities along the Roe 8 and Roe 9 reserves. They are very familiar with the changing soil types and vegetation communities.

In 2020 our secretary, Kim Dravnieks, led a steering group of the Murdoch Branch of the Wildflower Society of WA in proposing a 'Wetlands 2 Waves Wildflower Walking Trail'. The wildflower trail is located within an important and unique ecological east west link from Bibra Lake in the Beeliam Regional Park, which includes Bush Forever Site 244, through to Clontarf Hill and Hollis Park and on to the beach at South Fremantle. The diversity of native West Australian plants species over the many distinct ecological areas provides a unique opportunity to create a significant and varied urban native flora and fauna trail. The changing geological forms and vegetation complexes move from ephemeral wetlands to banksia, jarrah and tuart woodlands and onto coastal heathland.

The Murdoch Branch would like to endorse the submission written by Kim Dravnieks to the Department of Planning, Lands and Heritage. We, therefore, urge the State Government to:

1. Rezone the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R). While we acknowledge that the proposal includes several slices of land to be rezoned P&R land, this is not enough.
2. Establish an ecological green corridor (Wetlands to Waves) extending from the Beeliam Wetlands to the Indian Ocean and incorporated into the Beeliam Regional Park.

3. Incorporate the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R. This land is some of the highest quality bushland along the Roe 8/9 corridor and MUST NOT be cleared or disturbed.
4. Extend the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.
5. Comply with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology (see below).
6. Identify and protect Aboriginal heritage and cultural values in the area.

In addition, the work undertaken by Maddie Copcutt for Murdoch University's Naturelink Perth demonstrates that such a corridor is feasible. The linkage to Manning Reserve is an impressive addition. The educational value of such a corridor cannot be over emphasised, if we are to appreciate that we are living in a Biodiversity Hotspot.

Thank you, once again, for the opportunity to comment.

Yours sincerely,

Diana Corbyn  
0401 144 180  
Vice President, Murdoch Branch,  
Wildflower Society of WA





Government of **Western Australia**  
Department of **Mines, Industry Regulation and Safety**  
**Resource and Environmental Regulation**

Your ref RLS/1076  
Our ref A0148/202301  
Enquiries Steven Batty — 9222 3104  
Steven.BATTY@dmirs.wa.gov.au

**SUBMISSION**  
**205**

Mr Scott Haine  
Principal Policy Planner  
Department of Planning, Lands and Heritage  
Sent by Email — [info@dplh.wa.gov.au](mailto:info@dplh.wa.gov.au)  
Locked Bag 2506 Perth WA 6001

Dear Mr Scott Haine

**MRS - MAJOR AMENDMENT 1404/41 - ROE 8 REMAINDER AND ROE 9 -  
REMOVAL OF PRIMARY REGIONAL ROADS RESERVATION**

Thank you for your letter dated 7 July 2023 inviting comment on the Metropolitan Region Scheme (MRS) proposed amendment 1404/41 - Roe 8 Remainder and Roe 9 (removal of primary regional roads reservation).

The Department of Mines, Industry Regulation and Safety (DMIRS) has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.

DMIRS lodges no objections to the above MRS amendment.

Yours sincerely

**Steven Batty** | Senior Geologist  
Mineral and Energy Resources Directorate  
28 September 2023



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**From:** Infrastructure (DOP)  
**Sent:** Thursday, 5 October 2023 8:40 AM  
**To:** Scott Haine; Roberta Schuchmann  
**Subject:** FW: Submission to Department of Planning, Lands and Heritage on the Metropolitan Region Scheme (MRS) Amendments 1404/41: Roe 8 Remainder and Roe 9

OFFICIAL - Sensitive

-----Original Message-----

**From:** Sifir Yaz <tannomis@gmail.com>  
**Sent:** Wednesday, 4 October 2023 8:35 PM  
**To:** Infrastructure (DOP) <infrastructure@dplh.wa.gov.au>  
**Subject:** Submission to Department of Planning, Lands and Heritage on the Metropolitan Region Scheme (MRS) Amendments 1404/41: Roe 8 Remainder and Roe 9

[You don't often get email from tannomis@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Department of Planning, Lands and Heritage 140 William Street Perth WA 6000

Dear Sir/Madam

I fully support the Urban Bushland Council (UBC) comments on the WAPC rezoning proposal for the Roe 8 and Roe 9 Corridor. This proposal being to rezone small fragments of land as Parks and Recreation and the remainder of the corridor as Urban.

UBC is the peak WA community organization for urban bushland recognition and protection. UBC is an incorporated, not for profit organization registered as a charity. It is a voluntary group with an active membership of almost 90 volunteer Friends groups and an additional 100 supporter members, all with a common interest in conservation and protection of urban bushland across WA.

I agree with the UBC call on the WA government to adopt a more visionary approach to the Cockburn Green Corridor in line with its own Native Vegetation Policy to:

- Conserve and protect all existing native vegetation along the Roe 8/9 corridor, and
- Restore ecosystems along the corridor to create viable ecological connectivity.

The UBC strongly supports the community's expressed wishes for a green corridor to create a vibrant and connected nature link from the Beelihar Wetlands to the Indian Ocean, restoring ecological function to the remnant and fragmented bushland and wetlands.

UBC and many other conservation groups and members of the public to urge the State Government to:

1. Rezone the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R). While we acknowledge that the proposal includes several slices of land to be rezoned P&R land, this is not enough.
2. Establish an ecological green corridor (Wetlands to Waves) extending from the Beelihar Wetlands to the Indian Ocean and incorporated into the Beelihar Regional Park.
3. Incorporate the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R. This land is some of the highest quality bushland along the Roe 8/9 corridor and MUST NOT be cleared or disturbed.
4. Extend the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.
5. Comply with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology (see below).
6. Identify and protect Aboriginal heritage and cultural values in the area.

The rationale for this being that the Cockburn Green Corridor (Roe 8/9) offers a unique opportunity to implement the WA Native Vegetation policy to:

Conserve: Protect native vegetation from harm, loss or change (and)

Restore: Supporting the recovery of an ecosystem that has been degraded, damaged or destroyed. Includes revegetation, rehabilitation, repair of ecosystem processes and management of threats.

In the DPLH Preliminary Consultation in 2022, 75% of respondents commented on the need to “protect the environment” and more than 50% “advocated for a wildlife corridor”.

The Cockburn Green Corridor vision recognises this community support, and will provide benefits to all in perpetuity:

1. It has unique native vegetation that has been largely lost from greater Perth. The corridor contains seven distinct ecological zones including wetlands, paperbark forest, banksia/tuart woodlands and three dune systems, much of which is in good condition. (Source: R. Zelinova paper) which must be protected.

2. Importantly within the reserve there exist two Threatened Ecological Communities (TECs) protected under the Federal Environmental Protection and Biodiversity Conservation (EPBC) Act 1999 and the WA Biodiversity Conservation Act 2016:

- Tuart woodlands are listed as Critically Endangered (EPBC) – Mapping of the area by Cate Taus has identified around 20ha of Threatened Tuart woodlands on both sides of Forrest Road and in the Blackwood Road bush. Another 5ha containing Tuarts is found at Dixon Park and Clontarf Hill.
- Banksia woodlands of the Swan Coastal Plains are listed as Endangered (EPBC) – Several banksia species are found throughout the corridor and sustain thousands of birds, reptiles and insects.

3. Native vegetation in the area supports the survival of several Threatened and Endangered species (EPBC Act 1999), especially Black Cockatoos, and 52 other bird species that depend on large areas of connected vegetation. The area also contains populations of rare and threatened species such as quenda and ringtail possums and possibly chudditch.

4. The Carnaby’s and Forest Red-Tailed Black Cockatoos will greatly benefit from this green corridor. The increased habitat will support the Carnaby’s recovery plan and habitat restoration projects (such as the Keep Carnaby’s Flying project at Murdoch University). A Cockburn Green Corridor is exactly what Birdlife WA research demonstrates is needed as Carnaby’s black cockatoos will fly further just so they can fly over bushland.

5. If restored as a strong ecological linkage, the Corridor will support genetic exchange for more resilient flora and fauna species in line with the national standards for ecological restoration (Society for Ecological Restoration Australasia, Edition 2.2, 2021). Professor Kingsley Dixon’s presentation and the recovery wheel is available on the UBC website.)

CONTEXT – LAWS, REGULATIONS, POLICIES PLANS The call for a Cockburn Green Corridor is also in line with a vast range Local, State, Federal and International laws, regulations, policies and plans.

Local Government

Planning & Development Act 2005 (WA)

Schedule 7 outlines valid local planning strategies, including: ‘The conservation of the natural environment of the scheme area, including the protection of natural resources, the preservation of trees, vegetation and other flora and fauna, and the maintenance of ecological processes and genetic diversity.’

City of Cockburn

- Public Open Space Strategy (2014-2024) supports ecological corridors and standards expected of developers when rehabilitating sites.
- Sustainability Policy (June 2021) says: “Council will protect strategically identified remnant bushland, wetlands, the coastal environment, ecological corridors and associated eco- systems to ensure the integrity of these systems is conserved and enhanced for future generations.”
- Natural Areas Management Plan and Urban Forest Strategy identify existing and potential ecological corridors within the LGA.
- Supports the Wetlands Centre in the Beeliar Park Precinct.

Western Australia Local Government Association (WALGA) WALGA policies encourage biodiversity conservation:

- Guidance for the Integration of Biodiversity Conservation into Local Planning Strategies and Schemes
- The WALGA Perth Biodiversity Project used a mapping framework to identify priority natural areas for biodiversity conservation and connectivity. Using this framework, a report published in 2020 (R. Zelinova “Cockburn Community Wildlife Corridor proposal in the context of regional connectivity planning”) concluded that the Roe 8/9 road reservation was the best option for a connected green corridor in the south metropolitan suburbs.

State Government

Native Vegetation Policy 2022

The Native Vegetation Policy commits the government to a net gain in native vegetation, through conservation and restoration of natural areas. Currently this is not happening, and WA is experiencing a net loss of native vegetation and biodiversity. A net gain requires a halt to land clearing and serious efforts to restore native vegetation. The



Cockburn Green Corridor offers a unique opportunity to implement the policy: To protect and enhance native bushland with the intent of long-term protection of biodiversity and environmental values.

Better Urban Forest Planning – Perth and Peel The WA Planning Commission has developed a tree canopy mapping tool and guidelines to assist better Urban Forest Planning.

Perth to Peel @3.5million

The aims of The Perth and Peel@ 3.5 million (2018) planning strategy includes to “protect areas with regional conservation and landscape values” and “encourage and guide increased connectivity through an integrated green network”.

Biodiversity Conservation Act 2016

The Biodiversity Conservation Act provides protection for threatened species and ecological communities, including penalties for illegal actions.

State Planning Policy 7.0 Design of the Built Environment Liveable Neighbourhoods The distinctive characteristics of a local area include its prominent natural and built features, social, economic and environmental conditions, the overall qualities of its built environment, local Aboriginal culture and history and significant post-settlement heritage.

Restoring natural and Aboriginal Heritage here as a functional green corridor restores a sense of place which has been largely lost due to urbanisation.

State Planning Policy 2.8 Bushland Policy for the Perth Metropolitan Region

Aim: To protect and enhance native bushland with the intent of long-term protection of biodiversity and environmental values.

Seeks to protect and manage significant urban bushland, including Bush Forever sites, and assist conservation planning and assessment.

Conservation & Land Management Act 1984 (WA) Enables sites to be designated as conservation parks (Section 6.4 and 8B.2). The entire Cockburn Corridor should be granted conservation status.

Relevant Aboriginal Cultural Heritage (ACH) legislation. Note UBC is aware of the progress to repealing the AHAC Act 2021 with Amendments to the Aboriginal Heritage Act 1972.

Several registered sites are located on the corridor and within the Fremantle-Rockingham Access road extension and must be protected:

- Bellion Drive Hill is a registered indigenous women’s site
- Clontarf Hill and Dixon Park Precinct are registered Aboriginal site 18322
- Connecting the Beeliar wetlands to the coast is a significant statement for protecting a traditional cultural Noongar route in suburbia which is important to all West Australians, particularly first nations people.

Environmental Protection Act 1986 (amended Dec 2021) The Environmental Protection Act seeks "the prevention, control and abatement of pollution and environmental harm, for the conservation, preservation, protection, enhancement and management of the environment..."

Relevant EPA resources are:

- Schedule 5: Principles for clearing native vegetation
- Statement of Environmental Principles, Factors and Objectives (October 2021)
- EPA Guidance for planning and development: Protection of naturally vegetated areas in urban and peri-urban areas (December 2021).

The Water Corporation The Water Corporation is working with Naturelink Perth and others to promote green corridors and healthy streams along Perth’s drains and waterways.

Federal Government

Environment Protection and Biodiversity Conservation Act (EPBC) 1999 The EPBC Act includes directories of listed threatened species and listed threatened ecological communities. The Cockburn Green Corridor contains two Threatened Ecological Communities (banksia woodlands and tuart woodlands) and habitat for several threatened species. The EPBC guidelines address both protection and restoration actions to increase the remaining extent, condition and landscape scale connectivity (including with other surrounding native vegetation types).

Minister for the Environment Plibersek’s commitments:

- Dec 2022 – Pledged to implement the Samuels Review of the EPBC Act (2019) to enact stronger laws and a stronger Agency to protect the environment.
- Oct 2022 - Launched an updated Threatened Species Action Plan that aims for ‘no new extinctions’. Based on the 2019 Wintle Report.

Australian Institute of Health and Welfare (AIHW) AIHW is a Federal government agency producing information to support better policy and service delivery for better community health and wellbeing. A July 2022 report found that:

Nature provides:

- health benefits by filtering harmful air pollution;
- economic benefits through avoided incidences of disease and health care costs; and
- improved physical activity that can lead to better physical and mental health.

International Context:



Australia is party to several global agreements committing to halt the dangerous loss of biodiversity with the United Nations, the International Panel for Climate Change (IPCC), International Panel for Biodiversity and Ecosystem Services (IPBES), and RAMSAR Convention of Wetland Protection.

UN COP15 Biodiversity Conference (Kunming-Montreal Global Biodiversity Framework) adopted an agreement to protect 30% of the world's land and oceans by 2030, to restore degraded ecosystems, and to end extinctions by 2050. The Australian Government led the way.

2021-2030 is the UN Decade for Ecosystem Restoration that aims to prevent, halt and reverse the degradation of ecosystems across the world.

The standard text is International Principles and Standards for the Practice of Ecological Restoration (Society for Ecological Restoration, 2nd edition, 2019).

#### CONCLUDING COMMENTS

I totally agree with the Urban Bushland Council's calls on the government to listen to the community and deliver on its policies including the WA Native Vegetation Policy by:

1. Rezoning the ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R).
2. Establishing an ecological green corridor (Wetlands to Waves) extending from the Beeliar Wetlands to the Indian Ocean and incorporated into the Beeliar Regional Park.
3. Incorporating the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R.
4. Extending the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.
5. Complying with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology.
6. Identifying and protect Aboriginal heritage and cultural values in the area.

Yours sincerely

Nathalie Casal

34 Knight Rd

Gnangara WA 6077

0488230990

Sent from my iPhone

Department of Planning, Lands and Heritage 140 William Street Perth WA 6000  
infrastructure@dplh.wa.gov.au

**Submission to Department of Planning, Lands and Heritage  
on the Metropolitan Region Scheme (MRS) Amendments 1404/41: Roe 8 Remainder and Roe 9**

Dear Sir/Madam,

This is a submission on behalf of the **Manning Park Conservation Society (MPCS)** a community group of scientists and ratepayers/residents of the City of Cockburn, and beyond, who are concerned with the protection, restoration and conservation management of the biodiversity, indigenous and colonial heritage values, and the visual amenity, of Manning Park (Bush Forever Area 247) and of the adjacent bushland in the Cockburn Coastal Drive corridor (PRR-FRAC).

## **A. Introduction**

- The MPCS are united in our concern for the conservation of the beautiful, distinctive and now critically rare: coastal, limestone karst landforms, flora and fauna; and the Nyungar heritage of *Booyeembara* (Lyon 1833) which is also known as the Spearwood Ridge (Searle and Semeniuk, 1985) of the Swan Coastal Plain.

*Booyeembara* (Lyon 1833) is the Wadjuk-Nyungar name for this limestone terrain and its ecosystems that outcrop as various landforms (including ridges, cliffs, flats and islands) on the western side of the Swan Coastal Plain BioRegion. [The traditional name for the ancient, natural limestone system of the region should not to be equated with 'Booyeembara Park'—a recreational development, recently fashioned out of a small and degraded, limestone quarry in Fremantle.]

- All limestone deposits on the Swan Coastal Plain are highly significant in the Nyungar cosmology as they are manifestations of the Waugul (the mythical, great serpent) who created all life and fresh water; and bestowed the three gifts of *boodja* (country), *moort* (family/ kinship) and *katitjin* (knowledge/law) on the people (McDonald et al. 2005, Moodjar Consultancy 2016).
- Manning Park is located on the Spearwood Ridge, which is a shore-parallel, onshore Tamala Limestone ridge that extends from Mandurah (south of Perth) to Trigg Island (north of Perth). North of Trigg Island, the Spearwood Ridge continues as a largely submarine reef, close to the shore, with a few small, emergent islands (Searle and Semeniuk, 1985). Manning Park is one of the few, fully-vegetated and substantially-sized areas of the Spearwood Ridge that has retained its natural features. The remainder of the Spearwood Ridge and its flora and fauna, that was once definitive of the near-coastal environment of the Perth Metropolitan and Peel Regions, has now been removed by quarrying or built over by suburban and industrial development.

## **B. Cockburn Community Wildlife Corridor**

The Roe-9 corridor is part of a unique and remarkable community initiative: the Cockburn Community Wildlife Corridor Inc. (CCWC) which also includes Manning Park and the PRR-FRAC. The members of the MPCS work in collaboration with CCWC and other local, regional and state-wide community conservation groups on many issues and projects ( e.g. bush regeneration and public education) as we share a common awareness of the environment, aims and interests. The CCWC also provides a focus for social support and community development in the aware, close-knit and progressive, conservation community of the Cities of Fremantle and Cockburn who use the corridor for recreation.



The vision of the CCWC as an ecological corridor arose long before the traumatic events connected with the start of the construction in 2016 of Stage 8 of the Roe Highway (Roe- 8) and the Perth Freight Link. The many years of community opposition to Roe 8 prior to this, focussed the community on ecology, biodiversity and what was at stake in this “Road to Nowhere” plan for residents, Aboriginal heritage and the general liveability of this area. The current proposed MRS Amendment to Stage 9 of the Roe Highway (Roe- 9) has revived the community sentiments and activism described in the book ‘Never Again’ (Gaynor et al., 2017).

**It has been particularly shocking for the community to learn that the DPLH (under a Labor State Government) now plans to destroy the bushland (with its magnificent Tuart trees) that is located at the intersection of Forrest Road with Stock Road. Such a decision, in the minds of the local community, will replay the arrogant manner in which the Barnett Liberal bulldozed the Roe 8 corridor, against overwhelming opposition by the local community. This location includes some of the highest quality bushland along the Roe 8/9 corridor and it has become a local icon and a tradition for a dedicated group (out of the hundreds who protested on that site) to return every week and carry out bush regeneration there. Thousands of hours of dedicated, voluntary effort to care for this country have been donated by the community to this bushland by those people e traumatized by Barnett’s atrocity. This bushland must not be cleared or disturbed again!**

The Manning Park Conservation Society support an MRS Amendment of the area known as Stage 9 of the Roe Highway (Roe- 9) away from being a Primary Regional Road, however we are unequivocally opposed to the rezoning of any of this corridor to urban or other use, apart from conservation and passive recreation.

### **C. A call to DPLH to move with the times in Roe-9 decision-making**

The district that is now encompassed by the Fremantle and Cockburn LGAs was founded on a grim history of genocide of the first nations, ecocide, and the gross industrial pollution of land/water/air due by the operation of noxious industries (abattoirs, wool scouring, tanning etc.) from the colonial era until quite recently, in the near-coastal areas of these LGAs. This poor legacy still persists in many aspects of Fremantle and Cockburn. For example, these two LGAs have: some of the lowest tree canopy levels in Perth (and indeed in Australia, Hurley, et al 2020); decreasing liveability due to shrinking public open space; growing social, health and economic inequity between first nations’ and other communities; and even high levels of air pollution (Cockburn was recently ranked as the fourth-worst, air-polluted LGA in Australia, IQA Air 2022). Such trends can often be overcome by wise, early planning decisions. For example the DPLH could seize valuable opportunities (such as Roe-9) for mitigating the legacy problems in these LGAs and to choose contemporary, **evidence-based** and **regenerative** approaches to **environmental planning**. The DPLH could also choose to show leadership by promoting meaningful **indigenous reconciliation actions**.

From our scientific assessment (Table 1 and Figures 1, 2, 3) and lived experience of Roe 9, we consider that three main issues make it important that the DPLH adopt a **more forward-thinking, evidence-based** approach for Roe-9:

1. there as numerous, **statutory-listed environmental values** (Table 1) of national and state environmental significance in the Beeliiar Regional Park conservation areas (Manning Park, and Bibra Lake/ Roe Swamp/ North Lake) that are rare and highly threatened (Critically Endangered). The DPLH has a legal responsibility (as do all citizens and organizations) under the WA EP Act, the WA BC Act and the Federal EPBC Act to prevent avoidable impacts on these values.



2. ecological connectivity via vegetated corridors between areas of remnant native vegetation and Bush Forever Areas is known to be critically important (O'Donnell 2020) to maintain the integrity, flora/fauna biodiversity, and listed values of the National Parks and Nature Reserves of the Perth and Peel Regions of the Swan Coastal Plain. The Roe 9/ Roe 8 corridor provide ideal opportunities for such ecological connectivity in the Beeliar Regional Park.

3. the Registered Indigenous Heritage values that reside within Roe 9 (Figure 1: polygons 12a , 12b, 12c and 12d) are all highly significant and rare in Fremantle and Cockburn and must be conserved in full to achieve genuine reconciliation. The Roe-9 decision by DPLH is the last opportunity to provide justice and foster meaningful reconciliation in this important historical setting.

The significance of the statutory- protected and other environmental values, and the Registered Indigenous Heritage that reside within Roe 9 are enhanced by their **context**—i.e. their location within an ecological corridor that connects two highly significant, larger areas of bushland (Bush Forever Areas 247 and 224) that are formally protected as part of the Beeliar Regional Park. These two Bush Forever Areas (Manning Park, Latitude Creative Services, 2019) and Bibra Lake/ Roe Swamp/ North Lake (Roe-8, Public Environmental Review) are also known to be rich and significant indigenous cultural landscapes.

The Roe-9 footprint itself includes a very significant cultural landscape at its east end (Figure 1. polygons 12a , 12b, 12c and 12d). The original landforms and vegetation of this area are still partly intact, picturesque and evocative of the now, long- gone character of most of Fremantle and Cockburn, and the indigenous significance of the place that has been kept alive by the traditional owners (Terra Rosa, 2020).

MPCS recently spoke to a prominent, academic who is an elder of the local Wadjuk – Nyungar community. He **emphasized to us how important it is that the DPLH succeed (this time) to carry out genuine reconciliation with Wadjuk – Nyungar in their forthcoming Roe- 9 decision.** He told us it is a source of profound grief to his people that the descendants of the settlers who carried out the massacre at Dixon Swamp/ Clontarf Hill still continue to live in the area, have not reconciled this atrocity, and that the DPLH seem to be unaware that truth telling and positive action by DPLH is needed. Similarly, we were informed by Reconciliation Australia that the City of Cockburn's previous reconciliation action plan was no longer current. It is vital for reconciliation that all four of the parts of this indigenous site (Figure 1: polygons 12a , 12b, 12c and 12d) are sensitively conserved and its wetland is rehabilitated, as requested by the traditional owners.

There was little or no respectful mention of these issues by DPLH in its recent public consultations on Roe-9. To the MPCS it appeared very shameful that the DPLH and City of Cockburn seemed to care more about the shabby shops in the current Roe- 9 corridor and the Dixon Park indoor basketball facility (which, in reality, could be relocated elsewhere) rather than the last and irreplaceable complex of four indigenous areas (in the Roe -9 corridor and on the hill immediately south of Rockingham Rd) that had not been built over in the Fremantle – Cockburn area. The latter women's site (Figure 1: polygon 12d) south of Rockingham Rd, was totally ignored by DPLH and CoC, and we found that omission particularly shocking.



**Table 1. Statutory environmental values integral to the Cockburn Community Wildlife Corridor****National Significance (EPBC Act 1999)****1. Threatened Ecological Community: *Tuart woodlands and forests of the SCP* (Critically Endangered)**

A total of more than **58 ha**, as four or more 'patches' of this TEC (as defined under the EPBC Act), occur in the total CCWC (from Bibra Lake to Clontarf Hill):

- a. a total of **~29.01 ha** (as two 'patches' of the TEC as defined under the EPBC Act) in Roe-9— 23.51 ha from Stock Rd to Wheeler Park (**Figure 2**) and another 5.50 ha in the far west of the Roe-9 and including Clontarf Hill (**Figure 3**) as assessed in TABC (2023a)
- b. a total of **~28.5ha** as two 'patches' of the TEC in Manning Park (**Figures 3 & 4**).
- c. additional 'patches' of the TEC in Roe-8, east of Stock Rd, yet to be mapped.

**2. Threatened Ecological Community: *Banksia woodlands of the SCP* (Endangered)**

A total of about **62.55 ha** as five or six 'patches' of this TEC (as defined under the EPBC Act) occur in the total CCWC:

- a. the ex-Hamilton Hill High School Bushland, as assessed in TABC (2018) —**3.05 ha**.
- b. the SW corner of the Stock Rd/ Forrest Rd intersection —at least **2.5 ha** in the SW corner of the Stock Rd/ Forrest Rd intersection.
- c. **> 37 ha** in the Bibra Lake Bush Forever Area.
- d. **> 20 ha** in the Roe-8 corridor (Between Bibra Drive and Stock Rd).

**3. Threatened Ecological Community: *Honeymyrtle shrubland on limestone ridges of the Swan Coastal Plain Bioregion* (Critically Endangered). This TEC is due to be approved by DCCEEW (Canberra) in the next month.**

A total of about **15 ha** of this TEC (as defined under the EPBC Act) occur in the CCWC within Manning Park Bush Forever Area 247.

**4. Threatened Fauna. Carnabys Cockatoo (Endangered)**

A total of more than **92.55 ha** of critical forage habitat in the total CCWC (of which **8.05 ha** is in Roe9)

- a. **62.55 ha** of *Banksia woodlands* (see point 2, above).
- b. approx. **30ha** of *Banksia sessilis* ( Parrot Bush) scrub and other vegetation in Manning Park.
- c. directly in the Roe- 9 footprint, approx. **2.5 ha** in Zone 1 (*Banksia woodlands* TEC), **3.05 ha** in Zone 2 (*Banksia woodlands* TEC), and **2.5ha** of *Banksia sessilis* mid-dense scrub and *Banksia woodland*.

Roosts of High Fidelity in the CCWC: Beale Park, Phoenix Primary School, Manning Park

Potential Nesting Trees >500mm DBH: **202** in Roe 9 and another **247** in Manning Park (TABC 2023a)

**5. An additional 19 (or more) Threatened Avifauna Species (most of them migratory birds protected under International Agreements— JAMBA, KAMBA,**

RoKAMBA— that rely on freshwater lakes (Roe Swamp- Bibra Lake and Manning Lake) as refuges in summer, and use the CCWC as a flight corridor between these areas. and the coast.

**WA Significance (WA BC Act 2016)****1. Threatened Ecological Community: *Melaleuca huegelii -Melaleuca systema shrublands on limestone ridges of the Swan Coastal Plain* (Critically Endangered). This TEC was recently gazetted by the WA Minister for the Environment Reece Whitby.**

A total of about **15 ha** of this TEC (as defined under the WA BC Act 2016) occur in the CCWC within Manning Park Bush Forever Area 247.

**2. Threatened Fauna. Carnabys Cockatoo (Endangered)**

A total of more than **92.55 ha** of critical forage habitat in the total CCWC (of which **8.05 ha** is in Roe9)

- a. **62.55 ha** of *Banksia woodlands* (see point 2, above).
- b. approx. **30ha** of *Banksia sessilis* ( Parrot Bush) scrub and other vegetation in Manning Park.
- c. directly in the Roe- 9 footprint, approx. **2.5 ha** in Zone 1 (*Banksia woodlands* TEC), **3.05 ha** in Zone 2 (*Banksia woodlands* TEC), and **2.5ha** of *Banksia sessilis* mid-dense scrub and *Banksia woodland*.

Roosts of High Fidelity in the CCWC: Beale Park, Phoenix Primary School, Manning Park

Potential Nesting Trees >500mm DBH: **202** in Roe 9 and another **247** in Manning Park (TABC 2023a)

**Non-statutory values**

1. **Conservation Category Wetlands** (freshwater) Roe Swamp and Manning Lake that are regionally- rare, freshwater summer refuges for the Threatened Bird Species above.



2. At least 6 Priority Flora and at least 7 Fauna Species (e.g., Fremantle Mallee, Shining Hibbertia, Neat Spear Grass, Limestone Rice Flower, Quenda, Perth Slider, Blue-billed Duck, Black Striped Snake etc.
3. Scores of other flora species (and fauna species, listed as CS3) that are now rare or declining in City of Cockburn (e.g. Snake-necked Turtle, *Petrophile brevifolia*, *Pittosporum ligustrifolium*, Splendid Wren, Rufous Whistler etc. ).
- 3. Very high total biodiversity-** approx. 640 taxa (400 native flora and 240 native fauna) not including invertebrates or fungi, in the entire CCWC.

## D. Environmental planning vs. simply repeating the past errors

**The environmental science assessment (Table 1)** adopts a broad and holistic scope. It includes consideration of the values and ecological processes, in the context of the entire CCWC (including Bibra Lake, Roe Swamp, Roe-8, Roe-9, Clontarf Hill, Manning Park, and coastal ecosystems) and the cumulative losses of ecosystems within the Swan Coastal Plain Biogeographical Region. The classification of significance in this manner is guided by the international scientific definitions (IUCN) that are now used by the Federal and State, environmental agencies in the application of legislation (EPBC Act and WA BC Act).

The environmental science perspective of experts (O'Donnell 2020, Nam Natura 2020, Hilty et al., 2020) recognizes the principle that underlies the CCWC vision: -8 & Roe-9 (as per the CCWC Vision). **that the significance of all the values (Table 1) is elevated by enhanced sustainability of all these values, subsequent to ecological restoration of the (linking) native vegetation in Ecological Linkages.**

**The Roe-8 and Roe-9 corridors are not fillers, they are lynch pins that enable the entire system 's future biodiversity (ODonnell 2020).**

**However a planning assessment of the same area (e.g., the DPLH Potential Zoning Map)** constrains the scope and scale of the assessment to the local area only (e.g., the Stock Rd/Forrest Rd intersection is deemed out of scope) and this **downplays the conservation values**. It effectively fragments the size of populations/ size of Tuart patches so they appear to fall below critical thresholds. It treats individual, cadastre-bounded polygons in the Roe-9 corridor, in isolation from all else.

Ecological processes and context are not considered or discussed in public consultation events, as if they are not relevant.

Planners also seem to use a different classification of significance to that used by the International Union for the Conservation of Nature (that now provides the framework for Federal and State Australian environmental agencies).

**[None of the Matters of National Significance that are readily evident (Table 1) were mentioned by DPLH to the public in the consultation process.: the scoping studies/due diligence carried out by DPLH for this MRS Major Amendment may have omitted examining these statutory matters.]**

In Roe-9, only one area of the Registered Indigenous Site in Hamilton Hill Swamp Precinct was considered significant (marked in green on Potential Zoning Map) as potential, regionally significant, open space. This was only a small fraction of the Registered Indigenous Site and it did not even protect all of the Tuart TEC that occurs south of Healy Rd, as it was drawn on the cadastral boundary not on the boundary of the Tuart TEC patch. In the Concept Plan, everything in Roe-9 proposed for open space (apart from regional open space in HH Swamp Precinct, as above) was, at best, deemed to be only locally significant.

Also, unfortunately, planners often mis-appropriate the language of conservation science and this creates dissonance in the conservation community, when planning documents use the words "regional significance", "sustainability", "connectivity", "revitalization" and "regeneration". The planning perspective ascribed no value to ecological connectivity, in contrast to International best practice guidelines (Hilty et al., 2020) and local, technical analyses of high calibre (Nam Natura, 2020)







## E. Zones of the Roe 9 Corridor

Fifteen zones were delineated in the Roe 9 corridor (Table 2, Figure 1). From this it could be seen that **ALL zones except Zones 9 and 11** are highly constrained by legislated, environmental values, Indigenous Heritage and other historical values.

**Table 2: Zones of the Roe 9 corridor (Figure 1)**

### Zone Urban Development Constraints/ Environmental Opportunities

1. Stock Rd/Forrest Rd (SW) Bushland Environmental legislation. Biodiverse bushland in good to very good condition, rare flora, Tuart TEC, Banksia TEC. Threatened Fauna critical habitat
2. Ex-Hamilton Hill High School Bushland Environmental legislation. Biodiverse bushland in good to very good condition, , rare flora, Tuart TEC, Banksia TEC. Threatened Fauna critical habitat
- 3 Blackwood Ave/Forrest Rd Bushland Environmental legislation. Bushland in good condition, Tuart TEC, Threatened Fauna critical habitat
4. Blackwood Ave Bushland Environmental legislation. Bushland partly in good condition, rare flora, Tuart TEC, Threatened Fauna critical habitat
5. Bushland Park (City of Cockburn reserve ) Environmental legislation. Bushland in good condition, Tuart TEC, Threatened Fauna critical habitat
6. Goodchild Park (City of Cockburn reserve ) Environmental legislation. Tuart TEC, Threatened Fauna critical habitat
7. "Princess Jo Irwin Reserve" (and Isted Reserve- City of Cockburn)  
Environmental legislation. Tuart TEC
8. Wheeler Park Reserve (City of Cockburn reserve)  
Environmental legislation. Tuart TEC, Threatened Fauna critical habitat
9. Wheeler Park to Port School, unnamed open space  
**City of Cockburn has one of the lowest canopy cover percentage (approx. 9%, Hurley et al (2020) so good opportunity to make this public (revegetated) open space . Borders the Port School that would benefit from this natural resource nearby.**
10. Memorial Hall Precinct (Local History)- Johnson Stables, Memorial Hall, ex-LGA office, Christian College and school oval  
Locally significant historical buildings would benefit from landscape amenity improvement if zoned as open space Narrow corridor for pedestrian and ground fauna movement possible around north margin of school oval. Local shops and houses close-to-derelect, unprofitable and possibly at end of lease.
11. Forrest Rd to Leda St Precinct Open space wide enough for ample pedestrian and ground fauna movement and very effective revegetation
- 12a. Hamilton Hill Swamp Precinct Aboriginal Heritage State Register 18332 (inc. Dixon Park and large open space and Tuart south of Healy Rd). Restore the wetland is the expressed wish of Traditional Owners and should be respected.  
Environmental legislation. Restored bushland understorey, Tuart TEC, Threatened Fauna critical habitat
- 12b. Hamilton Hill Swamp Precinct Aboriginal Heritage State Register 18332, bounded by Cardigan Rd, Rockingham Rd and Hardy Rd. Very sensitive location
- 12c. Hamilton Hill Swamp Precinct - Clontarf Hill  
Aboriginal Heritage State Register 18332. Restored bushland understorey, Tuart TEC, Threatened Fauna critical habitat
- 12d. Hamilton Hill Swamp Precinct (Aboriginal Heritage State Register 18332 ( Bellion Drive hill)  
Aboriginal Heritage State Register 18332. Women s ceremonial site. Very good landscape values. Bushland in mostly good condition, FCT 24- Priority Ecological Community
13. Randwick Stables State Historic Place
14. Register Marks House Local Historic Place
15. Manning Park {Bush Forever} & road reserve (PRR-FRAC). Entire zone highly constrained (statutory environ. values) & indigenous heritage



Entire zone highly constrained (statutory environ. values) & indigenous heritage. Two TECS including Tuart TEC, Threatened Fauna critical habitat, four Priority Flora, high flora and fauna diversity, indigenous and colonial heritage.

Given this high level of constraint, and the extremely low tree canopy percentage in City of Cockburn and City of Fremantle, and the high density development (13,000 additional residents and workers proposed) in the forthcoming Cockburn Coastal Structure Plans, the best logical and civic decision planning decision would be to abandon the urban zoning proposed for Roe 9.

We note that in the DPLH Preliminary Consultation in 2022, 75% of respondents commented on the need to “protect the environment” and more than 50% “advocated for a wildlife corridor”.

## F. Context – Laws, Regulations, Policies, Plans

The call for a Cockburn Green Corridor is also in line with a vast range Local, State, Federal and International laws, regulations, policies and plans.

### Local Government

**Planning & Development Act 2005 (WA)** Schedule 7 outlines valid local planning strategies, including: ‘*The conservation of the natural environment of the scheme area, including the protection of natural resources, the preservation of trees, vegetation and other flora and fauna, and the maintenance of ecological processes and genetic diversity.*’

#### **City of Cockburn**

- Public Open Space Strategy (2014-2024) supports ecological corridors and standards expected of developers when rehabilitating sites.
- Sustainability Policy (June 2021) says: “*Council will protect strategically identified remnant bushland, wetlands, the coastal environment, **ecological corridors** and associated eco-systems to ensure the integrity of these systems is conserved and enhanced for future generations.*”
- Natural Areas Management Plan and Urban Forest Strategy identify existing and potential ecological corridors within the LGA.
- Supports the Wetlands Centre in the Beeliar Park Precinct.

#### **Western Australia Local Government Association (WALGA)**

WALGA policies encourage biodiversity conservation:

- [Guidance for the Integration of Biodiversity Conservation into Local Planning Strategies and Schemes](#)
- The WALGA Perth Biodiversity Project used a mapping framework to identify priority natural areas for biodiversity conservation and connectivity. Using this framework, a report published in 2020 (R. Zelinova “Cockburn Community Wildlife Corridor proposal in the context of regional connectivity planning”) concluded that the Roe 8/9 road reservation was the best option for a connected green corridor in the south metropolitan suburbs.

### State Government

#### [Native Vegetation Policy 2022](#)

**The Native Vegetation Policy commits the government to a net gain in native vegetation**, through conservation and restoration of natural areas. Currently this is not happening, and WA is experiencing a *net loss* of native vegetation and biodiversity. A net gain requires a halt to land clearing and serious efforts to restore native vegetation. The Cockburn Green Corridor offers a unique opportunity to implement the policy: *To protect and enhance native bushland with the intent of long-term protection of biodiversity and environmental values.*

#### [Better Urban Forest Planning – Perth and Peel](#)



The WA Planning Commission has developed a tree canopy mapping tool and guidelines to assist better Urban Forest Planning.

#### [Perth to Peel @3.5million](#)

The aims of The Perth and Peel@ 3.5 million (2018) planning strategy include to “protect areas with regional conservation and landscape values” and “encourage and guide increased connectivity through an integrated green network”.

#### [Biodiversity Conservation Act 2016](#)

The Biodiversity Conservation Act provides protection for threatened species and ecological communities, including penalties for illegal actions.

#### [State Planning Policy 7.0 Design of the Built Environment Liveable Neighbourhoods](#)

The distinctive characteristics of a local area include its prominent natural and built features, social, economic and environmental conditions, the overall qualities of its built environment, local Aboriginal culture and history and significant post-settlement heritage.

Restoring natural and Aboriginal Heritage here as a functional green corridor restores a sense of place which has been largely lost due to urbanisation.

#### [State Planning Policy 2.8 Bushland Policy for the Perth Metropolitan Region](#)

Aim: To protect and enhance native bushland with the intent of long-term protection of biodiversity and environmental values.

Seeks to protect and manage significant urban bushland, including Bush Forever sites, and assist conservation planning and assessment.

#### [Conservation & Land Management Act 1984 \(WA\)](#)

Enables sites to be designated as conservation parks (Section 6.4 and 8B.2). The entire Cockburn Corridor should be granted conservation status.

Relevant Aboriginal Cultural Heritage (ACH) legislation. Note UBC is aware of the progress to repealing the *AHAC Act 2021* with Amendments to the *Aboriginal Heritage Act 1972*.

Several registered sites are located on the corridor and within the Fremantle-Rockingham Access road extension and must be protected:

- Bellion Drive Hill is a registered indigenous women’s site
- Clontarf Hill and Dixon Park Precinct are registered Aboriginal site 18322
- Connecting the Beeliar wetlands to the coast is a significant statement for protecting a traditional cultural Noongar route in suburbia which is important to all West Australians, particularly first nations people.

[Environmental Protection Act 1986 \(amended Dec 2021\)](#) The Environmental Protection Act seeks "the prevention, control and abatement of pollution and environmental harm, for the conservation, preservation, protection, enhancement and management of the environment..."

Relevant EPA resources are:

- Schedule 5: Principles for clearing native vegetation
- [Statement of Environmental Principles, Factors and Objectives](#) (October 2021)
- [EPA Guidance for planning and development: Protection of naturally vegetated areas in urban and peri-urban areas](#) (December 2021).

#### **The Water Corporation**

The Water Corporation is working with Naturelink Perth and others to promote green corridors and healthy streams along Perth’s drains and waterways.

## **Federal Government**

[Environment Protection and Biodiversity Conservation Act \(EPBC\) 1999](#) The EPBC Act includes directories of listed threatened species and listed threatened ecological communities. The Cockburn Green Corridor contains two Threatened Ecological Communities ([banksia woodlands](#) and [tuart woodlands](#)) and habitat for several threatened species. The EPBC

guidelines address both protection and restoration actions to increase the remaining extent, condition and landscape scale connectivity (including with other surrounding native vegetation types).

### **Minister for the Environment Plibersek's commitments:**

- Dec 2022 – Pledged to implement the [Samuels Review of the EPBC Act \(2019\)](#) to enact stronger laws and a stronger Agency to protect the environment.
- Oct 2022 - Launched an updated [Threatened Species Action Plan](#) that aims for 'no new extinctions'. Based on [the 2019 Wintle Report](#).

### **Australian Institute of Health and Welfare (AIHW)**

AIHW is a Federal government agency producing information to support better policy and service delivery for better community health and wellbeing. A July 2022 report found that: Nature provides:

- **health benefits** by filtering harmful air pollution;
- **economic benefits** through avoided incidences of disease and health care costs; and
- **improved physical activity** that can lead to better physical and mental health.

## **International Context**

Australia is party to several global agreements committing to halt the dangerous loss of biodiversity with the United Nations, the International Panel for Climate Change (IPCC), International Panel for Biodiversity and Ecosystem Services (IPBES), and RAMSAR Convention of Wetland Protection.

UN COP15 Biodiversity Conference (Kunming-Montreal Global Biodiversity Framework) adopted [an agreement to protect](#) 30% of the world's land and oceans by 2030, [to restore](#) degraded ecosystems, and to end extinctions by 2050. The Australian Government led the way.

2021-2030 is the [UN Decade for Ecosystem Restoration](#) that aims to prevent, halt **and reverse** the degradation of ecosystems across the world.

The standard text is [International Principles and Standards for the Practice of Ecological Restoration](#) (Society for Ecological Restoration, 2nd edition, 2019).

## **F. CONCLUSIONS**

The Manning Park Conservation Society stands in solidarity with many other conservation groups and members of the public to urge the State Government to:

1. Rezone the **ENTIRE Roe 8/9 corridor as Parks and Recreation (P&R)**. While we acknowledge that the proposal includes several slices of land to be rezoned P&R land, this is not enough. For true balance you must **REDRESS THE PAST IMBALANCES of constantly taking away and GIVE generously**. Please do not compromise this time.
2. **Establish an ecological green corridor** (Wetlands to Waves) extending from the Beeliar Wetlands to the Indian Ocean and incorporate this corridor as an integral part of the **Beeliar Regional Park**.
3. Incorporate the land at the intersections of Forrest Road with North Lake Road and Stock Road into the Green Corridor and rezone as P&R. This land is some of the highest quality bushland along the Roe 8/9 corridor and **MUST NOT** be cleared or disturbed.

4. Extend the Green Corridor to incorporate the land in the Fremantle Rockingham Access Corridor (at the north and western edge of Manning Park) and rezone P&R.
5. Comply with local, state, federal and international environmental legislation, agreements, policies, and guidelines that affect our urban ecology (see below).
6. Identify and protect ALL FOUR of the registered areas of Aboriginal heritage at the western end of the corridor. The women's ceremonial site on the top of the hill off Bellion Drive must not be omitted!

**RECOMMENDATION 1.**

The Manning Park Conservation Society support an MRS Amendment of the area known as Stage 9 of the Roe Highway (Roe- 9) away from being a Primary Regional Road, however we are unequivocally opposed to the re-zoning of any of this corridor to urban or other use, apart from conservation and passive recreation.

**RECOMMENDATION 2.**

The Manning Park Conservation Society also considers that Stage 9 of the Roe Highway (Roe- 9), after being rezoned for conservation and passive recreation be **formally incorporated into, and managed as part of the Beeliar Regional Park in collaboration with CCWC and other local conservation groups.**

**RECOMMENDATION 3.**

The Manning Park Conservation Society also considers that the MRS Amendment for Stage 9 of the Roe Highway (Roe- 9) should be referred for authoritative, independent, transparent and appealable assessment by the EPA and the Federal Department of Agriculture, Water and the Environment.

Your sincerely,  
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**FOR**

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