

Enquiries: Strategic Planning – 9411 3505
Our ref: 105/001 & 110/232

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 14th 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.*

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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.

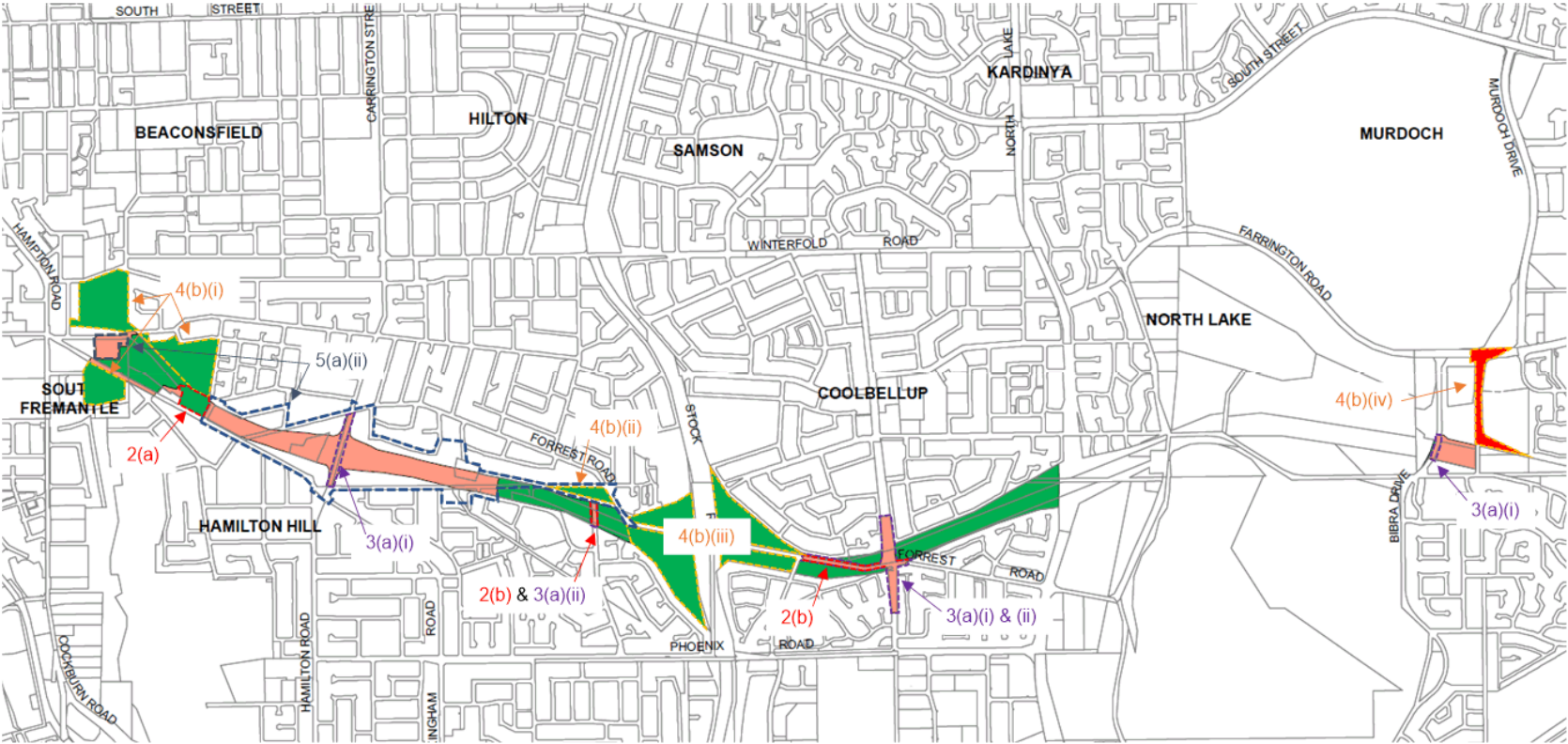
Yours sincerely,



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 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)



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

Date: 12 October 2023

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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 HillItem 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

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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

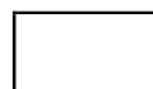
Item 14.1.2 MRS (Major) Amendment 1404/41 - Removal of Roe Highway
(Remainder Stages 8 & 9) Primary Regional Road Reservation

- 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.



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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

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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.



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- 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 pubic 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.

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- 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.



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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?

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- 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

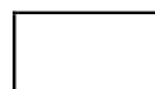
- Q1 Does the City have an alternate option of the location of the Wally Hagan basketball stadium given the restrictions that the Aboriginal Heritage listing places on the footprint and associated parking issues?
- A1. The Acting Chief of Built and Natural Environment advised that is not something, at 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



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- 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.

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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.

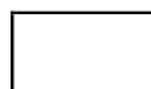
9. Confirmation of Minutes

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



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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:

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Item 14.1.2

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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

Responsible Executive	A/Chief of Built and Natural Environment
Author	Strategic Planning Coordinator
Attachments	1. MRS Amendment Plans ↓ 2. DPLH Indicative Concept Plans ↓ 3. City Preliminary Referral Response ↓ 4. MRS Amendment - Recommended Changes ↓
Location	Hamilton Hill, Coolbellup, North Lake & Bibra Lake
Owner	Various Government and Private Landowners
Applicant	Western Australian Planning Commission (WAPC)
Application Reference	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;

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- 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,

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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



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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];

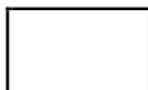
which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.

- 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.

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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.

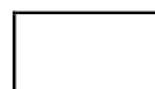
CARRIED 6/0**Reason**

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.



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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.

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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 \(Removal of Primary Regional Roads reservation\)](https://www.wa.gov.au/government/consultation/mrs-major-amendment-1404/41-roe-8-remainder-and-roe-9-removal-of-primary-regional-roads-reservation) (www.wa.gov.au)



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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.

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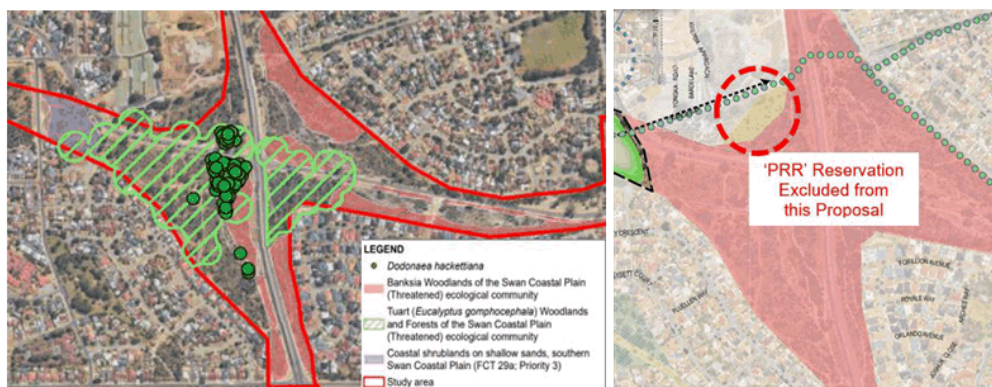


Figure 1 – Conservation Vegetation in Stock Road Interchange (& High School Reserve)

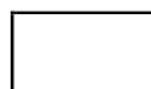
In addition, as part of the likely environmental offsets required to facilitate the future upgrade of Stock Road, the City should encourage the inclusion of a fauna overpass, potentially in combination with the future Stock Road pedestrian bridge.

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)



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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.



Figure 3 – Heritage Sites proposed for inclusion in a regional 'Parks & Recreation' Reserve

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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.

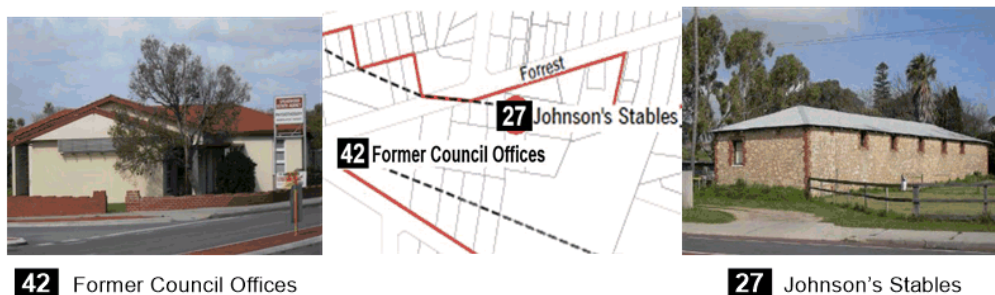
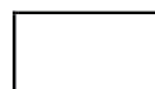


Figure 5 – Local Heritage Sites proposed for inclusion in the 'Urban' Zone



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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.

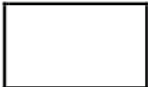


Figure 6 – Map of the Hamilton Hill Swamp Precinct (highlighting Key Site Features)

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.



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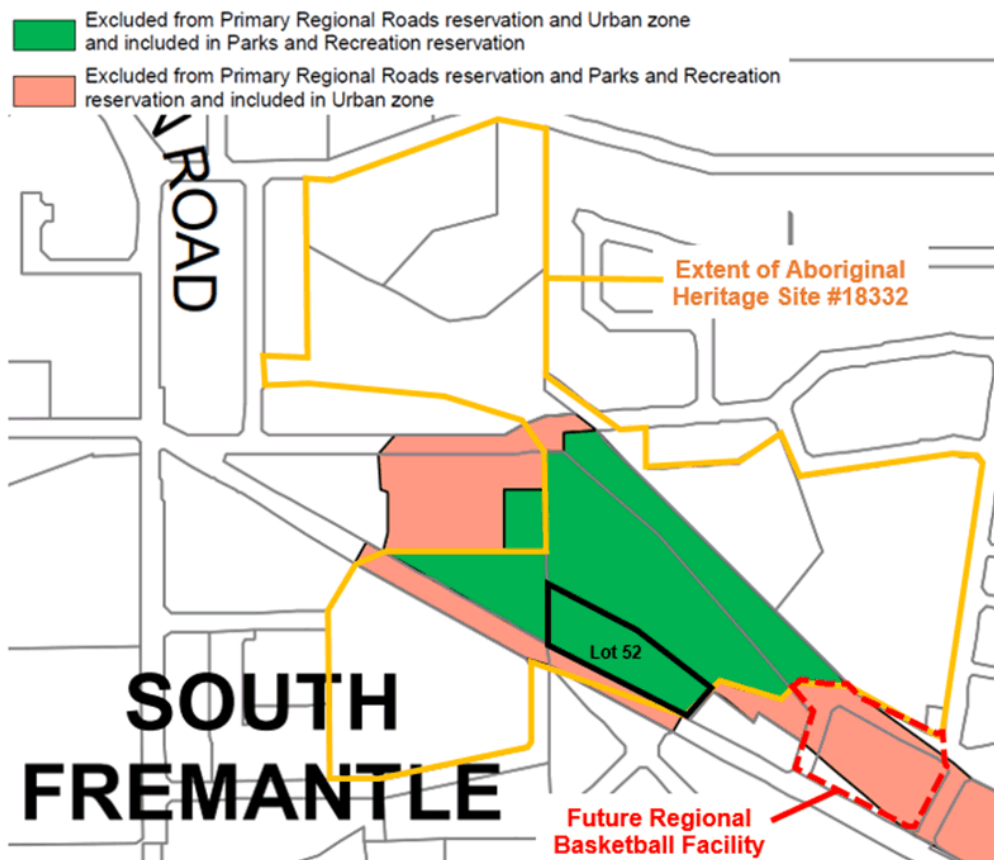


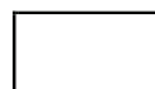
Figure 7 – Proposed MRS Amendment Plan Extract (with Potential Expansion Areas Overlaid)

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).



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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.

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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.

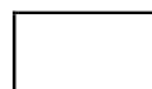
Whilst the broader network may 'cope' with the change given alternate upgrades, those immediately adjacent to the Roe Highway Corridor and on nearby alternate routes will experience a noticeable change in vehicle volumes, with many doubling before and after the change.

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:



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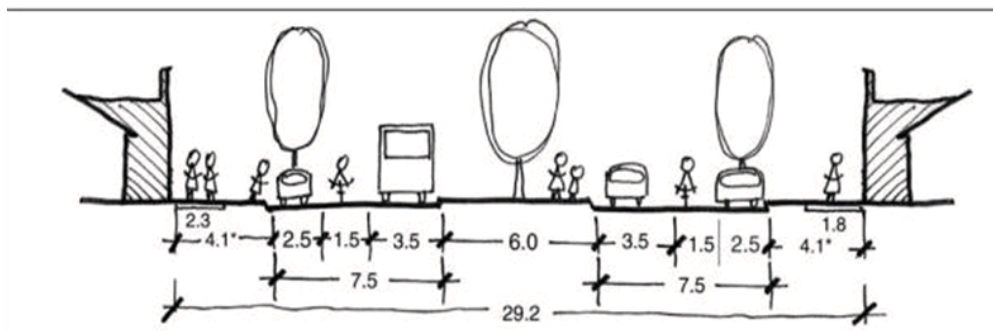


Figure 15: Integrator B – outside centres – 60 km/hr (up to 15 000 vehicles per day - see note 2).

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

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- 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.

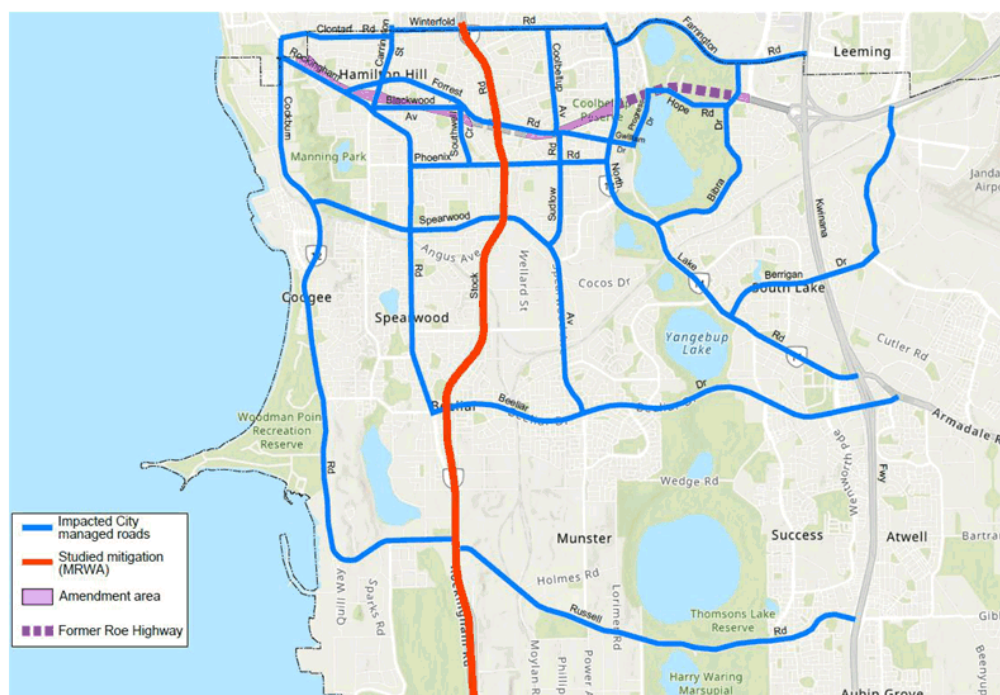


Figure 9 – City Road Network Requiring Compensatory Upgrades

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:

-

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).



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2. 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.



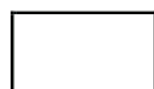
Figure 12 – Recommended Urban Zone Widening for Future Local Road Upgrades

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



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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.

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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



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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)

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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.

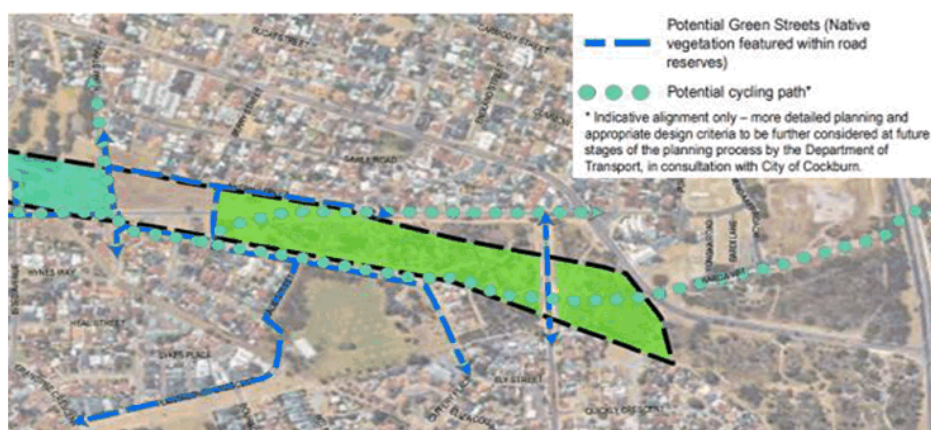


Figure 17 – Infrastructure Delivery that would Benefit from Coordinated Structure Planning

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.



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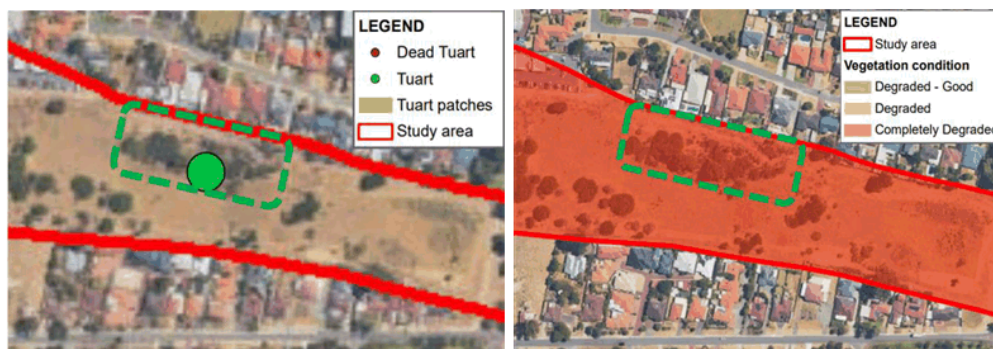


Figure 13 – Example of Uncertain Local POS Provision

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.

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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.

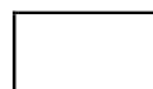
A decision on whether public hearings will be held for this proposal will be made by the WAPC following completion of the current advertising period (which closes on Friday 6 October 2023).

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.



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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.

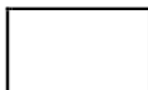
Advice to Proponent(s)/Submitters

N/A

Implications of Section 3.18(3) *Local Government Act 1995*

Nil.

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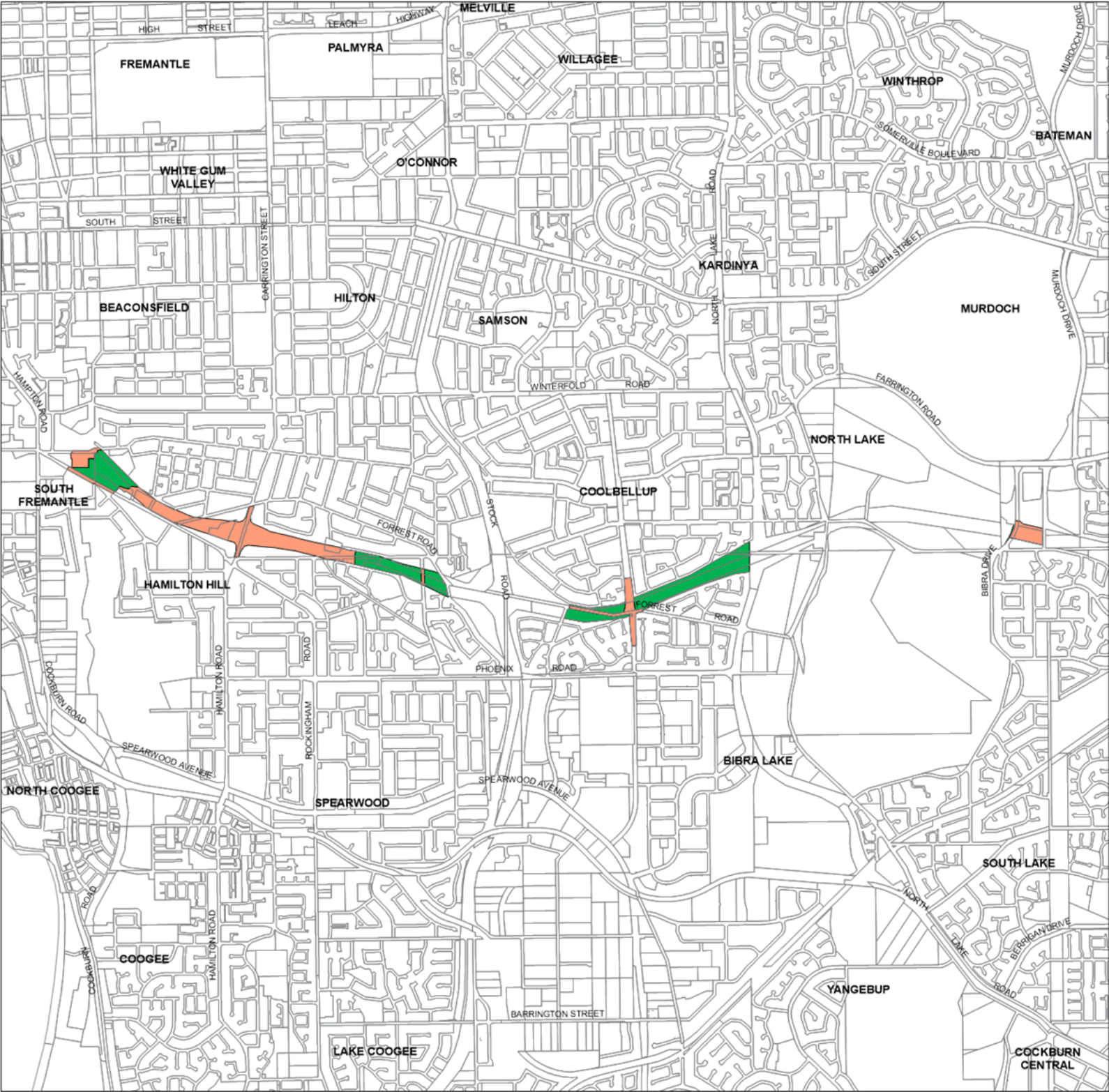
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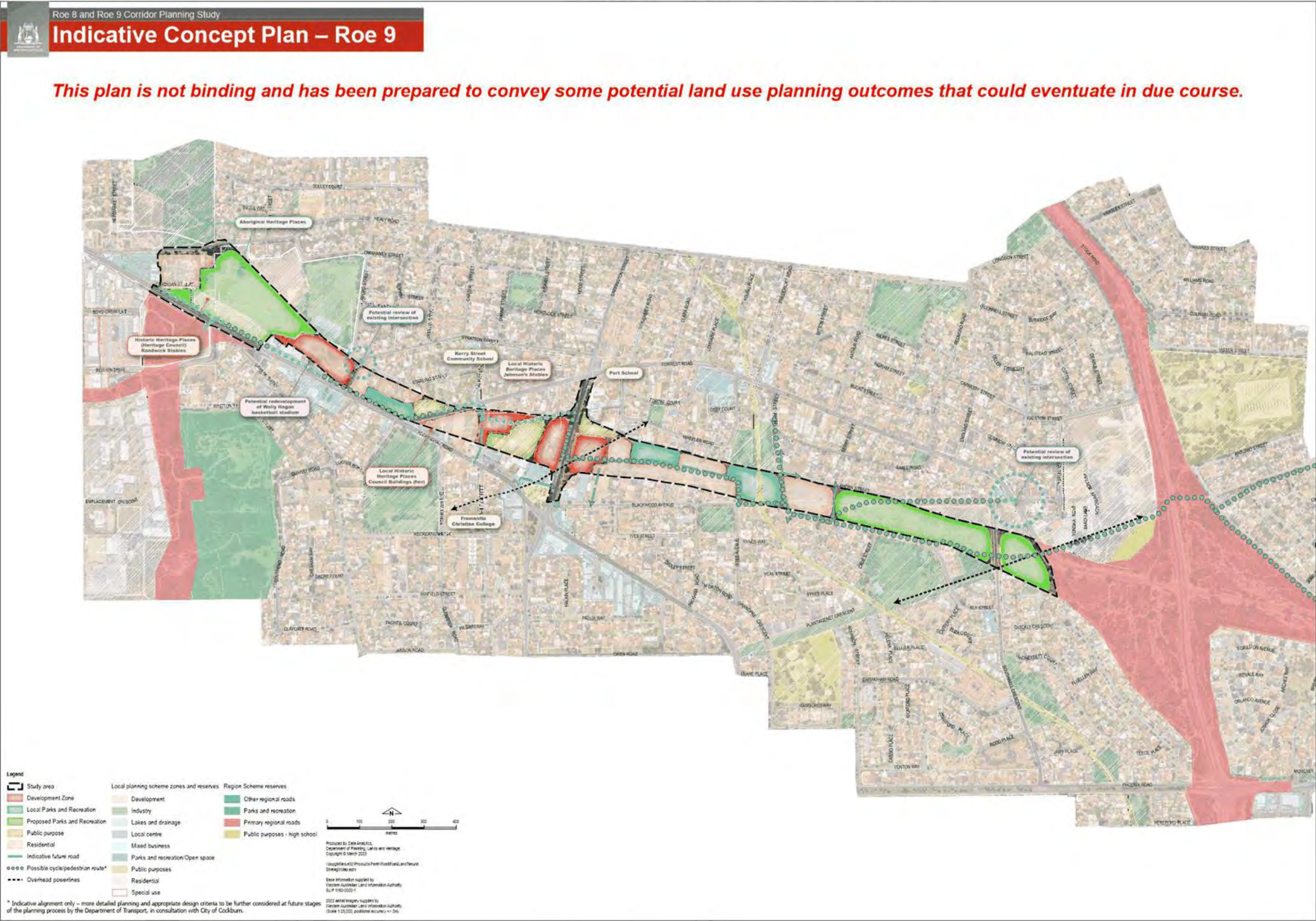


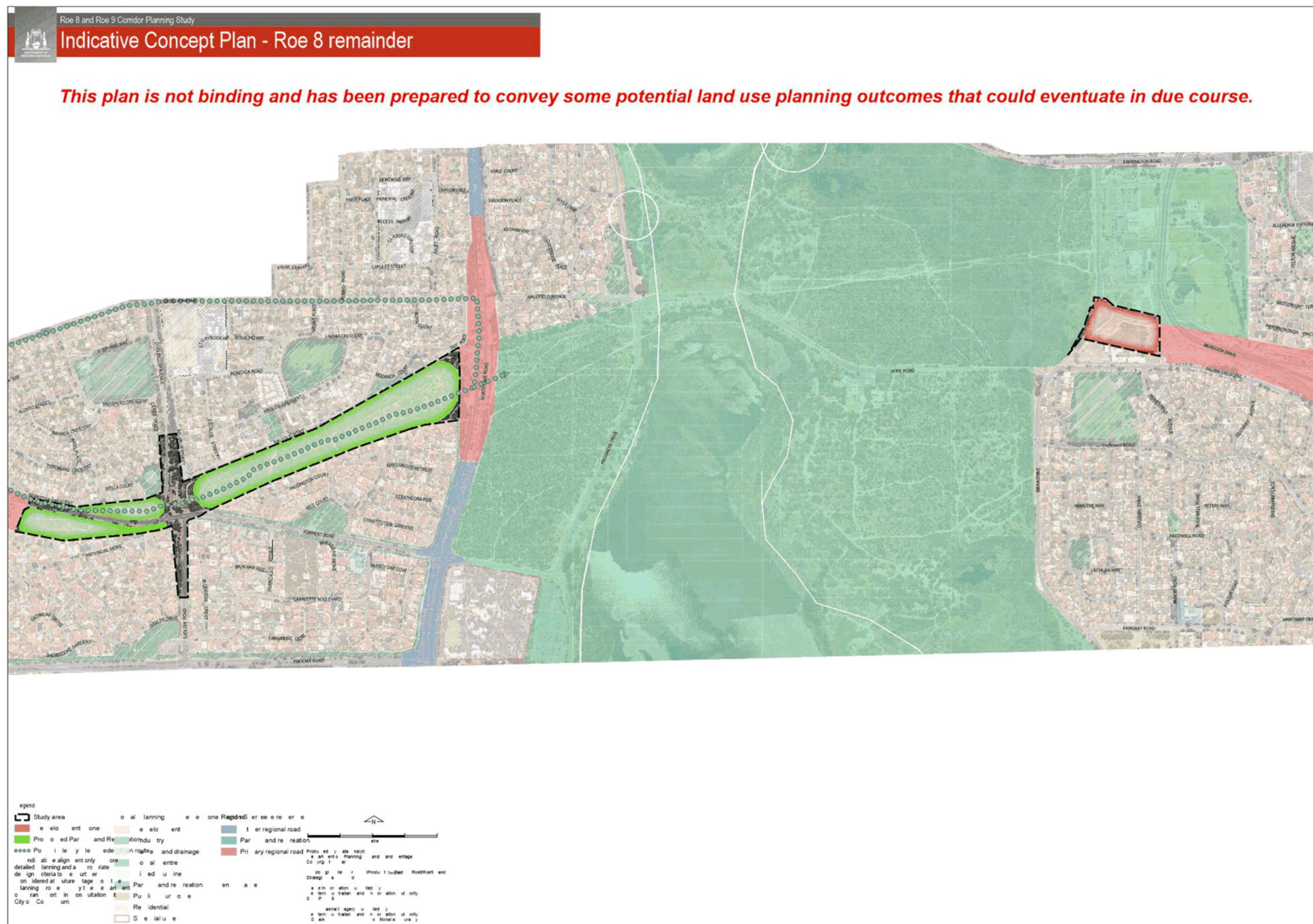
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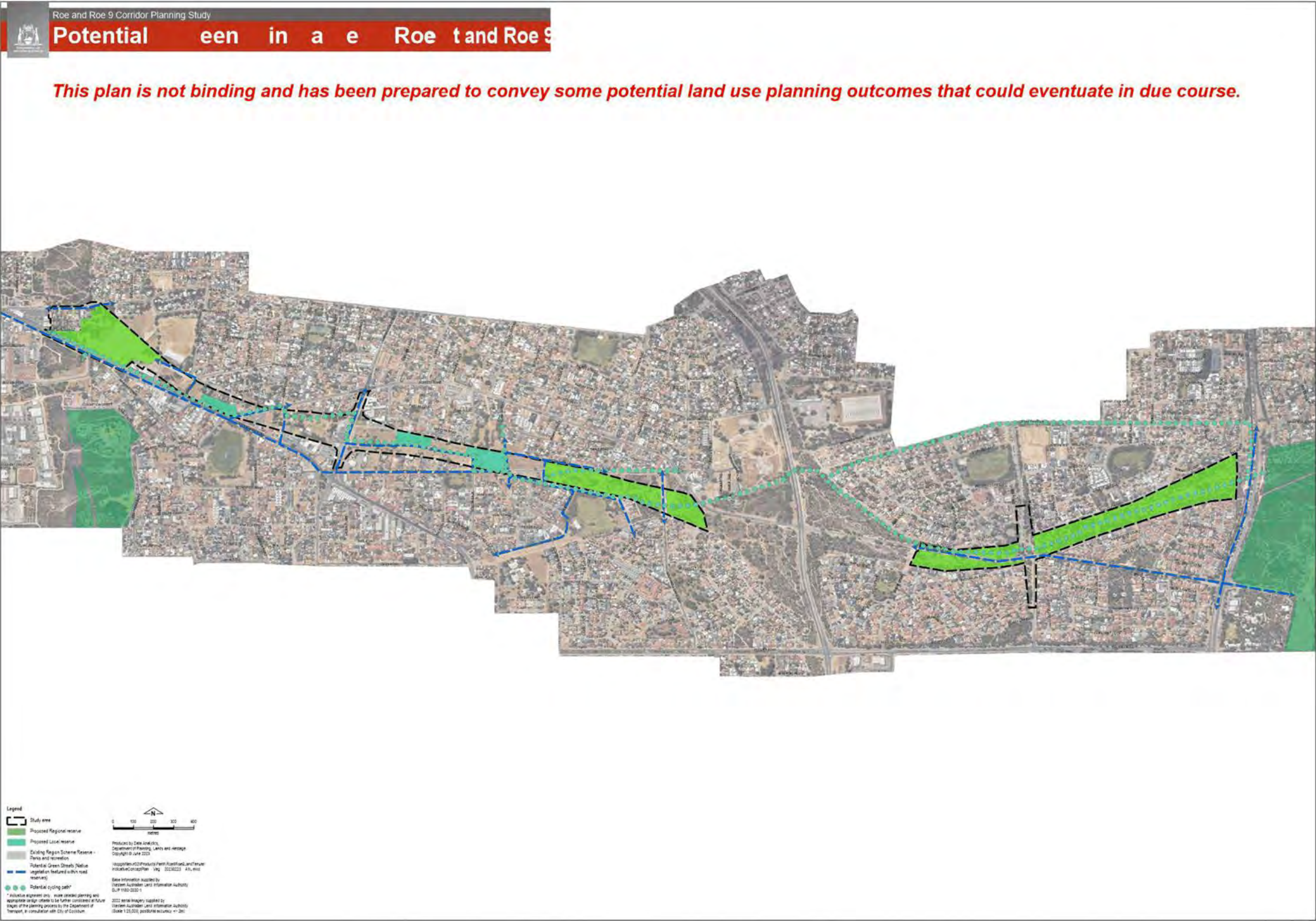
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Minister's consent to public submissions being sought	
Signed for and on behalf of the Western Australian Planning Commission	Minister for Planning
An officer duly authorised by the Commission pursuant to section 24 of the Planning and Development Act 2005 for that purpose in the presence of :	Date
Witness	Approved
Date	Governor
	Date
 Created on date: Tuesday, 4 April 2023 Document Name: MRS_3873_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 Program Manager: L. Powell Geospatial Officer: J. Ballarotta Examined: A. Power Revised: Version No. 1 Date: WAPC/325.9.4 29 March 2023 Plan Number 3.2807 Sheet 1 of 1 File number: 809/02/01/0102 Plan reference: Metropolitan Region Scheme 1:25000 sheet 19 detail plans: 1.6479, 1.6498 - 1.6502, 1.6513 Oracle reference no: 3673	







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Item 14.1.2 Attachment 3

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
W: 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.

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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 \(arcgis.com\)](https://arcgis.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.

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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

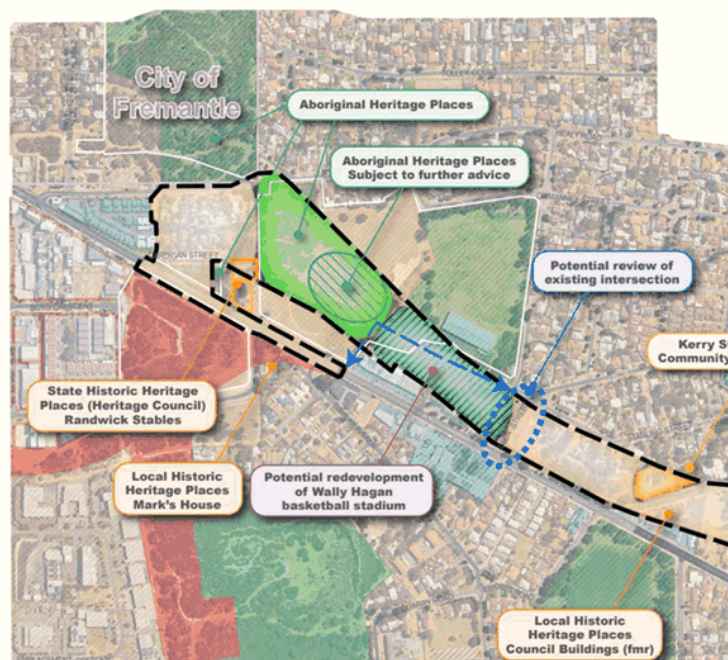


Figure 1

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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 – Master Plan – Fremantle Christian College (fremantlecc.wa.edu.au) 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

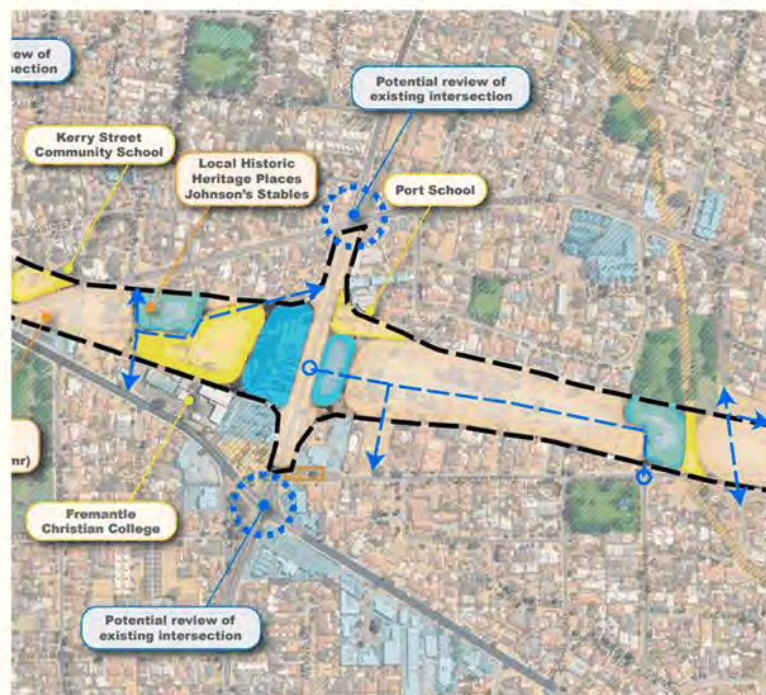


Figure 2

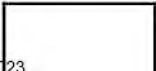
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Area of concern	Comment – Roe 8/9 specific area (Figure 2 cont.)
Carrington Street	Potential need for duplication – may require reserve widenings Opportunity to improve safety of area by installing median and crossing points plus quality shared path on both sides (linking bus stops)
Carrington Street & Forrest Road signalised intersection	Pedestrian and cycling access difficult – signals need to be upgraded 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: • Phasing modification from a two-phase to a four-phase sequence with leading right turns on the east and south approaches. • Upgrade of pedestrian crossing facilities on all approaches. • The installation of a Road Safety Platform under a separate endorsement from MRWA in January 2022. 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: • Detail design in 2023/24 • Construction in 2024/25 The City is expected to be advised as to whether it was successful for Black Spot funding in May 2023.
BP oil pipeline future shared path	Connections to future shared path along the pipeline need to be maintained.
Hyam Street to Hynes Way	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) Connection Hyam to Ahearn – include paths as part of changes – potential to be done at same time as installing BP pipeline path
Blackwood Ave	New connections from Roe 8/9 corridor need testing Support disconnection from Carrington Street which is a blackspot location
Healy Road	Consider implications of traffic volumes on Healy Road – City currently progressing traffic calming and cycling improvements

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

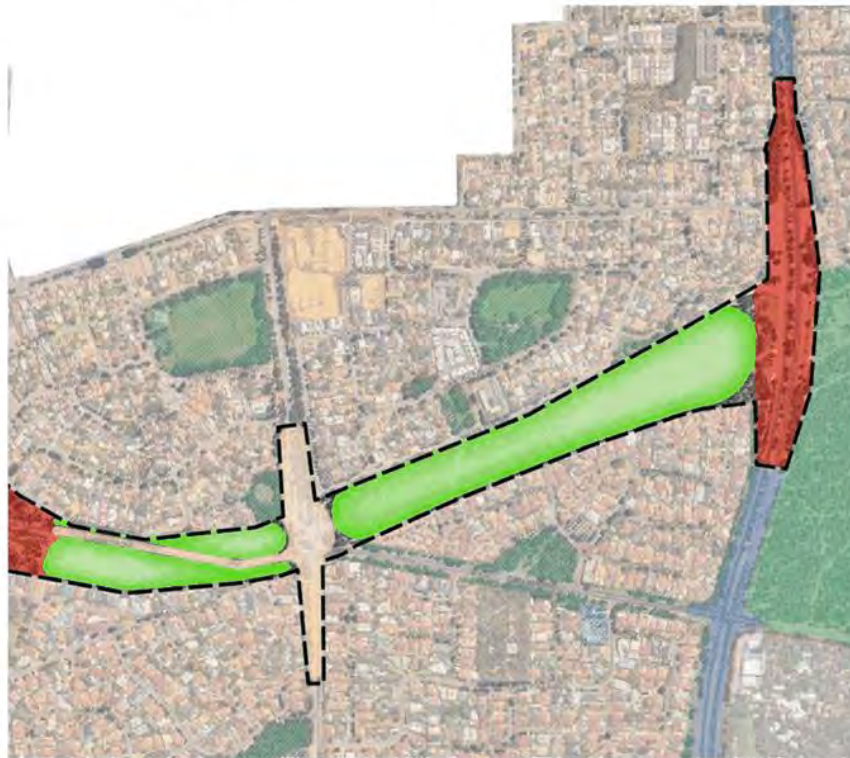


Figure 4

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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 Beeliar 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 Beeliar 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.

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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

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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'.

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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).

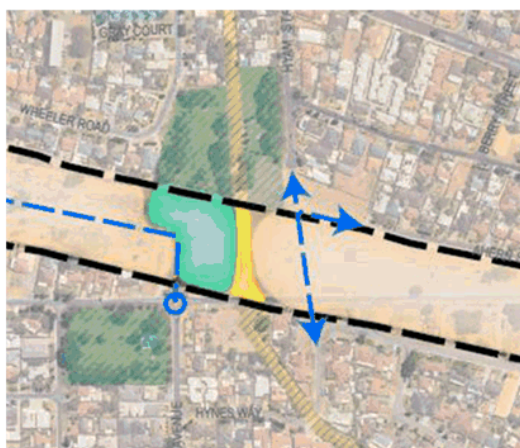


Figure 7: EMPP would support P&R reserves being located on either side of the existing BP pipeline

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.

Yours sincerely,

Daniel Arndt
Chief of Built and Natural Environment

