

LEGEND

RESIDENTIAL	
[Light Green Box]	LOW DENSITY R20
[Medium Green Box]	MEDIUM DENSITY R30
COMMERCIAL/INDUSTRIAL	
[Blue Box]	LOCAL CENTRE
PARKS, RECREATION & CONSERVATION	
[Dark Green Box]	PUBLIC OPEN SPACE
MOVEMENT NETWORK	
[Red Line]	NEIGHBOURHOOD CONNECTOR
[Blue Line]	ACCESS ROAD
OTHER	
[Dashed Line]	INDICATIVE LOT BOUNDARIES
[Dotted Line]	STRUCTURE PLAN BOUNDARY
[Green Line]	LANDSCAPE INTERFACE
[Green Line]	POWERLINE EASEMENT
[Orange Box]	GROUPED HOUSING SITE

EXISTING ACCESS TO BERRIGAN DRIVE PROPOSED TO BE CLOSED



Traffic Movement: Closure of Turnbury Park Drive - still only two entry/exit roads:

Existing roads (yellow)
Currently 7,500 traffic movements per day

New internal access roads (blue)
5,000 traffic movements per day

Neighbourhood connector access road (red)
Future PTA bus route

Converging onto this roundabout = traffic gridlock!

GH Grouped Housing Sites (orange)
Note proximity to future bus route

● Four traffic lights within 800 metres






Win-Win Outcome!


- 9 Hole Golf Course from 18 ✓
- Improved clubhouse functionality, gym, and pool ✓
- New Community Facility ✓
- New Retail Spaces ✓
- New Housing to the South and former Driving Range ✓
- Five Lakes retained for the benefit of the protected wildlife ✓
- Character of estate retained ✓
- Community faith with planning process restored ✓
- Developers makes a fair and reasonable return on investment ✓

A concerned Glen Iris Resident

Key

Location	Use	Example
	<p>Retention of Golf Course Club House, bar, restaurant and shop to service the reduced size of the golf course. Add in additional functionality including pool, and gym</p>	<p>https://www.perthnow.com.au/local-news/perthnow-southern/city-of-south-perth-seeks-millions-from-state-government-for-pool-at-collier-park-golf-course-c-3823506</p>
	<p>Multi-function community centre</p>	<p>https://onlineservices.southperth.wa.gov.au/facilities/facility/south-perth-community-hall</p> <p>https://rockingham.wa.gov.au/facilities-and-recreation/find-a-venue-park-or-reserve/port-kennedy-community-centre</p>
	<p>Retail Space</p>	<p>To mirror the existing parade of shops, and to provide grocer retailer</p>

71.2

 Submission on the Proponent (Eastcourt Property Groups') Proposed Scheme Amendment

Town Planning Scheme No 3 – Proposed Amendment No 152
– Reference No 109/152

Submission email to customer@cockburn.wa.gov.au
Reference Number 109/152


Keep my details confidential please

Date: 18 July 2022

INTRODUCTION

I am a resident of the Glen Iris Golf Course Estate having purchased here in 2003 after being attracted to the wonderfully presented, quiet and serene home settings surrounding a well-presented and maintained golf course. My house backs onto the actual golf course land and a major reason for its purchase was specifically due to the wonderful views and amenity facing out to the golf course.

Herein I formally present my objection to the proposed amendments with supporting arguments.

I understand that the City is required, on basic legal principles, to give significant weight to the views of the owners of the affected residential lots and should not make any decision to adversely affect their amenity and interests without carefully considering their views in accordance with the principles of natural justice and other legal requirements.

I understand that Residents whose views might be interfered with will have standing: *Dey v Pinglen* (1981) 148 CLR 289, 300. Residents who live nearby are also likely to have standing: *Hamersley v Bartle* [2013] WASC 191.

I also understand that following advertising, the City is required to consider all submissions: r 25, 41 LPS Regulations.

I trust that the City will adhere to all of the above requisite principles in its considerations and I thank the City Officers in advance for doing so.

AREA OF CONCERN

Change to Zoning – Effects

Any change to the existing zoning would have the effect of:

- (a) Disrupting the balanced provision of equitable access to nature, sport and recreation opportunities;
- (b) Reduction of land value by the removal of views of the golf course and the attraction of a unique lifestyle;
- (c) Increased traffic pressures (including up to 11,500 daily traffic movements on an already busy road infrastructure);
- (d) Increased pollution caused by non-exhaust emissions such as particulate matter;
- (e) Increased noise pollution as a result of increased traffic, and the elimination of vegetation which helps buffer existing noise emanating from surrounding traffic, overhead flight paths, freight trains and the public transport infrastructure being developed as part of Metronet;
- (f) Complete rescission of the original concept that was marketed and sold;
- (g) Disruption of the local community identity;
- (h) General diminishment of the quality of life, vitality, community engagement and interaction and sense of place in the Estate; and
- (g) Displaced oxygen generation by the prevailing eco-system for up to 135,000 people annually.

Council Decision OCM Meeting Dec '21

It appears that the City was of the view that it was not within its power to retain the golf course: see p20 of 960 OCM Item 13.1 although there is no clear reasoning (based on actual facts) for such a conclusion to be drawn. The Council at its OCM in Dec'21 felt compelled to adopt the recommendations of the City Officers and the Minutes record that the following reasons were given by the Council for its acceptance of the City Officers' recommendation:

An independently facilitated community forum would offer residents and the proponent the opportunity to question, discuss, evaluate and fully understand the implications and potential outcomes of this complex amendment and the proposed Structure Plan.

It is a simple fact that no matter how much any of us would like to be able to retain the golf course at Glen Iris, it is not within our power as a Council.

The land is privately owned and there is no legal mechanism under which a compulsory purchase could be forced. As such, it is incumbent upon us to look for the best possible outcome for all concerned, and as much as possible, for the flora and fauna of the area.

Residential development is actually permitted under the current zoning, and if they so desired, ECP could lodge a subdivision plan for the R40 zoned driving range at any point.

For the other five lots, the SU1 and the SU6 zoned land, ECP could prepare a Structure Plan with no statutory referral to the Environmental Protection Authority.

There could be no conformity in the design of the area overall, the housing density could be much higher than in the Concept Plan and there could be considerably less public open space and retention of trees.

If it was developed in a piecemeal manner, the land could actually be moonscaped and we could lose all the trees.

In all of the above commentary provided in support of why it took the decision there is only one accurate statement

by the Council in that “..if they so desired, ECP could lodge a subdivision plan for the R40 zoned driving range at any point. “ the other comments seem to rely on the unqualified statements made by both the City Officers and the Proponent. The R40 zoning on one small parcel of land (the existing Driving Range) has been in place for many years and exists even to this day – yet no landowner has progressed that zoning to development.

This submission does not set out to question the decision of the Council made in Dec '21 but is introduced by the one factor that appears to carry weight for the actual residents most effected by any proposed zoning change - That is that the Council must rely on compelling, factual information incumbent on the Proponent to provide in its submission in order for the Council to consider a change in zoning.

In the absence of the Proponent satisfying its obligation to do so the Council indeed have the power to leave the current zoning in place, unchanged.

That statement is the focus of this submission.

Council can leave the original zoning decision as it is

In the absence of sufficient detail backed up by confirmed facts from the Proponent that provide compelling arguments for the requested rezoning the Council has the power to not approve the proposal and leave its original zoning decision in place.

The Proponent itself has inferred within its own proposal (which is also intimated by the Council minutes stated above) that it suggests it could combine some housing development with ongoing golf on its land under the existing zoning.

The Council's singular concern about this proceeding is that “*There could be no conformity in the design of the area overall, the housing density could be much higher than in the Concept Plan and there could be considerably less public open space and retention of trees. If it was developed in a piecemeal manner, the land could actually be moonscaped and we could lose all the trees.* “ . Without question that response was guided by the commentary provided by the City Officers in their recommendation that went unsubstantiated by any single fact – it was simply a personal view that (alarmingly) lined up closely with the wording adopted by the Proponent in its submission. There is no doubt that the Council would most definitely prevent such an outcome and it has the power/authority to do so.

Nowhere in either the City Officer's recommendation or the Proponent's Proposal are such open statements suggesting what the landowner could allegedly do under the existing zoning supported by actual evidence or facts. The comments are based, one can only assume, on personal views of the respective writers and for a Complex Amendment such as the one under consideration any decision, unbiased/independent parties would concur, must be made based on actual compelling facts presented in an unbiased manner not untested, personal views.

It must be accepted that it is certainly open to the Proponent to make use of its land in whatever way it deems appropriate with the only caveat being that it is in accordance with existing zoning over that land.

The Proponent (an experienced Property Developer) went in with “open eyes” knowing that it purchased the land with its current zoning and has stated that it believes it can combine some housing development with ongoing golf on its land under the existing zoning.

Having been aware of what it bought and the prevailing zoning, the Proponent should accommodate/apply for what it believes it can execute within the current zoning rather than attempt to simply maximise its profit by forcing a substantial change to the current zoning against the demonstrable and substantial Community opposition.

Additionally the City has already exceeded its planned targets for in-fill housing as required by the State Government so this development is not needed for the City to meet those targets.

The Proponent has provided no substantiation or factual support nor has it established any compelling argument (other than increasing their profit) for the City and/or the Minister (WAPC) to even consider a change to the existing zoning.

I also highlight that an independent survey was commissioned in 2021 by the Jandakot Residents and Ratepayers Association. One key result of that survey was that overwhelmingly, to the tune of 98% of respondents, the Community want the City to stand by its original zoning decision.

Given the inability, despite every opportunity to do so that has been afforded to the Proponent (who is an experienced Property Developer), the Proponent within its submission has failed to provide any piece(s) of evidence and/or facts and/or reasoning to support its requested change in zoning. The Proponent simply relies on providing content that supports its desire to make a higher level of profit as a result of obtaining a rezoning.

The Council is within its rights (and I suggest has an obligation) to give significant weight to the views of the owners of the affected residential lots and not make any decision to adversely affect their amenity and interests without carefully considering their views in accordance with the principles of natural justice and other legal requirements. Those demonstrable concerns of the owners (as well as the broader Community) are contrasted against the inability of the Proponent to provide a compelling argument to change the zoning.

The Council has every right coupled with the requisite power and authority, after having considered all the facts, to stand by its original zoning decision and leave the zoning unchanged. The absence of any compelling arguments submitted by the Proponent to change the current zoning confirms that such a decision by the Council is both appropriate and warranted under the circumstances.

This submission is respectfully provided for the due consideration of City Officers which I trust will arrive at the same conclusion to recommend/support such a bold decision in the face of a submission that is simply an opportunistic focus on an increased profit taking opportunity.

Thank you for allowing its submission.

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Submission email to customer@cockburn.wa.gov.au
Reference Number 109/152

Keep my details confidential please

 Submission on the Proponent (Eastcourt Property Group) Proposed Scheme Amendment

Town Planning Scheme No 3 – Proposed Amendment No 152
– Reference No 109/152

Contents

1. Introduction/Background
2. Areas of Concern – Discussion
3. Potential Enhancements (Potential win – win – win proposal)

Submission emailed to customer@cockburn.wa.gov.au
Reference Number 109/152


Keep my details confidential please

Date: 22 July 2022

1. INTRODUCTION

I am a long term resident of the Glen Iris Golf Course Estate having purchased here in 2003 after being attracted to the wonderfully presented, quiet and serene home settings surrounding a well-presented and maintained golf course. My house backs onto the actual golf course land and a major reason for its purchase was specifically due to the wonderful views facing out to the golf course.

Herein I formally present my objection to the proposed amendments.

I understand that the City is required, on basic legal principles, to give significant weight to the views of the owners of the affected residential lots and should not make any decision to adversely affect their amenity and interests without carefully considering their views in accordance with the principles of natural justice and other legal requirements. I trust that the City will adhere to these requisite principles in its considerations and I thank the City Officers for doing so.

The first component of this submission raises areas of concern-discussion with contents of the current proposal. It is not exhaustive in the subjects addressed but is prepared to provide sufficient evidence and detail to enable a conclusion to be made that the current proposal should not be recommended for approval.

In the quite unfortunate event that the Proposed Amendment is recommended for approval I have offered herein some points that could well enhance the current proposal whilst at the same time make it more acceptable to existing Residents. These points are set out throughout this submission.

An alternative proposal that has the potential for a win-win-win scenario for the Proponent, the City and the Community is also presented herein for consideration.

BACKGROUND

From my perspective, the proposal raises a number of concerns that either have not been considered or adequately addressed.

In summary the proposed will have a significant (negative) impact on the amenity and quiet enjoyment of residential lots within the Glen Iris Golf Course Estate, particularly those like mine that back onto the golf course and in addition the proposal will, in its current form, result in the loss of a significant amount of vegetation.

Loss of Important Community Infrastructure

The Glen Iris Golf Course was a well-used and valued community facility. Whilst it is acknowledged that the golf course, club house and driving range were in private ownership, there are many facilities within the City of Cockburn such as Adventure World, Cockburn Gateway Shopping Centre and Child Care Centres that provide a community benefit or service a community need via private ownership. The lost of well patronised, long standing community facilities that provide a meaningful contribution to the Community, regardless of ownership, should be avoided by the City. The conversion of a golf course used by many thousand of people across the State into a residential development will provide no opportunity for Community re-use of this valuable site for any other use. As such the proposal appears to be a short sighted approach to the use of this site.

It is understood, based on unsupported factual data and simply a generalized statement within the proposal from the applicant, that the golf course was not a viable operation. This has not been demonstrated or justified as was required by the City in a letter by its Acting CEO to the Hon Minister Swinbourn MLC on 2 September 2020 where the Acting CEO of the City stated quite succinctly that *“They (the Applicant) would also be expected to provide extensive justification including but not limited to demonstrating why a golf course is no longer viable.”*

Since the closure of the golf course in early 2020, golf has experienced a worldwide resurgence in popularity. The majority of courses around Australia have experienced substantially increased traffic as a result of this increased participation. Golf Australia identified that the estimated that the number of rounds played has increased by at least 20% during 2020/2021. The premature closure of the course has ensured that the City of Cockburn residents, and those from further afield across the State, do not have a local option to participate in golf, on a public golf course.

The premature closure of the course has potentially meant the viability of the golf course and associated facilities has not been sufficiently tested under the likely improved operating conditions as a result of the increased popularity of golf.

There is also the potential of the City missing an opportunity to create a sport / recreation / leisure orientated precinct to the north of its City Centre, which would include the Fremantle Dockers Training Facility, Cockburn ARC, the proposed Wave Park and a restored Glen Iris Golf Course. Whilst it is acknowledged that the Golf Course is closed, and that the landowner has taken a number of steps to make it more difficult to reopen the course, it would not be impossible to undertake restoration and improvement works necessary to re-open a top-quality golf

facility. It would be appropriate for the City to encourage this approach to the site, rather than the predetermined and short-sighted redevelopment approach, currently being promoted by the landowner.

The City also has a responsibility to ensure that adequate land is set aside for needed community and commercial facilities. In a similar way that planning identifies the need to zone land for industrial and commercial uses, community facilities and infrastructure, there is a need to plan for other uses such as recreation and other district sporting facilities. The premature closure and conversion of the site from a golf course to residential uses is not consistent with a well-planned outcome where important community facilities are retained and protected in both the short and long terms. The landowner and its consultants have not demonstrated that the City's residents' have access to adequate golf facilities now and into the future.

Pre-Determined / Orchestrated Outcome by the Proponent

It is noted within the proposal that the Glen Iris Golf Course was closed prior to the purchase of the site. Whilst technically correct, Landgate records note that the agreement to purchase the site occurred in January 2020, with settlement occurring in April 2020. The golf course was closed in March 2020. The landowner appears to have made no effort to find an operator for the golf course while the Scheme Amendment and Structure Plan assessment and determination occurred.

Subsequent to the golf course closure that landowner undertook works that ensured that the re-use of the site as a golf course would be more difficult. Specifically the landowner took evasive steps by removing all reticulation systems, ensuring that the majority of the grass on the site died, coupled with draining 5 of the 7 lakes to reduce water access for the established eco-system that has matured on that land since 1965.

The site was purchased with a pre-conceived notion that this facility would be removed, without any justification, and then subsequent measures sought to pre-empt the planning process.

It is important that the Council and Minister not make a decision to permanently remove this golf course facility prior to an independent needs analysis being undertaken – especially when the City has been made aware by the Jandakot Residents and Ratepayers Association that there are two experienced golf course managers/operators that are interested in re-establishing the Glen Iris Golf Course should that opportunity present itself.

The City of Cockburn's Responsibilities

Whilst it is acknowledged that landowners are able to request modifications to the scheme, it is beholden on the Council to plan for the City in a manner that minimises any adverse impacts arising from modifications to the Scheme.

The City also has a responsibility to ensure that adequate land is set-aside for community and commercial facilities.

The premature closure and conversion of the land from a golf course to residential uses is not consistent with a well-planned outcome where important community facilities are retained and protected.

This proposal does not in its current form achieve the maintenance of current amenity enjoyed by the residents. This proposal will result in the removal of large portions of the vegetation, remove almost all of the open areas (previously the fairways) and will dramatically reduce the separation between the dwellings. These changes were pre-conceived by the current landowner and prepared without any due regard for the current landowners, and will significantly reduce their enjoyment of their properties.

The City and indeed the elected members of Council have a responsibility to act in the interests of all of its ratepayers and residents not just in the (profit focused) interest of one singular landowner (who is not a resident in the area).

Indeed where possible they should also act in the interests of the wider Community throughout the State that may make use of a community facility such as a golf course.

2. AREAS OF CONCERN-DISCUSSION

For ease of reference my specific areas of concern fall under the following headings;

- (a) Information submitted by the Proponent
- (b) Dilapidation Reports
- (c) Construction Earthworks
- (d) Consultation
- (e) Development Staging
- (f) Pedestrian/Cycle Paths (Buffer Zones)
- (g) Road – Twin Waters Pass
- (h) Environmental Reporting
- (i) Destruction of the existing Community Facility
- (j) Golf Course Viability
- (k) Interface with Existing Glen Iris Estate Housing

To assist in reviewing the content of the proposal I have used three consistent labels within each area of concern-discussion: **Proposal** (what the current proposal states);

Response (my response to that content) and

Recommendation (my recommended action).

I trust that this layout makes it easier for you to progress through the points raised in this submission.

Thank you, in advance, for taking the time to read through and consider the contents.

A. Information submitted by the Proponent

Proposal:

The City of Cockburn's Community Engagement Framework states: "For residents and stakeholders, we are committed to providing opportunities to have a say, in a way that meets your needs and to participate in the decision-making process", and that this commitment "Provides participants with the information they need to participate in a meaningful way".

Response:

To participate in a meaningful way residents in particular need concise, simple and easy-to-understand information about the proposal and how it may affect them. This is not an overly taxing request on its Council Officers to present matters in this manner when considering that many of the City's residents simply do not have the technical prowess to review a lengthy, detailed submission.

Evidence of the overwhelming nature of the submission is submitted by the extent/detail/contents of the information provided in the published documents being asked to be reviewed by residents.

The submission (in summary) consists of 1 Structure Plan, 4 Key Figures, 12 Appendixes and 1 Scheme Amendment Environmental Assessment Report in itself consisting of 757 pages. In total the documentation consists of in excess of 1,700 pages of information.

City Officers might suggest that given the importance and impact of the proposal it felt that providing it in full was appropriate. Unfortunately most of the individual documents are extremely technical and lengthy and residents should not be expected to have to read hundreds and hundreds of pages of documentation to understand a proposal in order to make an informed submission. The City's public engagement framework statement referred to above must also be considered along with the extent of Community interest and concern that the Acting CEO noted in a letter to the Hon Mathew Swinbourn MLC in 2020 was prevalent. In such circumstances the City can rightly be expected to have provided concise, simple and easy-to-understand information about the proposal and how it may affect them. Sadly the City did not.

Recommendation:

Despite it being a publicly stated commitment of the City, the City has demonstrably failed to exercise its own standards to enable residents to participate appropriately in this important review process. On that fact alone the proposal should not be recommended for approval as the residents have not been afforded the necessary assistance from the City Officers and in no way in this advertising period has the City provided participants with the information they need to participate in a meaningful way.

B Dilapidation Reports

Proposal:

The proposal states at Appendix 15 (3.1) that all property owners deemed to be in close proximity to the staged works will be offered an opportunity for a dilapidation report, also known as a property condition report, to be undertaken on their property. This will record the state of the property prior to commencement of works and identify any pre-existing damage and can therefore be used as a baseline against claims of damage by the property owner.

Response:

This particular issue has been raised proactively by many of the residents and is well known to the Proponent to be of significant concern. Some residents have recently executed renovation/extension works in their backyards

adjacent to the golf course land and there is very real concern that their soil may be disturbed (pools moved) or their renovations cracked due to machinery operated during construction.

The Proponent will profit substantially should its proposal be approved and yet despite the knowledge of the level of concern for this issue by the residents there has been no offer by the Proponent to pay the cost of the Dilapidation Report. In addition the term "close proximity" is not defined and could result in arguments.

Recommendation:

Given the extent of earthworks and ground compaction activities, Dilapidation Reports must be made available to all residents within the Glen Iris Golf Course Estate whose homes are within 500m of any single construction activity. Such Reports will be at the cost of the Proponent and will be undertaken before any construction activity commences on the site.

C Construction Earthworks

Proposal:

The Proponent has stated that the site requires significant cut to fill earthworks and compaction activities and they anticipate that significant fill will be required in order to form finished ground levels. The magnitude of the cut to fill assumes the lots will be stepped from east to west. It is also understood that retaining walls will be constructed to assist with the development of the lots.

Response:

No commitment or commentary has been provided by the Proponent as to the design/fit/proposed location of the retaining walls they would propose to adopt. In addition there is no commentary nor commitment as to the potential impacts on existing roads of for example imported material being transported by trucks/contractor access control measures/parking etc which is problematic given the narrow nature of existing roads and the absence of on street parking.

Proposal:

The Proponent has stated its awareness of the possible existence of asbestos on the golf course land. The Proponent states that during site investigations, segments of suspected asbestos containing materials (ACM) in the form of fractured cement pipe were found in the upper 0.5m of soil in three locations in an area along the western boundary of the central precinct adjacent to Hartwell Parade.

Response:

The Proponent has not succinctly stated its methodology for dealing with asbestos found on the golf course land. In addition the Proponent is aware of claims that material used in building the Lakes Hotel and stalls that were demolished years ago was used to form the mounds/hills around the golf course land. The claims are that some of the material used to form the various mounds/hills especially in the area around Hartwell Pde contained asbestos.

Recommendation:

All new retaining walls should be of the same building material as the existing. Residents whose houses are within 500 metres of any proposed retaining wall will be given an opportunity to understand the methodology being used to build the new retaining walls and contribute to the selection of materials to match existing. No construction equipment used in the transport of material to/from the site will park on existing roads and no personnel are to be permitted to park on the existing roads. Any construction transport using existing roads will do so out of peak use hours.

Given that the Proponent is an experienced property developer it should state its full procedure for addressing any asbestos found during construction as well as mitigation measures to ensure the safety of personnel and residents. In particular should any asbestos be found during construction work all construction activity on site should be immediately halted, residents advised and independently supervised remediation work to be executed. No construction work to resume until an independent Inspector has certified that remedial works have been completed appropriately.

D Consultation

Proposal:

The Proponent states that the design rationale has been informed through a community engagement process undertaken with representatives from the Glen Iris Project Reference Group. The community engagement program "was undertaken using the IAP2 Framework". It is stated that the range of community engagement tools used "were designed to ensure optimum accessibility and two-way communication" and that the 'Project Team (planning, traffic, engineering, landscaping, and environmental) attended the sessions to participate in the discussions. The workshops were critical to ensuring the Project Team understood the key concerns of the Glen Iris community and to discuss their thoughts on the most suitable ways to address those concerns as part of any future development outcomes."

Response.

The City has been made aware by actual participants in the Project Reference Group of their very real concerns about the process adopted by the Proponent, the inability for participants to freely participate in discussions and the limited scope available to participants. Only 4x2hr sessions were conducted with 32 participants at the first 2 sessions that reduced to 24 for the last 2 sessions. Thus in aggregate the consultation involved an average of 28 people representing the interests of over 3,000 just on the estate (i.e 0.9% sample group) being consulted in 8

hours of consultation. This does not constitute representative participation nor does it represent appropriate levels of consultation on such a significant proposal for the Estate. In addition the Proponent in their Concept Plan did not adopt the major areas of concern expressed by the participants.

A Senior Executive and longstanding employee of the City, in his capacity as The Chief of Built and Natural Environment in an email dated 6 December 2021 stated quite succinctly that “Eastcourt’s consultation and community engagement is not a statutory requirement and has no standing within the assessment process.”

Recommendation:

Given the volume of questions raised by participants as to the inaccurate reporting from and concerns raised by the participants about the form of consultation coupled with the clearly stated position of a Senior Executive of the City it can only be recommended that any comments within the proposal that are attributed to the Proponents’ Project Reference Group must be dismissed in totality, not relied upon in any way and indeed should even be redacted from the proposal so as not to influence any party (eg. City Councilors, Ministers etc) in an attempt by the Proponent to suggest that it has conducted any form of acceptable consultation.

E Development Staging

Proposal:

The Proponent has stated that staging of the Structure Plan area is anticipated to commence generally from the intersection of Hartwell Parade and Dean Road, progressively extending to the north and south from this point. The development is likely to be undertaken over 17 stages of approximately 30 to 40 lots each. It is anticipated full build out will be complete within approximately 5 years of Structure Plan and Subdivision approval, depending on sales rates

Response:

No indication of the likely timeframe for any activities let alone key activities has been provided – e.g. for earthworks and site preparation (infrastructure), housing construction etc. Based on aerial images of nearby residential developments, such as Calleya and Treeby, construction activities in those nearby areas that have been left in the hands of property developers have dragged on for years and such a result on the Glen Iris Estate land will have a significant, ongoing negative impact on existing residents.

Allowing the Proponent to stage activities depending on sales rates is unconscionable.

The proposal must have a stipulated timeframe to work within otherwise the negative impact on residents could be ongoing for an indeterminable period.

The proposed Berrigan Road signalised intersection should also be included in the staging plan.

Recommendation:

If approved, the development must be completed within a 5 year timeframe. Any area not completed during that time will be transferred to “green space” and not reallocated to housing at any future point.

F. Pedestrian/Cycle Paths (Buffer Zones)

Proposal:

All roads within the structure plan are proposed to include a 2 metre wide pedestrian/cycle path on one side of the road as a minimum. In addition there is also a proposed 7 kilometer long pedestrian/cycle path that travels through all of the open “green” space within the structure plan. This second pedestrian/cycle path is proposed to be constructed within what the Proponent has offered as a “buffer zone” between existing homes and any construction.

The Proponent has stated that given the extent of the mature flora and fauna on the existing land, the “buffer zone” will be a minimum of 12 metres from each existing back fence of current housing.

Response:

The open space is promoted/offered by the Proponent as creating a “buffer zone” between the existing houses and new development. The Proponents offer to commit to a “buffer zone” in its planning is appreciated.

Unfortunately that “buffer zone” (if allowed to be used as a pedestrian/cycle path) will be a lit pedestrian/cycle path running all the way through it thereby creating other (negative) issues.

Given that current housing design and fencing has been (and in the case of approx 240 homes on the Northern Side still are) restricted by Landgate Registered Covenants homes and fences have been designed to meet those restrictions whilst attempting to maximise the visual outlook over the existing golf course. This has resulted in all of the current homes having see through rear fencing coupled with many having pools close to their existing rear fences. Having a lit pedestrian/cycle path in that “buffer zone” will have a hugely negative impact on the existing homes with respect to many issues not the least of which are the visual, the reduced privacy, the increased noise impact (not just by cyclists and pedestrians but by pets barking at those disturbances), the reduced levels of security, increased levels of light into backyards/close to current housing.

The current minimum 12 metres is too narrow to adequately ensure the safety of the mature trees/plants in particular. Increasing this width by a small distance will not have a significantly negative effect on the proposal whilst actually being acutely positive in the number of trees/plants that can be preserved.

Recommendation:

Safe pedestrian movement throughout the estate to the proposed Local Centre and public open space areas can be assured by the Proponent via the proposed 2metre wide pedestrian/cycle path being constructed adjacent to both sides of the proposed road network.

Increasing the width of the “buffer zone” to a minimum of 20 metres whilst excluding any form of construction being done within that “buffer zone” is an acceptable measure both from an environmental and an existing amenity minimizing disturbance perspective.

G Road – Twin Waters Pass

Proposal:

The Proponent has proposed a new 4-way intersection to replace the current 2-way one at the junction of Twin Waters Pass and Portsea Gardens whilst also ensuring that the existing bridge on Twin Waters Pass remains. It projects that the future traffic volume for the new 4-way intersection is forecast to be 2,000-3,000 vehicles per day

Response:

I am concerned about the increased traffic noise and/or vehicle headlight intrusion at night for the existing homes adjacent to the intersection and which direction of traffic movement will have priority.

Retention of the existing bridge on Twin Waters Pass must remain and it is satisfying to note that the Proponent has committed to this within its proposal – noting that it has no jurisdiction over the bridge.

Recommendation:

This component could be acceptable provided the existing bridge remains and the direction of traffic priority can be appropriately established for the forecast volumes of traffic.

H Environmental Reporting

Proposal:

A desktop study was conducted along with site surveys, which confirmed the presence of *Isodon fusciventer* (quenda) which is a WA priority 4 species, with three suitable habitats identified. Diggings of quenda were found and recorded in the southern portion of the site within dense understorey vegetation within the planted trees and shrubs, and riparian habitats. The camera trapping undertaken in April 2021 confirmed the presence of quenda on the site and the proposed plans state “Given the fragmented nature of existing native vegetation within the site, it is considered unlikely the site would contain any habitat critical to the survival of any terrestrial fauna species or any species of conservation significance. Where possible, trees will be retained as part of construction, with tree retention opportunities identified as part of the detailed design phase.”

The Structure Plan proposes to retain approximately 500 of the 1250 existing mature trees across the site, through public open space distribution and configuration, and streetscape considerations. The retained trees on site comprise a range of species, including both local and introduced.

Two small areas of existing *Banksia* bushland are also proposed to be retained within the site, as well as the potential to retain 8 of the 11 Black Cockatoo habitat trees surveyed on site, subject to detailed engineering design. In addition to the trees proposed to be retained on site, it is intended that some 1,000 new trees will be planted.

These will comprise trees of local character, preferably being endemic and native to the site. This will provide for local ecosystems as habitat for a range of endemic fauna.

The retention and protection of these trees during and post construction is to be considered through detailed design and construction methodologies

Response:

There is extensive vegetation that already exists on the land and this coupled with the enhanced fauna that has been able to thrive in the area has contributed to the maturity of a developed eco-system. A mature eco-system that independent environmentalists have estimated provides oxygen for 135,000 people annually. The proposal does not take into account this significant loss and subsequent (negative) climate change effect.

Destruction of approx 60% of the mature vegetation will have a significant (negative) effect on climate change and the Proponent has made no comments about this negative effect nor has it taken significant steps to mitigate the loss it will be inflicting not only on the environment but on the wider Community.

The planned minimal separation between the existing dwellings and the proposed ‘infill’ development and the resultant loss of vegetation will have a significant impact amenity and number of trees able to be retained. The layout proposed within the Structure Plan is not (a) an optimal outcome with respect to either the maintenance of amenity and/or the protection of vegetation or (b) that which will ensure the unnecessary removal of a substantial amount of the vegetation, much of which is mature vegetation.

Recommendation:

Given the severity of the negative impacts, the proposed provisions do not provide either the necessary assurance that the significant (negative) effects on climate change will be mitigated or that the amenity will be maintained. The proposed provisions, included in the amendment, also do not provide enough certainty in relation to the preservation of the existing vegetation.

A more detailed analysis of the vegetation on the site is warranted to both protect the environmental benefits of retaining vegetation, but also the aesthetic benefits to the existing and future residents of the area. The Proponent must set out its detailed Climate Change mitigation measures.

I. Destruction of the existing Community Facility

Proposal:

The Proponent proposes to demolish the existing Country Club and Community Centre to be replaced by a new facility in the proposed new commercial portion of the development. No timeline has been provided for the construction of the new facility.

Response:

The Community has demonstrated its outrage that the existing Clubhouse is intended to be demolished. The Proponent has been made well aware of this high level of outrage and the great desire to retain this facility (even if only to recognize the history of the lands' development) yet has made no effort to retain the Community Facility within the Concept Plan. **Retention of the existing Clubhouse is a major issue for the Community.**

The proposed loss of this significant, Community amenity will negatively effect not only the over 3,000 residents within the existing Glen Iris Estate but also the literally thousands of other Community members who frequented the facilities. A very wide Community base stretching throughout the metropolitan region (i.e well beyond just the Glen Iris Estate) regularly patronized the bistro and often went there just for a chance to socialize with friends. At its peak of good management the facility was turning over revenue in the order of \$2-2.5m per annum. It was not only used as a meeting/social place but also for use as a place to celebrate birthdays, weddings and other milestone occasions. That facility's current location with easy access and away from main roads etc could well have also been a part of the attraction for going there.

The City has acknowledged in writing via its Acting Chief Executive Officer that "an application to rezone and redevelop the subject land would need to comprehensively address issues such as the impact on neighbourhood character, amongst other things". The Proponent has not in any way addressed the impact on neighbourhood character that the loss of this existing Community facility with all of its history and community involvement would have. The Community has clearly stated that its loss would be monumental.

Recommendation:

Both the Proponent and the City hear the Community's voice on this major issue such that the existing facility remains. The Proponent can easily design around it and still achieve its objectives.

Should neither the Proponent nor the City defend this facility being retained then, as a minimum, the facility is re-opened and remains in use until the new one has been constructed.

J Golf Course Viability

Proposal:

The Proponent has simply made a once-off statement that it is not viable to continue to operate a golf course on the land.

Response:

The Proponent is well aware of the City's published criteria in order for the proposal to meet its requirements. In his letter dated 2 September 2020 the Acting CEO of the City confirms to the Hon Mathew Swinbourn MLC the Chair of the Standing Committee on Environment and Public Affairs one of the City's major criteria for the proposal to meet in that the Proponent "... *would also be expected to provide extensive justification including but not limited to demonstrating why a golf course is no longer viable.*"

Despite being aware of this major City criterion there has been no attempt at all by the Proponent to in any way justify why a golf course is no longer viable. **THUS THE PROPOSAL FAILS TO MEET ONE OF THE MOST IMPORTANT PIECES OF CRITERIA THAT WOULD GO TO ALLOW THE CITY TO EVEN CONSIDER A REZONING OF THE GOLF COURSE LAND.**

If the Proponent after being made aware of certain criterion does not even attempt to meet one of its major points in trying to justify why the Glen Iris Golf Course cannot operate as a viable golf course after having purchased the land carrying that zoning, then the Proponent has not made any effort to address one of (if not the key) criterion. **A gross omission by an experienced property developer who should know that meeting publicly stated criteria is a minimum requirement of any proposal to change existing zoning.**

In supporting this omission/failure it is part of public record that the Proponent in purchasing the golf course land felt the need to preserve its commercial position. A portion of its total payment for the land was placed in escrow in the event that rezoning was not approved. Public records confirm that the Proponent contracted to pay a total of approx \$27.5m to the Seller - \$18m was cleared at settlement with the remaining \$9.5m placed in escrow pending successful rezoning of the golf course land. If the rezoning were to be unsuccessful the Proponent would retain that portion.

Failing to even attempt to meet the known golf course viability test whilst having negotiated a back-up in the commercial sense could be seen as indicating that the Proponent did not believe that it could justify that it was no longer viable to operate the golf course.

For the record, conversely in Attachment 1 please find brief evidence and facts that support ongoing viability of the golf course.

Along with having demonstrated ongoing viability, as determined by independent, external parties the City have been advised that there are two parties (experienced golf course operators/managers) genuinely willing to review purchase of the land and reinstatement of the golf course.

Recommendation:

The City finds that the proposal fails to establish one of its publicly stated, most important criteria in that the Proponent has failed to provide any justification in terms of ongoing golf course viability that would be grounds to enable the City to consider a change to the current zoning. The Proponent bought the land with its current zoning (that has been in existence for many decades to date) and despite being aware of the need to do so has made no attempt whatsoever (and thus failed) to justify why the land cannot continue to be used in accordance with the current zoning

K. Interface with Existing Glen Iris Estate Housing

Proposal:

Existing Glen Iris Estate Housing

The Proponent at Appendix 1 states that approximately 250 properties within Glen Iris back onto the golf course site.

To act as a 'buffer' between the existing and proposed residential development, the Structure Plan includes a mix of public open space, landscaped pedestrian access ways (or 'interface treatments') and widened or existing road reserves. The Proponent has committed to the "buffer zone" having a minimum width of 12 metres. There are portions of the site in the south of the Structure Plan area where residential development is proposed to directly abut existing residential development.

The Plan states "In all instances, private rear fences along the boundary interface generated the safety and security necessary for the respective residence. Under the proposed development approach the edge treatment between the existing residences and the new development will be managed in the variety of ways including:

- Upgrading the existing rear wall and fencing where suitable and necessary subject to need, levels and impact with the work to be managed by the developer at 50/50 shared expense in consultation with individual affected adjoining landowners.
- The creation of new walling and/or fencing where suitable and necessary subject to levels and the impact of any alternations proposed by the development."

It is proposed that existing rear fences (excluding retaining walls) will be upgraded where suitable and necessary to manage level differences and any impact of development works. This is proposed to be undertaken in consultation with the individual affected adjoining landowners, at the subdivision stage. Where lots adjoin public open space or road reserves (including landscape interface areas), uniform fencing is expected.

Response:

My existing home along with others that back onto the golf course were built with rear/backyard fences that maximised the visual outlook over the golf course and complied with the Restrictive Covenant placed over their land. It was the original Developers' insistence on the singular standard of rear/golf course facing fencing. The Landowner had no recourse to make any change to that form of fencing. **As an existing homeowner I would be compelled to insist that the current standard is maintained for any new housing that has a rear fence facing towards existing homes.**

I do not support the proposal from the Proponent for rear fencing upgrades to be a 50/50 cost with myself and it and that retaining walls are excluded from the developer obligations. The Proponent will be making quite a substantial profit if its proposal is approved whereas in contrast many of the existing homeowners are retired persons with limited access to the funds required to either upgrade their existing fence or pay for retaining walls. Given the proposal is to the financial benefit of the Proponent, it should carry all costs in these two areas.

As previously stated in Item **F Pedestrian/Cycle Paths (Buffer Zones)** above the nominated "buffer zone" minimum is not wide enough for reasons addressed above and should be widened to a minimum of 20 metres.

Recommendation:

The Proponent pays all costs associated with upgrading the existing rear wall and fencing where suitable and necessary subject to need, levels and impact with the work to be managed by the developer at its sole expense in consultation with individual affected adjoining landowners. The creation of new walling and/or fencing where suitable and necessary shall be consistent with the existing standard of rear fencing at the Proponents' sole cost. The Proponent shall at its sole cost coordinate matters with Landgate to ensure that all existing Restrictive Covenants on individual residential land are extinguished before any construction activity commences.

MORE GENERAL COMMENTS ON THE CURRENT PROVISIONS WITHIN THE PROPOSAL THAT DO IMPOSE ACTUAL REQUIREMENTS UPON THE PROPONENT

The provisions contained within the Structure Plan have clearly been prepared to ensure maximum flexibility for the Proponent and do little to ensure that appropriate outcomes are achieved or guaranteed. These provisions have been written to provide no certainty of outcomes.

For example:

! "Local Development Plans (LDP) may be prepared and implemented pursuant to Part 6 of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 ('Planning Regulations') for lots comprising one or more of the following site attributes". This provision does not actually require the preparation of a Local Development Plan, but rather leaves the decision as to whether a Local Development Plan is prepared to the Proponent.

2. There is no requirement to retain any vegetation contained within the Structure Plan.
3. There are no guidelines for the treatment and enhancement of the buffer zones.
4. The provisions relating to open space only specify that the standard 10% of the site is to be retained as public open space, which don't reflect the outcomes contained in the non-binding Part 2 of the report.
5. The densities identified within the Structure Plan are not industry best practice and do not encourage an appropriate mix of housing within the overall area.
6. The draft Structure Plan also lacks the provision of appropriate community facilities and the development of the open space.

The City should require that the Structure Plan provisions be re-written to provide more certain outcomes and specific undertakings that the Proponent must adhere to.

In my view the outcome included within Plan 1 does not provide a net community benefit.

The introduction of thin strips of open space between the existing and new residences is underwhelming and does not ensure the protection of enough of the vegetation within these portions of the site.

The proposed lot sizes do not provide any meaningful aging in place opportunities and industry best practice infill development.

It would be appropriate that the proposed Plan 1 be modified so as to provide at least the following:

- - Greater separation between the existing dwellings and new development;
- - Increased provision of public open space;
- - Increased tree retention throughout the site; and
- - Greater diversity of housing types for the overall area.

I respectfully request that the City of Cockburn resolve to defer consideration of the Structure Plan until the outcomes of the Scheme Amendment are known, and thereafter require that the provisions contained within the Structure Plan provide more certainty. Plan 1 should also be amended so as to provide a net community benefit and the outcomes as outlined above.

3. POTENTIAL ENHANCEMENTS (Potential win – win – win proposal)

Interface with Future Facilities in the City of Cockburn

Current Proposal:

At the time of its preparation and submission the Proponent would not have been aware of the full extent of the now (recently) approved future facilities within the City of Cockburn. Indeed facilities that will all be developed almost immediately adjacent to the Glen Iris Golf Course Estate and golf course land. However, now that such announcements have been made the City should adopt a wider consideration of future benefit to its quickly growing community of residents in addition to increasing numbers of visitors and tourists being attracted to the area.

In addition it must be noted the City has already planned for housing in-fill density numbers in excess of the requirement for in-fill housing prescribed by the State Government. In other words, the City does not rely on the current proposal in order to meet its housing in-fill commitments/targets set by the State Government.

It must be acknowledged that the Proponent owns the golf course land and has the ultimate authority to decide what it will do with it (within zoning constraints) however there is potential for a win (to the Proponent) a win (to the City) and a win (to the existing residents within the Glen Iris Golf Course Estate).

Alternative Proposal:

The Proponent has purchased 54.9ha of land known as the Glen Iris Golf Course, land that has a current zoning in place that enables the operation of a public golf course on that land (as well as the potential development of other supporting facilities within its boundaries). The current zoning has been in place for decades to date and has contributed to the development of what is considered to be a mature ecosystem with its abundant wildlife, 1,250 mature trees and much needed anti-climate change open space - a proven sanctuary for many protected species that has existed since 1965. Indeed external environmental reporting suggests that the existing 54.9ha of land produces enough oxygen annually for 135,000 people – a significant contribution.

The progressive City of Cockburn have recently announced major projects worth billions of dollars that will transform the immediate area adjacent to the Glen Iris Golf Course Estate whilst attracting many thousands of future residents coupled with visitors and tourists coming to the region.

Those announcements include a wave/surf park that has been approved for development adjacent to the Glen Iris Golf Course, The surf park is set to become the largest of its kind in the Southern Hemisphere, and will include a range of other attractions including accommodation, restaurants, a health and wellness centre, leisure amenities, and conference and function facilities coupled with other amazing attractions. In addition the City of Cockburn has announced approvals to double the size of the existing Gateway shopping centre (incorporating a new cinema complex and other retail/commercial outlets) as well as new high-rise apartments, all integrated with the new road system and freeway access plus a nearby train station and airport – a gateway to/from Rottneest and the south. The City is calling Cockburn the future Joondalup of the South.

January 27, 2022 2:00AM

<https://www.perthnow.com.au/local-news/perthnow-cockburn/city-of-cockburn-admin-relocation-in-the-works-c-5277320>

High-rise apartments, expanded shopping, movie cinemas and Perth's wave park are all on the cards to transform Cockburn Central into the Joondalup of the south.

“This reflects the emergence of Cockburn Central as the principal strategic centre for the Perth southern metropolitan region,” Mr Brun said.

“Much the same as Joondalup is the principal regional centre for Perth's north.”

Given that the City has confirmed these development plans I believe that an alternative proposal to the one currently submitted bears full consideration. An alternative proposal that has the capability to:

1. Enhance the environmental credentials/reputation of the Proponent (whilst still enabling it to make a sizeable profit using land that it has recently purchased);
2. Enhance the City's ability to attract new business, future residents, significantly more visitors and tourists to its thriving region adjacent to Cockburn Gateway; and
3. Address the stated concerns of the Community within, adjacent to and beyond of the City of Cockburn.

The City has the ability to create a unique tourism centre/hub for this State and should fully explore that option and

transform Cockburn Central, which is adjacent to the Golf Course Estate, into the Joondalup of the South.

Why not integrate a nearby golf course into the current planning?

Rather than (as the City currently has plans to) build a new 9 hole, Par 3 golf course at Coogee with a stated estimated build cost of \$27m why not have an already built golf course that is within a short distance of all of the new developments already approved and indeed which acts in itself as an added attraction to that central part of the region.

This new Cockburn Hub consisting of a greatly expanded Cockburn Gateway, a new wave park development and future expansion of Cockburn ARC combined with a closely located golf course could attract tens of thousands of people to the single area within Cockburn especially given its easy access to public transport. The Hub could even attract day trips from Fremantle cruise passengers, especially as Fremantle has been named in TIME Magazine's 50 "Greatest Places of 2022." (Natalie Richards, Perth Now - 13 July 2022).

An alternative proposal that is now able to be considered due to the recent development approval announcements coupled with the fact that the City has already met its in-fill housing targets prescribed by the State Government is one that would see the Proponent develop approximately 300-350 houses (not a significant reduction from the proposed 550-600) whilst enabling the ongoing operation of a 9 hole golf course.

Attachment 2 herein sets out a drawing of this alternative win-win-win proposal that takes into account the location and use of existing, requisite infrastructure for an operating golf course.

I respectfully request that this alternative, which has significant merit, is fully considered.

This whole submission is respectfully provided for the due consideration of City Officers.
Thank you for allowing its submission.

OoOoOoOoOo

Submission emailed to customer@cockburn.wa.gov.au
Reference Number 109/152


Keep my details confidential please

Attachment 1 – Golf Course Viability
Attachment 2 – Alternative Win-Win-Win Proposal

ATTACHMENT 1 – GOLF COURSE VIABILITY

The boom in golfing continues.

Australian Golf Digest have set out a report that estimates 'total golf participants' at 1.204 million people, according to AusPlay is up 21 percent on the previous year.

8.2.22:

<https://www.australiangolfdigest.com.au/the-boom-continues-latest-data-reveals-more-record-participation-numbers-for-aussie-golf/?fbclid=IwAR1QkHuXBLsbXZtBd9TJB4txkHW-rR2Faa9mzUA8LrFs-ePCA2zXK8jAvUM>



Golf Australia today announced record growth in club participation and total participation, with a 6.4 percent increase in club members and a 21 percent (210,000) year-on-year rise in round players, according to AusPlay data.

The 2020-21 Golf Club Participation Report, which was prepared by Golf Business Advisory Services, showcases a combination of Golf Australia's club member participation data and Sport Australia's AusPlay data, with both data sets providing the golf industry a year-on-year view of the game's participation trends.

More than 24,000 new players joined golf clubs in 2020-21, with the 6.4 percent increase the largest jump in percentage terms recorded since data collection began in 1970, taking the total number to 409,970. Junior members also experienced a major increase, with 16 percent more kids under-18 joining their local club. AusPlay's data reveals that Australian Golf's vision to be a sport for all is gradually becoming a reality, with an estimated 1,204,000 total golf participants playing 9-hole or 18-hole rounds of golf in the 2020-21 period.

This is supported by Golf Australia's nine-hole round data which experienced 20 percent growth with more than 517,000 rounds played in 2020-21. At club level, Victoria experienced the biggest lift in membership (up 8.9 percent) despite access to golf clubs being limited during the ongoing pandemic, while all states experienced substantial growth. South Australia grew by 7.2 percent, WA by 7 per cent, QLD by 6.4 percent, NSW by 4.8 per cent, Tasmania by 4.6 percent and the Northern Territory by 0.5 percent. Golf Australia Chief Executive James Sutherland said the findings were "monumentally encouraging for the game", pointing out that the results buck the gradual decline in golfers endured between 2000-2019. "Our purpose is simple – we want more Australians playing more golf. There are many different forms of golf making it truly a game for everyone," he said.

"It's fun, it can be played at any age, and it's proven to be good for your health. These are just some of the factors driving this phenomenal growth. "Interestingly, these latest figures tell us there are far more casual golfers that are not members of a club than there are club members. This suggests we have a fantastic launching pad to continue to grow our sport and bring new people to our game. We want to keep driving this by making the sport more accessible and creating more options to play to ensure golf continues to be a sport for all," he said.

Sutherland said that the launch in December of the Australian Golf Strategy – a strategic plan for the entire golf industry – has highlighted participation as the most important factor in the health of the industry into the future. "So many new people have come to the game in recent times, they need to be embraced so they remain in the game while we continue to innovate to appeal to more Australians. "It will be vital for us to understand these newcomers – what they want is not going to be the same as it has been in the past, and we need to acknowledge that and evolve to suit our new markets," said Sutherland.

"The elite game is also incredibly important in providing role models for our young golfers to aspire to, and we're excited to see some of Australia's best players in action at the Vic Open this week at 13th beach. It's been fantastic to see the ISPS HANDA PGA Tour of Australasia and the WPGA Tour Australasia getting back into the full swing of things this season and there's no doubt the tour will play an important role in building on the 16% growth in junior

members this year.

Key findings of the report include:

- Positive member movement was evident in all key market segments. Both member clubs and social clubs enjoyed growth around six percent, driven by growth in male numbers of more than seven percent. Junior numbers also enjoyed substantial growth, increasing by 15 percent compared to the prior year.
- All states except Northern Territory enjoyed growth well in advance of recent trends. Despite long periods of course closures due to lockdown measures, Victoria recorded the largest growth of 8.9 percent.
- New members coming to our sport are younger than the broader club member age profile, with 60 percent of new members under the age of 50. Of new members, 34 percent were between 15-34 in 2020-21, compared to 25 percent in 2019-20.
- Female members make up 19 percent of all golfers.
- The national new club member attraction rate was 13 percent, with an attrition rate of 10 percent. Of all new golfers in 2020-21, 60 percent were under 50 years old, compared to the number of 30 percent of current members.
- The average age of club members in Australia is 56.9 years. The average for male members is 55.3 years and for women, 64.3 years.
- The report estimates 'total golf participants' at 1.204 million people, according to Ausplay, up 21 percent on the previous year.
- Get Into Golf, the adult introductory program, saw 313 clubs and facilities registered, with 224 actively participating, and 6594 participants in 1230 programs. Of the total participants, 5564 or 84 percent were female.

Within WA specifically several golf courses have recently announced major expansions and upgrades (eg Collier Park, Whaleback, Point Walter and Wembley). Wembley Golf Course is an example of a golf course that was upgraded and given the extent/level of increased patronage as a result of its upgrade (at its restaurants/driving range as well as the course itself) the Council were able to provide a rate credit to every ratepayer in its region.

Undeniably there exists a multitude of factual information that supports the viability of golf in WA. For the Proponent to have neglected to address this factual information around ongoing golfing viability suggest that the Proponent is simply ignoring the reality and in doing so has unilaterally failed to, as required by the City, demonstrate why a golf course is no longer viable.

This being a major criterion of the City confirms that the proposal falls short and should be dismissed.

TOTAL GOLF PARTICIPANTS
(15+ years old)

1,204,000

21% 1-year trend
5.7% 3-adults

OVERALL PARTICIPATION RATE
1.7%

1.8% Adults

0.6% Juniors

TOTAL CLUB MEMBERS (no. Social Clubs)

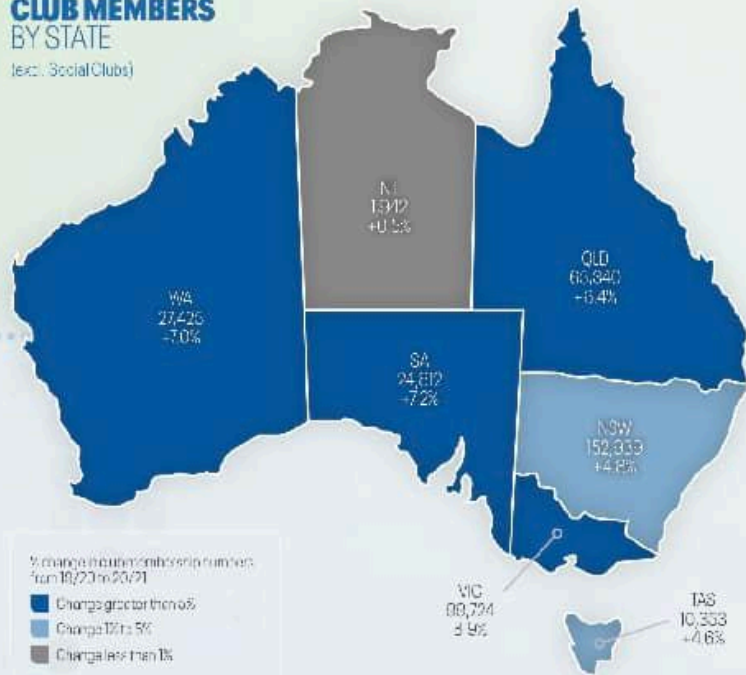
409,970

6.4% 1-year trend

24,485 New members

CLUB MEMBERS BY STATE
(excl. Social Clubs)

(excl. Social Clubs)



56.9
AVERAGE AGE reported for club members



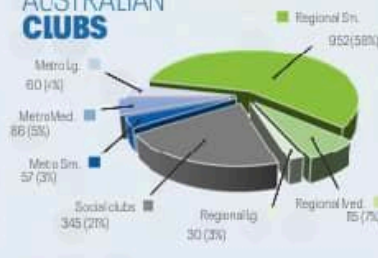
FEMALE MEMBERS make up 19% of club membership numbers

NO GOLF

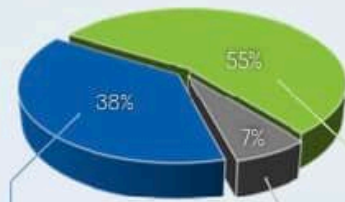
15,304 junior members

+16% 2020/21 vs 2019/20
3.7% 3-11 members

AUSTRALIAN CLUBS



AUSTRALIAN CLUB MEMBERS



PLAY9

876 clubs with 9-hole rounds

517,492 9-hole rounds

+20% 2020/21 vs 2019/20
4.4% total rounds played

COMPETITION ROUNDS PLAYED



+5.7% **26,716** Social club members
345 clubs

155,526 Men's social club members
303 clubs
+5.3%

+7.6% **227,009** Regional club members
1,097 clubs

ATTACHMENT 2 – ALTERNATIVE WIN-WIN-WIN PROPOSAL

Very basic (indicative) summary drawing of a potential win-win-win scenario is shown below.

Item 1 9 Hole Golf Course on the Northern Side where all the current infrastructure to support ongoing golfing exists apart from relocating the maintenance shed)

Item 2 Existing Driving Range which is currently zoned R40 is build on with new housing by the Proponent

Item 3 Relocate the current Driving Range to the former 18th hole fairway

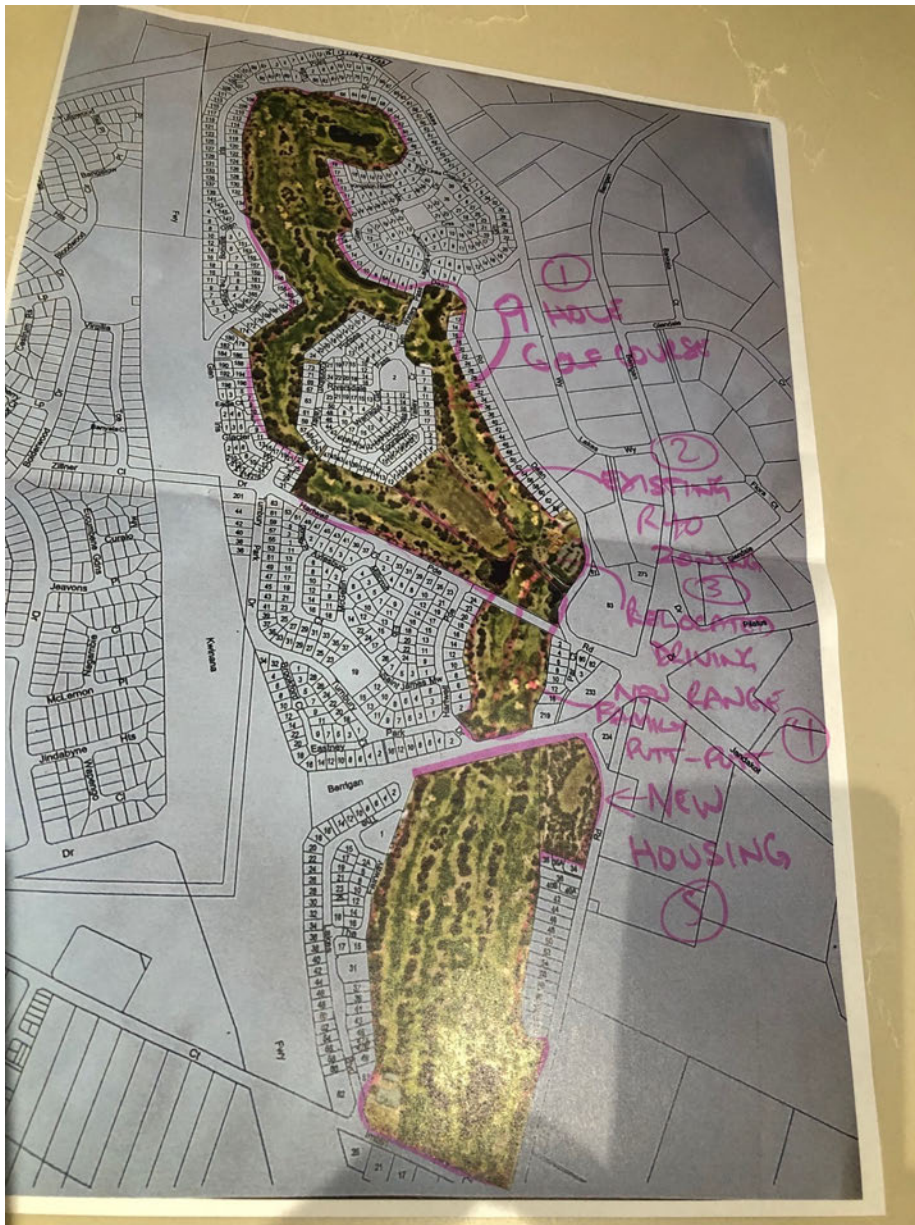
Item 4 Develop a new Family Putt Putt course on the former 10th hole fairway

Item 5 Proponent maximises new housing on the south side of Berrigan Drive.

Note: Simplified reasoning for development on the South Side of Berrigan Drive is:

1. Only 20 homes directly back onto the existing course on that side (200 on the Northern Side)
2. The South side is already bordered by an industrial precinct
3. The south side will have to provide traffic access etc with the soon to be developed Wave Park which is located adjacent (and very close) to that area
4. By building new homes on that portion the City can address the current traffic issues along Prinsep Road in an attempt to satisfy the current/long standing discontent of those residents

Note: Reasoning for allowing development on the current Driving Range is because that area of land is already specifically zoned R40 – so the Proponent can build to that zoning on that area without the need for a zoning change.



ATTACHMENT 1 - GOLF COURSE VIABILITY

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8.2.22:

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"It's fun, it can be played at any age, and it's proven to be good for your health. These are just some of the factors driving this phenomenal growth. Interestingly, these latest figures tell us there are far more

casual golfers that are not members of a club than there are club members. This suggests we have a fantastic launching pad to continue to grow our sport and bring new people to our game. We want to keep driving this by making the sport more accessible and creating more options to play to ensure golf continues to be a sport for all," he said.

Sutherland said that the launch in December of the Australian Golf Strategy - a strategic plan for the entire golf industry - has highlighted participation as the most important factor in the health of the industry into the future. "So many new people have come to the game in recent times, they need to be embraced so they remain in the game while we continue to innovate to appeal to more Australians. It will be vital for us to understand these newcomers - what they want is not going to be the same as it has been in the past, and we need to acknowledge that and evolve to suit our new markets," said Sutherland.

"The elite game is also incredibly important in providing role models for our young golfers to aspire to, and we're excited to see some of Australia's best players in action at the Vic Open this week at 13th beach. It's been fantastic to see the ISPS HANDA PGA Tour of Australasia and the WPGA Tour Australasia getting back into the full swing of things this season and there's no doubt the tour will play an important role in building on the 16% growth in junior members this year.

Key findings of the report include:

1. **Positive member movement was evident in all key market segments.** Both member clubs and social clubs enjoyed growth around six percent, driven by growth in male numbers of more than seven percent. Junior numbers also enjoyed substantial growth, increasing by 15 percent compared to the prior year.
2. **All states except Northern Territory enjoyed growth well in advance of recent trends.** Despite long periods of course closures due to lockdown measures, Victoria recorded the largest growth of 8.9 percent.
3. New members coming to our sport are younger than the broader club member age profile, with 60 percent of new members under the age of 50. Of new members, 34 percent were between 15-34 in 2020-21, compared to 25 percent in 2019-20.
4. **Female members make up 19 percent of all golfers.**
5. The national new club member attraction rate was 13 percent, with an attrition rate of 10 percent. Of all new golfers in 2020-21, 60 percent were under 50 years old, compared to the number of 30 percent of current members.
6. The average age of club members in Australia is 56.9 years. The average for male members is 55.3 years and for women, 64.3 years.
7. The report estimates 'total golf participants' at 1.204 million people, according to Ausplay, up 21 percent on the previous year.
8. Get Into Golf, the adult introductory program, saw 313 clubs and facilities registered, with 224 actively participating, and 6594 participants in 1230 programs. Of the total participants, 5564 or 84 percent were female.

Within WA specifically several golf courses have recently announced major expansions and upgrades (eg Collier Park, Whaleback, Point Walter and Wembley). Wembley Golf Course is an example of a golf course that was upgraded and given the extent/level of increased patronage as a result of its upgrade (at its restaurants/driving range as well as the course itself) the Council were able to provide a rate credit to every ratepayer in its region.

Undeniably there exists a multitude of factual information that supports the viability of golf in WA.

For the Proponent to have neglected to address this factual information around ongoing golfing viability suggest that the Proponent is simply ignoring the reality and in doing so has unilaterally failed to, as required by the City, demonstrate why a golf course is no longer viable.

This being a major criterion of the City confirms that the proposal falls short and should be dismissed.

=====

GLEN IRIS ESTATE

SPECIAL CONDITIONS

1. The Project

Laurene Developments Pty Ltd ("the Vendor") is the registered proprietor of the land described as Lot 1 on Diagram 27679 being the whole of the land contained in Certificate of Title Volume 1837 Folio 353 ("the land") which it is developing in accordance with the plan annexed hereto ("the plan").

2. Conditions

This contract is conditional upon the approval by all relevant authorities of the sub-division of the Land substantially in accordance with the Plan within six months from the date of this Contract on the terms and conditions acceptable to the Vendor.

3. Deposit

The parties agree that the deposit moneys paid by the Purchaser will be deposited in the agents Trust Account in accordance with the provisions of the Sale of Land Act.

4. Refund of Deposit

Should the condition referred to in clause 2 of these special conditions not be satisfied within six months of the date of this Contract, then unless otherwise agreed in writing by the parties, this Contract will be at an end and all deposit moneys are to be refunded to the Purchaser and the Vendor and Purchaser agree that there will be no further claim under this Contract by either party against the other at law or equity.

5. Protective Covenants

The Purchaser acknowledges and agrees that the Property is purchased subject to the covenants set out in Annexure "B" and will be included in the transfer of the Property. Those covenants will benefit all other lots within the Glen Iris Estate the subject of the Vendor's plan or plans of the sub-division and will burden the Property.

6. Signs

The Purchaser agrees not to display a "For Sale" sign on the Property before a residence is constructed on the Property provided that this restriction does not prevent the Purchaser from selling or otherwise disposing of the Property without displaying such a sign.

7. Golf Course

The Purchaser acknowledges that the purchase of the Property does not grant or create in any rights in the privately owned golf course within the Glen Iris Estate and which is open to the public for play.

8. Mortgage

The Vendor shall be entitled at any time during this Contract to register mortgages over the Land for the purpose of completion the Glen Iris Estate or for the re financing or any existing security. The Vendor shall discharge any mortgage registered on the Property prior to settlement.

9. Caveat

The Purchaser shall not lodge a caveat against the Land, the Property or any part thereof and in the event of any caveat being lodged the Purchaser hereby irrevocably appoints the Vendor as his attorney for the purposes of executing and registering a withdrawal of caveat absolutely

10. Rates and Taxes

For the purposes of apportionment of rates, taxes and other outgoings at settlement unless and until separate assessment thereof are issued in respect of the Property by the relevant authorities all necessary adjustments between the Purchaser and the Vendor (whether on or after completion) will be made on the basis that the Property is to be liable for the proportion of all such rates, taxes and outgoings levied or assessed against or in respect of the Glen Iris Estate on the basis of the area the Property bears to the total area of all lots.

11. Variations

- (a) Conditions 8, 11 and 12 of the 1998 Joint Form of General Conditions for the Sale of Land are hereby deleted from the Contract.
- (b) The 1998 Joint Form of General Conditions for the Sale of Land are amended by deleting: "from Condition 16(4)(a) the expression "3 months" and substituting therefore the expression "six months".
- (c) In the event of any inconsistency between the 1998 Joint Form of General Conditions for the Sale of Land and these conditions then the latter prevails.

12. Easements

The Purchaser acknowledges that the Property is part of an overall development of the Glen Iris Estate and the Property may be the subject of an easement in favour of the City of Cockburn or any other relevant public authority as a condition of subdivision and the Purchaser will accept the Vendor's title to the Property subject to any such easements.

13. Purchaser Accepts Property

The Purchaser agrees and acknowledges that he has not relied upon any statement or representation of the Vendor or any agent or other person on behalf of the Vendor (including but without limiting the foregoing as to any drainage easement in favour of any relevant authority) in respect of the Property or this contract and that the terms of this contract constitute the entire and only agreement between the parties in relation to the Property.

14. ANEC Provision

These properties are within the vicinity of the Jandakot Airport and may be subject to aircraft noise/activity. Certain lots are within the 20-25 A.N.E.C. (Australian Noise Exposure Concept) and the Purchaser acknowledges that the local authority will require sound insulation to be installed in any residence constructed within this area.

15. Groundwater

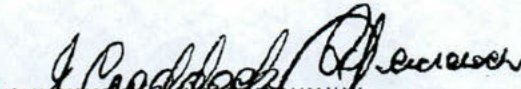
The Purchaser acknowledges that the lot is within the Jandakot Groundwater Area and a licence may be required prior to the construction of a well or bore. The Licence may contain a number of conditions including the quantity of water that may be drawn from a well or bore.


16. Fencing

The Purchaser acknowledges that in accordance with the Department's approval of the subdivision the Vendor is obliged to provide uniform fencing along the boundaries of all lots abutting Public Open Space, drainage reserves, Public Access Ways, Kwinana Freeway, Lakes Way or the Golf Course in accordance with the local authority requirements at no cost to the Purchaser.

17. Annexure C

Annexure "C" contains development guidelines for the Property, which the Purchaser agrees to use for the overall benefit of all proprietors of lots with the Glen Iris Estate.

PURCHASER..... 

WITNESS..... 

PURCHASER.....

WITNESS.....

ANNEXURE "B"
GLEN IRIS ESTATE

The Purchaser covenants with the Vendor that:

- (a) no dwellinghouse or other building will be constructed on the Purchaser's Land unless:
 - (i) all of the walls of the dwellinghouse or other building are constructed predominantly of brick, brick veneer, rammed earth or limestone;
 - (ii) the roof of the dwellinghouse or other building is covered with either clay tiles or concrete tiles or metal sheeting having its exterior surface coated, sealed or treated so as not to have high light reflective qualities;
 - (iii) the dwellinghouse is of a height which is not more than 9m above mean site level and is of a type of construction which is not detrimental to the amenity and development of other lots in the Estate and be constructed of materials with due regard to bulk and form to ensure harmony and balance within the landscape.
- (b) no dwellinghouse or other building will be constructed on the Purchaser's Land unless the plans and specifications of such dwellinghouse have been lodged with the City of Cockburn and a building permit or licence has been granted in respect of them or in respect of any amendments to them;
- (c) no dwellinghouse will be constructed on the Purchaser's Land unless the floor area (measured from the outer faces of the external walls of such dwellinghouse) is at least 180 square metres (excluding any garage, verandahs, carport or other building);
- (d) no garage, carport or other outbuildings other than a garage or carport which is part of and under the main roof of any dwellinghouse on the property will be constructed unless the texture and colour of the materials used is the same as used in such dwellinghouse;
- (e) no drying areas, boat, caravan or storage areas, which may be seen from a public street, public open space or adjacent lots will be created on the Purchaser's Land;
- (f) no fence made from the material more commonly known as Hardiflex or SuperSix will be erected on the Purchaser's Land;
- (g) no fences or walls shall be constructed along either boundary of the Property from a point level with the front building line or any residence thereon down to the boundary with the roadway and no fence or wall shall be erected along the last mentioned boundary or boundaries, and if the Property shall adjoin separate roadways the front building line hereinbefore referred to shall be measured from each side of the residence facing the roadway;
- (h) no building will be erected on the Purchaser's Land unless it is at least 6m from the boundary of the Golf Course;
- (i) these properties are within the vicinity of the Jandakot Airport and may be subject to aircraft noise/activity. No dwellinghouse will be erected with the 20-25 ANEC(Australian Noise Expose concept) boundary unless that residence installs sound insulation in accordance with the local authority requirements;
- (j) no commercial vehicles including trucks, buses and tractors will be parked on the Purchaser's Land unless within a garage or used during normal course of business by a visiting trades person;
- (k) there will be no repairs or restorations carried out on the Purchaser's Land of any motor vehicle, boat, trailer or any other vehicle or aircraft unless such activity is screened from public view at all times;
- (l) no business will be conducted from the Purchaser's Land.

ANNEXURE "C"

GLEN IRIS ESTATE

Development Guidelines for the Property

1. The Purchaser agrees prior to the construction of any building on the Property to submit plans of such building to the Vendor or its assigns to enable the Vendor to confirm that the plans comply with the covenants.
2. The guidelines for the construction of the dwellinghouse on the Property some of which form the covenants are:
 - (a) the minimum floor area of the dwelling (excluding carports, garages, storerooms, verandahs, balconies and pergolas) shall be no less than 180 square metres;
 - (b) the design appearance, external colours and materials of all outbuildings, carports and garages, should be integrated with the main dwelling and preferably be located under the main roof. No second-hand materials should be used.
 - (c) solar hot water heaters should be integrated with the dwelling and be wherever possible located so that they cannot be seen from any public street or thoroughfare or public open space;
 - (d) when designing dwellings, garages and carports, consideration should be given to the parking of boats, commercial vehicles and caravans so that they do not detract from the appearance of the property;
 - (e) if the building design calls for a metal deck roof it should be of non-reflective material;
 - (f) clothes hoists or drying areas should not be visible from any street or the golf course;
 - (g) airconditioners should be located below the eaves line where possible and integrated with the design of the dwelling;
 - (h) no SuperSix or Hardiflex fences are to be erected on the building of the Property from a point level with the front building line or any residence thereon down to the boundary with the roadway and no fence or wall shall be erected along the last mentioned boundary or boundaries, and if the Property shall adjoin separate roadways the front building line hereinbefore referred to shall be measured from each side of the residence facing the roadway.

ANNEXURE "D"

GLEN IRIS ESTATE

Development Guidelines for the Property

This contract is subject to finance approval on or before..... 9/5 2001
199...

This contract is subject to Foreign Investment Review Board (FIRB) approval on or before..... 199.....

Attachment 1 - Department of Water and Environmental Regulation detailed comments on the Appendix 10 Local Water Management Strategy

Contact for further information: Jane Sturgess – 9550 4228

	Date received	Comments Sent
Rev 1	23/5/22	
Rev 2		
Rev 3		

Item No.	Reference	Rev 1 - DWER Comments	Rev 1 – Author’s Actions	Rev 2 – DWER Comments	Rev 2 – Author’s Comments
1	Page 22, Section 6 – Stormwater Management Strategy	<p>Existing stormwater basins and sumps to be redesigned to incorporate WSUD principles.</p> <p>In addition, there is the opportunity for roadside rain gardens, swales and tree pits to be incorporated into the design for higher catchment water quality improvement and infiltration. Please include indicative locations within Figures 9a, 9b and 9c and can be further refined the future urban water management plans (UWMP). Where possible, infiltration areas are to maximise the retention of trees and native vegetation.</p>			
2	Page 25, Table 8	As detailed in <i>Interim: Developing a local water management strategy</i> (DoW, 2008), please include invert levels (base, small, minor and			

		major events) of proposed infiltration areas within table 8. These can be further refined within the future UWMPs.			



Government of **Western Australia**
Department of **Water and Environmental Regulation**

Technical (Review) Report

Advice on acoustic assessment for the proposed Glen Iris
Golf Course Redevelopment – Dean Rd, Jandakot, prepared
for the City of Cockburn

Department of Water and Environmental Regulation

July 2022

Department of Water and Environmental Regulation

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July 2022

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Acknowledgements

For more information about this report, contact

Environmental Noise, Department of Water and Environmental Regulation.

Document control


Document version history

Version	Date	Description	Author	Reviewer
0.0	12/07/2022	Draft – internal review	JG	PPA
1.0	19/07/2022	Final - Issued	JG	PPA


Corporate reference

File number and/or name	File owner or custodian
DWERDT607289	Kwinana Peel Region Planning Advice

Author details

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Signature		Date 13/07/2022

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Position title	Principal Environmental Noise Officer	
Signature		Date 19/07/2022

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1. Introduction

This advice was prepared for the City of Cockburn in response to a request for comment dated 23 May 2022 on the proposed Amendment No. 152 and Glen Iris Estate Structure Plan, Jandakot.

2. Documentation

In support of this request, the City made the following documents available which form the basis of this technical expert advice. The City did not request any specific advice.

Material / document name	Author	Date
Acoustic Assessment – Glen Iris Golf Course Redevelopment, Dean Rd, Jandakot – prepared for Acumen Development Solutions (Rev. 1, Ref. 27789-2-20325)	Herring Storer Acoustics	16/9/2021
Structure Plan – Glen Iris Estate, Berrigan Drive, Jandakot (Version 5)	ROWE Group Design	5/5/2022

3. Advice

The Environmental Noise Branch (ENB) of the Department of Water and Environmental Regulation has reviewed the Acoustic Assessment report prepared by Herring Storer Acoustics (HSA), as well as the Structure Plan. The proposed development is to convert the existing Glen Iris Golf Course into residential land use.

ENB notes that the proposed residential estate will be potentially impacted by road traffic noise generated from Kwinana Freeway and Berigan Drive, rail traffic noise generated from the existing Yangebup Freight Rail Line and the future Thornlie to Cockburn Passenger Rail Line, aircraft noise associated with Jandakot Airport, as well as noise from the industrial area neighbouring the southern end of the Glen Iris development. It is appropriate that HSA has assessed the noise impacts from all these four sources. ENB's comments on each of the four potential noise impacts follow.

3.1. Comments on road traffic noise impact

The road traffic noise impact assessment conducted by HSA is consistent with State Planning Policy 5.4 – Road and Rail Noise (SPP5.4). The noise criteria, the existing traffic noise measurement, the methodology of the noise modelling all seem reasonable and correct. The modelled road traffic noise levels on the proposed development site, both current and future in 2041, seem reliable.

Based on the assessment results, there are areas where road traffic noise levels from Kwinana Freeway may marginally exceed the 55 dB(A) Noise Target only at the façade lots, these are the lots closest to the road noise source. HSA has recommended quiet

house design in the form of Package A plus notification on titles for these lots, which seems appropriate and acceptable to ENB.

Regarding the road traffic noise from Berrigan Drive, it will impact on the development areas located on both sides of the road. It is noted that the proposed development in the area adjacent to Berrigan Drive to the north will be a local centre and public open space, where the Noise Target of 55 dB(A) does not apply. No noise mitigation measures are required for the development in this area.

However, road traffic noise levels generated from Berrigan Drive have been predicted to exceed the Noise Target of 55 dB(A) by up to 10 dB in the residential development area to the south of Berrigan Drive. HSA has proposed quiet house designs in the forms of Packages A, B and C, plus notification on titles for those lots where traffic noise level from Berrigan Drive exceeds the Noise Target. ENB does not consider that HSA's proposed noise mitigation measures for this area are sufficient. In accordance with SPP5.4, "*outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines*". ENB notes that there are reasonable and practical noise mitigation measures that are able to reduce the road traffic noise levels from Berrigan Drive in this development area, such as noise walls. ENB suggests consideration be given to noise walls for the proposed development lots adjacent to Berrigan Drive, such as those already installed along the existing residential development nearby.

3.2. Comments on rail traffic noise impact

The rail traffic noise impact assessment conducted by HSA is also consistent with SPP5.4. There are existing residential premises located on the proposed rail line, and the Glen Iris development is set back behind these residential premises. ENB agrees that rail traffic noise compliance with the requirements of SPP5.4 would be achieved at the proposed development area. Therefore, noise mitigation measures for rail traffic noise would not be required for this development.

3.3. Comments on aircraft noise impact

The Jandakot Airport Australian Noise Exposure Forecast (ANEF) contours clearly indicate that although the whole area of the proposed development is located outside the 25 ANEF contour, approximately 50% of it is located within the 20-25 ANEF contour. Based on State Planning Policy 5.3 Land Use in the Vicinity of Jandakot Airport (SPP5.3), residential development is conditionally acceptable within the 20-25 ANEF contour, where noise control features should be incorporated into the construction of residences.

HSA has outlined a preliminary 'deemed to satisfy construction' as the basis of future concept designs for the residential development in the area within 20-25 ANEF contour, which seems able to ensure that the indoor design sound levels specified in *AS2021: Acoustics – Aircraft noise instruction - Building siting and construction* are met. ENB notes that these future concept designs can be refined at subdivision staging.

3.4. Industrial noise impact

The proposed Structure Plan shows that the southern area of the residential development will be adjacent to an industrial zoned land use area. Noise from this industrial area may have impact on the proposed residential development to the south.

Although no assessment of the industrial noise impact has been conducted, HSA stated that compliance with *Environmental Protection (Noise) Regulations 1997* (Noise Regulations) is expected for the noise from the industrial area at the proposed development site. This is because there are already existing residential premises located to the south of Imlah Court, which is closer to the industrial zoned land than the proposed development will be. In accordance with the Noise Regulations, noise from the industrial zoned land is already required to comply with the Noise Regulations at the existing residential premises, making compliance of noise from this industrial zoned area at the proposed development likely.

However, to the east of Prinsep Road there is an area not covered by the Town Planning Scheme which is classified as Public Purposes – State Energy Commission under the Regional Scheme. This is a site with an industrial use, the boundary of which is much closer to the proposed Structure Plan area. While there are existing residences nearby on Prinsep Road, the areas where there is a change of use from a golf course to residential buildings will have significant reduction of the assigned level of those areas and may increase the risk of noise from this industrial site not complying with the Noise Regulations.

To address the potential for noise impact from the industrial areas on the proposed development area, HSA has discussed three forms of noise amelioration for the future residences located on the southern end of the Glen Iris development, (including specifically a noise wall on Prinsep Road) which seem reasonable and effective.

4. Limitations

Technical expert advice in any field is subject to various limitations. Important limitations to the advice include:

- No effort was made to verify HSA's noise monitoring results; and
- No computer modelling was undertaken to verify HSA's predicted results.

Submission on the former Glen Iris Golf Course, Jandakot
 Submissions - 109/152 and 110/226

Submissions close 4pm, Monday 25 July 2022

Please complete this form and either:

- Post it to: City of Cockburn, PO Box 1215, Bibra Lake DC WA 6965, allowing sufficient time for delivery by Australia Post.
- Scan and email it to: customer@cockburn.wa.gov.au
- Place in the wooden box on the veranda at 8 Hartwell Parade, Jandakot by Sunday 24 July 2022 (JRRR will then deliver them in bulk.)

Regarding your submission, Council requires a Schedule of Submissions to be prepared which includes a submitters name and address. This forms part of a Council Agenda report, which is available for public viewing (published in hard copy and on the City's website). You have the option to keep your details confidential – see below.

Name	[REDACTED]
Address	[REDACTED]
Email	[REDACTED]

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

It is absolutely disgraceful that the City of Cockburn would ever allow a redevelopment of the Glen Iris Golf Course. The residents whose properties adjoin the course constructed their homes to accommodate the course outlook. They and other residents bought their homes as the golf course was situated there. Never in their wildest dreams would they have thought it would be anything other than the pristine site it was. They must be saddened to their core to see the neglect and condition it is now. They ~~hope~~ course should be reinstated.

The Australian Govt has only this week been on the media speaking the environment as such a critical resource. We need more open space + to allow the wildlife (especially the Bhatas, Cockatoos) to return to the Glen Iris Golf Course along with all the golfers. The city of Cockburn should immediately make the decision to return the course to its former glory to allow for recreation, golf, social and environmental activities.

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Address	[REDACTED]
Email	[REDACTED]

Please circle response

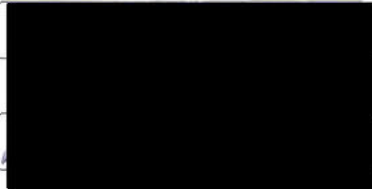
Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

There is too much urban development happening in the metro area. The Glen Iris Golf Course should not be developed and should be left as an 18-hole golf course to allow for social, environmental and recreational activities.

I have played on the course quite often as I found it a great course to play on and is close to where I live. I have played the course since years ago when it was the Lakes Golf Course.

It is disgraceful if the council allows a development other than as a golf course.



GLEN IRIS GOLF COURSE (THE ORIGINAL CONDITION)

This is the view we used to see during the day, lovely Green Grasses, birds flying around, ducks walking peaceful to the water. This was a beautiful, lovely and peaceful environment.



This is the lovely sunset we see in the evenings, even beautiful birds flying to the trees.



**GLEN IRIS
(DEAD GRASSES SINCE THE NEW OWNER BOUGHT
THIS BEAUTIFUL GOLF COURSE)**

With the Houses being built, we will lose the peaceful ambience, as we will definitely lose seeing the sunset or the lovely green grasses, the wildlife filled will ducks, birds and even quenda which we have seen in the evenings.

INSTEAD we will be looking at houses, roof and cars. Not only that, the traffic and pollution we all be facing in our lives.



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Name	[REDACTED]
Address	[REDACTED]
Email	[REDACTED]

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

SHAME TO THINK THIS GREEN SPACE WILL BE DEVELOPED WITH HOUSING. GOLF COURSE IS VITAL TO THE AREA. GOOD FOR RETIRED PEOPLE FOR RECREATION.

THIS LETTER TO MINISTER SAFFIOTI FORMS PART OF [REDACTED] SUBMISSION 109/152 and 110/226

OPPOSING

THE REZONING OF GLEN IRIS GOLF COURSE, JANDAKOT TO DEVELOPMENT

CITY OF COCKBURN TOWN PLANNING SCHEME NO 3 AMENDMENT NO 152

15 July 2022

The Hon Rita Saffioti MLA
Minister for Transport, Planning, Ports
Via email: <Minister.Saffioti@dpc.wa.gov.au>

Dear Minister Saffioti

WA GOLF COURSES ESTATES UNDER THREAT –
REVIEW OF PLANNING LAWS AT LOCAL AND STATE LEVEL FOR GOLF COURSE ESTATES URGENTLY NEEDED

I have previously written to you to highlight Acumen Development Solutions (the landowner's Project Manager) poor handling of their Project Reference Group (PRG) sessions. Your assistant replied on your behalf. I appreciate you are very busy, but I do hope that you managed to read the concerns raised regarding the Glen Iris Golf Course Estate, Jandakot, a golf course amenity that is integrated with 773 homes, of which 220 'immediately surround' the golf course and many more are situated nearby the amenity.

I would now like to address what I believe is a very important matter which cannot continue to be ignored and therefore I have included this as part of my submission to the City of Cockburn re City of Cockburn Amendment No 152.

It is now public knowledge that another golf course (The Vines in the Swan Valley) is also under a similar threat of being redeveloped for residential housing – i.e., being a privately owned course, where public golfers are welcomed, with residential houses integrated for the lifestyle it offered and the view of the amenity, now proposed to being converted in part into housing.

Whilst the situation with the Vines might be slightly different the over arching principle is identical in that significant portions of established flora and fauna will be removed and the amenity that was utilised by the developer in concert with the respective Local Councils to attract residents to a golf course estate (paying a premium to do so) is proposed to be destroyed. In the case of the Vines there is the removal of 15 hectares for development whereas at Glen Iris it will be the whole 18-hole golf course consisting of 54.9 hectares.

In both cases we see Developers looking to obtain a second profit taking opportunity - to spell it out - using the golf course land component as future land banks.

Specifically, it must be highlighted that should the proposed development at the Glen Iris Golf Course go ahead, the current 112,000 residents that live within the City of Cockburn district (one of the largest in this State) will no longer have a public golf course. Indeed, the recent announcement of the billion-dollar development by the Perron Group at Gateways, which is within the City of Cockburn, suggests that many more thousands will be living in the district.

It would be shameful planning on behalf of the LGA and State for such a growing and large district not to have its own golf course, also a lost opportunity for a tourism recreation corridor with the nearby Wave Park being recently approved, especially as golf is ranked #2 in terms of growth and participation, well above the rankings of AFL and many other popular sports.

A Development Application has been lodged by Parkwood Golf Course for a large **\$300 million integrated Surf Park Village located at the Pinewood International Golf Course** on the gold coast, which includes an 18-hole golf course

and 'Endless Wave Pool'; Five storey mixed use commercial and retail building 'Surf HQ'; Short term accommodation over eight buildings and 12 Surf & Golf villas. <https://golfandsurfqc.com.au>.

Why not this innovative thinking for WA? A boost for tourism in Cockburn and WA generally especially now that Times magazine (July 2022) has placed Fremantle in the world's top 50 destinations to visit.

With the closure of the Glen Iris Golf Course, it is now taking the ex-Glen Iris golfers up to three weeks to get a game elsewhere, with 6.30-7am tee-off times - and it is virtually impossible to even get membership at private golf clubs, not forgetting that there are thousands of people who play on public courses simply because they cannot afford the high private golf course membership fees. The Lakes Golf Club that played at the Glen Iris Golf Course are now having to utilise the Kwinana Golf Club as their home ground.

I understand that The Jandakot Ratepayers and Residents Association (JRRA) who represent over 600 members of the 773 homes in the Golf Course Estate at Glen Iris engaged with the new landowner (Eastcourt Property Group) in an attempt to discuss matters. Unfortunately, their efforts were met with negative responses, and I have been advised that JRRA were told emphatically "this will never be a golf course again". Such an emphatic and fixed position by the new landowner when JRRA were trying to ascertain whether other options had been considered by them.

How can a landowner make a statement like this when community consultation is expressly required on matters such as this?

In WA there are many privately owned golf courses with residential developments built around these courses, these include, Joondalup Resort, The Vines, Secret Harbour, The Cut, just to name a few.

Please note that I have already made contact with a number of other Residents and Ratepayers Associations whose members live close to or about these golf courses. They are aware of what is happening at both the Glen Iris Golf Course Estate and The Vines and they are all equally concerned that a potential loophole at Local and State government level can be exploited by a developer should it wish to take a second dip at profit taking by developing residential housing on current golf course land. All of those that I have contacted are outraged that such exploitation may well be consented to by a serving Minister of the people of this State of WA.

People, in good faith, are attracted by developers, landowners and Councils to buy into 'Golf Course Estates' (definition: golf course integrated with residences) on the premise that they are buying into a beautiful, idyllic lifestyle and, in most cases, it is a life-long investment for the future. Indeed those people pay a significant financial premium to do so. In no manner does or have either the developer, landowner or Council disclosed in their marketing material that these amenities may change or be discontinued, nor has it ever been stated that the character of the area would ever be anything but SU1 zoning. Yet at some point in time the reasons for people having been attracted to, paid a premium for and been living on the Golf Course Estate are simply put aside by the landowner and their amenity (an integral part of the Golf Course Estate) is sold from under their feet simply to enable the landowner to make further profits.

WA golf course land that exists 'within and integrated with' residential estates, like the Glen Iris Golf Course and The Vines Estate, simply should not be used as land banks. It is so inequitable for the many hundreds of residents at these Estates in particular (perhaps many thousands in other Golf Course Estates statewide) who have purchased into a golf course estate in good faith believing that the golf course will be there in perpetuity only for the landowner to change its mind later in order to derive a second level of profit.

In support of this purchase in good faith belief I have set out a History of the Glen Iris Golf Course Estate development over the last 55 years. That History confirms the integrated nature of the Glen Iris Golf Course Estate via the established Zoning of the land wherein it states that it is Zoned Special Use 1 – **Golf Course Estate**, Private Recreation, Hotel, Convention Centre and associated uses - **means land used and designed for a golf course, integrated with residential development** and associated commercial and community facilities.

Despite the City of Cockburn now stating that the SU1 zoning only applies to the golf course suggests that the City officers who crafted this SU1 zoning did not know what they were writing because if the integrated residential component is not part of the SU1 description, then why were these words included? It was an 18-hole golf course before the introduction of SU1 so the zoning could have easily remained unchanged.

I contend that the introduction of the integrated residential component was the reason that created this new zoning, as defined in TPS#3 and I trust you will agree.

n) Special Use Zone

To provide for **uses which have unique development requirements** that cannot be easily accommodated by the objectives of any of the other zones included in the Scheme.

In addition, the City of Cockburn who supported this development were complicit in confirming sales brochure material that promoted the Glen Iris Golf Course Estate as *“a truly prestigious development planned for a fortunate few and destined to become one of Perth’s most sought-after addresses. Set amongst the lush greens and fairways of the world class Glen Iris golf course, the Estate boasts magnificent homesites, picturesque lakes, fountains, and serene wooded parklands. Secluded and peaceful, yet ideally located to take full advantage of Perth’s many outstanding facilities and activities; Glen Iris ensures total security, a lifestyle second to none and the added benefit of being an excellent investment for the future. For quality of life in a very different environment, nothing else quite compares.”* A copy of this material is also shown in the Appendix.

Regarding those people living on a golf course are being elitist... The Glen Iris Golf Course was a public golf course open for anyone to use and the majority of residents who bought into this Estate are ordinary working-class people who are long term residents of this State and have worked hard to buy into and live in Glen Iris Golf Course Estate. These people are not elitist; they are not NIMBY’s/ NIMBYism is certainly not at work here; bottom line we are residents of this State of WA who deserve the protection of their elected Minister. To date however it would appear that protection of ordinary, hard working, long term residents of this State of WA is placed second to profit taking by landowners. Residents within the Glen Iris Golf Course Estate and indeed those in greater numbers as residents in other golf course estates within WA do not appear to have been protected – when we very clearly should have been. Especially by those elected to do so. **Some protections should have been put in place by the City of Cockburn (and required by WA law) when the Glen Iris Golf Course Estate was created to protect the people who purchased property on this Estate.**

What must be remembered is that hundreds of residents in the Glen Iris Golf Course Estate have been ‘sold the dream’ of living adjacent to these wonderful amenities, paid premiums for this opportunity and also had to comply with many onerous conditions under a Restrictive Covenant when building their homes so as to enhance and compliment the golf course e.g. not building within 6m of the course, no visible washing lines, no visible garden sheds to the public golf course patrons, minimum houses square meterage, causing no detriment to the amenity etc.

Importantly it must be remembered that the residents of the Glen Iris Golf Course Estate also modified the rear of their homes re the building materials used/ maximising floor layouts re golf course views, they also positioned their swimming pools and entertainment areas to maximise the golf course views, they incorporated vast amounts of glass rather than solid brick walls at the rear of their homes, due to their golf course views and love of nature/ tree scape outlook. All of these restrictions demanded by the developer and the subsequent building decisions made to comply, if infill development gets short sighted approval, will be unfairly tossed out the window to serve second profiteering by one landowner at the expense of the many residents. Those residents will be left having paid a premium to live adjacent or nearby to the 54.9ha green corridor golf course, so important for physical and mental health, and wellbeing, and will then overlook other homes and Colorbond fences.

Whilst I am aware of the term ‘caveat emptor’ this is an entirely different situation.

For planning approvals such as for golf course estates - i.e. Special Use 1 for Glen Iris Golf Course estate – full disclosure needs to be embodied in WA Local and State Planning that as part of a prospective purchaser’s O&A the term of the golf course may not be indefinite and could be sold at a later date and that it may not remain a golf course, as has happened in this instance. This disclosure should be done in large red bold warning font and should have been done as such on the current Glen Iris Golf Course Estate O&A – but it wasn’t. Nor has any such disclosure appeared on advertising we have sighted for buying into living on any golf course estate in WA.

Why should the initial developer who banked significant profit in the opening of the Glen Iris Estate be the only one to benefit financially after advertising and selling premium blocks/properties in an ‘integrated residential development golf course estate’, and then, at their whim, sell it to another developer for further profit. Then the subsequent landowner derives its own profit. All of this profiteering by developers to the absolute detriment of the people who purchased their properties. It is neither fair nor equitable. Additionally, why should the people that have paid a

premium and purchased into a golf course estate lose their lifestyle/ amenity/ character of their area just for developers to take additional profits? Put simply they shouldn't. The losers in this transaction are not only the current Glen Iris Golf Course estate residents who would not just lose the golf course amenity etc, but also have much smaller lot sizes located nearby them, then their own current home sites (some of which range over 1200m2) but also the thousands of golfers who played on the course.

Ongoing viability of the Glen Iris Golf Course is unquestionable and cannot be used by the landowner as a reason for redevelopment. One only has to review the growing participation levels and the level of busyness of existing golf courses in WA that confirm ongoing viability. Indeed, I am aware that there are at least two parties who would consider ongoing, viable operation of the 18-hole golf course at Glen Iris.

Minister, what I am seeking specifically on behalf of the Residents of the Glen Iris Golf Course Estate (and indeed residents on all golf course estates throughout WA) is an urgent change (as of yesterday: in fact, a retrospective change as far as Glen Iris and The Vines is concerned) to the WA planning laws when a residential development is uniquely constructed and zoned accordingly e.g. SU1 re the Glen Iris Golf Course estate means land used and designed for a golf course, integrated with residential development , that zoning cannot be changed, ever.

The LGAs and Planning Departments need to lock this down immediately to protect the interests of residents, both current and in the future.

Why should a developer repeatedly be permitted to receive huge financial gain while the residents' property values in the Golf Course Estate are substantially diminished and the lifestyle which they bought into destroyed by the mere stroke of a pen.

As things stand, the original developer has now enjoyed 'double-dipping' profiteering – i.e., many millions from the initial sale of lots when the Glen Iris Golf Course Estate was created and again now - the \$27.5m financial benefit from the sale of golf course land as a residential opportunity. Additionally, the new landowner will significantly benefit in the 'many' multiple millions of dollars profit from their proposed development and the current Glen Iris Golf Course Estate residents are the big losers, not only financially from loss in value of their properties, but the magnificent lifestyle they bought into (after having paid a premium to do so).

The mental stress that this proposed residential infill is causing to residents cannot be overstated. This mental stress is further increased when coupled with the proposed destruction of the environment (i.e. the benefits in combatting climate change) as well as the negative impact on the Federally protected and endangered fauna and flora that exists on the golf course land. Notably the significant impact to the two species of threatened black cockatoos and the Priority 4 species quenda.

Even now, more than 25 years on, there is nothing to protect people buying property in a golf course estate in this State of WA.

A perfect, current example is the Lakelands Country Club/Fairway Villages – The Green Fairway Village – (currently being advertised) whose promotional material states "The Green – a fairway village is the exciting new benchmark in over-55's lifestyle living. Fairway Villages provides security for your future with a master-planned community built to a newer and higher standard than ever before, for you to enjoy the lifestyle of your choice."

In this magnificent brochure of 30 A-3 size pages there is NOT ONE mention that the golf course could be sold at a later date. Will the residents paying a premium to buy into that golf course estate too have their dreams shattered in 25 years' time?

It is the duty of the WA Local councils and State governments to ensure that zonings of privately owned golf courses are protected and cannot be changed, **(especially when they are residential integrated golf course estates)** - it is the right and equitable thing to do. Additionally full and transparent disclosure needs to be enshrined in WA Local and State planning laws and it must be made mandatory for real estate agents to include appropriate wording in an Offer and Acceptance document as well as marketing material to clearly reflect that the golf course could be sold in the future.

I am trusting that when this matter comes before you, as the ultimate decision maker, that you will, respectfully, hear the residents' very real concerns and say NO to rezoning the golf course land into infill of 600 houses. Rather, see the

greater tourism aspect of a wonderful recreational corridor for Cockburn, the wider community and Western Australia
– a wave park/18-hole public golf course etc.

Kind regards



Glen Iris Golf Course Estate Resident

APPENDIX

History: In 1965 “The Lakes Golf Course” was established in Jandakot, Western Australia by the late Mr Bill Wilson who purchased the land.

In the mid 1990’s the Glen Iris Golf Course Estate (“Glen Iris”) was created, again by the late Mr Wilson, as a world class 18-hole golf course with an integrated residential development (currently 773 homes) and zoned Special Use 1 (“SU1”).

In April 2020 the golf course was sold by the heirs of the late Bill Wilson to Eastcourt Property Group Pty Ltd (“Eastcourt”). Eastcourt has advised Glen Iris residents of its plans to apply for rezoning the golf course from its current zoning - Special Use 1 - to residential, with the infilling of up to 600 lots.

In May 2021 a Concept Plan was delivered to the residents of Glen Iris by Acumen Development Solutions – Eastcourt’s Project Manager - showing infill of 500-600 residential lots ranging in size from 300sqm to 600sqm – R20, R30, R40 & R60. The Plan is clearly marked ‘concept only’ and subject to change.

Pursuant to City of Cockburn Town Planning Scheme No. 3 (“TPS3”) prepared by the Department of Planning, Lands and Heritage (original Town Planning Scheme Gazettal 20 December 2002), the following are excerpts from TPS3 – emphasis added - as it pertains to Zones and, in particular, Special Use Zone.

3.2 Objectives of the Zones

n) Special Use Zone

To provide for **uses which have unique development requirements** that cannot be easily accommodated by the objectives of any of the other zones included in the Scheme.

Glen Iris Golf Course Estate is zoned Special Use 1 in Table 8 of the TPS3 and its land use is clearly described as “...**land used and designed for a golf course, integrated with residential development...**”

A golf course on its own does not qualify as having “**unique development requirements**” – hence why SU1 was intentionally created for the Glen Iris Golf Course Estate.

TABLE 8 - SPECIAL USE ZONES

No.	Description of Land	Special Use	Conditions
SU 1	Berrigan Drive, Jandakot, the Glen Iris Golf Course Estate.	Golf Course Estate , Private Recreation, Hotel, Convention Centre and associated uses - means land used and designed for a golf course, integrated with residential development and associated commercial and community facilities.	Structure Plan adopted to guide Subdivision, land use and Development - Glen Iris Golf Course Estate .

Excerpt of submissions, from the original application to City of Cockburn Council – mid 90’s.:

- *“It is the landowners objective to create a desirable residential environment that capitalises on the natural abilities and characteristics of the site **and** an integrated 18 hole golf course.....”*
- *“It is proposed that the residential estate be developed **around** an international standard, 18-hole public golf course. The design and layout of the golf course seeks to:*
 - ... **maximise integration of the golf course throughout the estate***
 - ... **create an international standard 18-hole golf course**”*

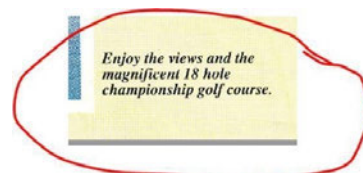
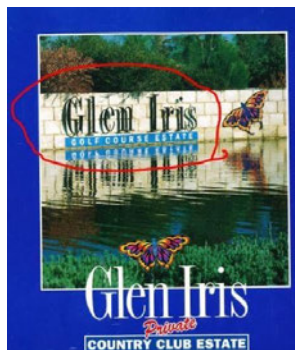
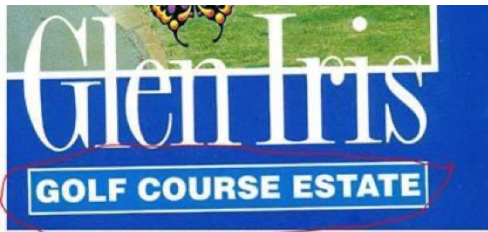
- *“As clearly indicated in the Concept Plan the residential estate has been integrated **with** an 18-hole golf course. The design of the residential precincts seeks to **maximise the number of residential homesites with direct aspect of the golf course** and provide a number of homesites with secondary views of the golf course.”*
- *“As clearly demonstrated within the Concept Plan, the Lakes Golf Course Estate will be developed as an exciting upmarket residential estate established **around** an attractive 18-hole golf course.”*
- *“By locating the entry roads to the residential cells with direct views across the golf course, all residents within the residential villages will benefit from the proximity of the golf course and the **‘feeling’ of being within a golf course estate**. Recent research indicates a strong demand for residents to live within a golf course estate.”*
- *“The good mix and distribution of open space when considered with the 53ha golf course, which will significantly add to the ‘parkland’ environment, **will adequately satisfy the recreation/open space requirements of the residents.**”*
- *“Council and PDUD are therefore requested to support this development by initiating the necessary amendments to the Metropolitan Region Scheme and City of Cockburn District Town Planning Scheme No. 2.”*
*

(Bolding and underlining emphasis added to the above.)

In the mid 1960’s as “The Lakes Golf Course” it was just a stand-alone golf course situated in the back of beyond of Jandakot until the mid 1990’s, when the current Special Use 1 zoning was introduced to create the Glen Iris Golf Course Estate - intentionally **designed for a golf course with integrated residential development** - as described in the Special Use 1 zoning.

ADVERTISING MATERIAL

Below are just some examples of the marketing material excerpts re the ‘Glen Iris Golf Course Estate’:



INFORMATION PROVIDED	JPS COMMENTS
<p>Information about the rezoning proposal is published at https://comment.cockburn.wa.gov.au/glen-iris-jandakot-submissions</p> <p>The published documents include:</p> <p>Structure Plan (55 pages)</p> <p>Key Figure – Formal Structure Plan (1 page)</p> <p>Key Figure – Indicative Subdivision Concept (1 page)</p> <p>Key Figure – Local Centre Concept (1 Page)</p> <p>Key Figure – Prinsep Park Proposal (1 page)</p> <p>Appendix 1 – Community Engagement Report (50 pages)</p> <p>Appendix 4 – Environmental Assessment (432 pages)</p> <p>Appendix 5 - Bushfire Management Plan (24 pages)</p> <p>Appendix 6 - Acoustic Assessment (32 pages)</p> <p>Appendix 7 - Landscape and POS Strategy (40 pages)</p> <p>Appendix 8 - Prinsep Park Flora & Vegetation Assessment (26 pages)</p> <p>Appendix 9 – Transport Impact Assessment (83 pages)</p> <p>Appendix 10 – Local Water Management Strategy (142 pages)</p> <p>Appendix 11 – Active Sustainability Report (6 pages)</p> <p>Appendix 13 – Retail Needs Assessment (18 pages)</p> <p>Appendix 14 – Local Centre Concept Plan (4 pages)</p> <p>Appendix 15 – Engineering Services Report (66 pages)</p> <p>Scheme Amendment Attachment 3 - Environmental Assessment Report (757 pages)</p>	<p>The City of Cockburn’s Community Engagement Framework states: <i>“For residents and stakeholders, we are committed to providing opportunities to have a say, in a way that meets your needs and to participate in the decision-making process”, and that this commitment “Provides participants with the information they need to participate in a meaningful way”.</i></p> <p>To participate in a meaningful way, we need concise, simple, and easy-to-understand information about the proposal and how it may affect us.</p> <p>The online Scheme Amendment folder contains five documents, while the Structure Plan folder contains 19 documents.</p> <p>Most of these documents are extremely technical and lengthy - the Structure Plan Volume 3 (Environmental Assessment) is 432 pages.</p> <p><u>Residents should not be expected to have to read hundreds of pages of documentation to understand a proposal to make an informed submission, especially when some documents – for example - the Indicative Subdivision Concept – is just that ‘Indicative’ and subject to change.</u> We are being asked to provide comment on something which may, and probably will change.</p>

JEANETTE SMITH (“JPS”)
 156 GLEN IRIS DRIVE, JANDAKOT
 SUBMISSIONS - 109/152 AND 110/226

I OPPOSE THE REZONING OF THE GLEN IRIS GOLF COURSE

TOPIC	DOCUMENT ¹	PROPOSAL	JPS COMMENTS
Aircraft Noise	Structure Plan (3.4.6) Appendix 4 (p17) Appendix 6 (2.2)	Based on the guidance within <i>State Planning Policy 5.3 (SPP 5.3) Land Use Planning in the Vicinity of Jandakot Airport</i> , the majority of the northern portion of the site is considered to be “not adversely impacted by aircraft noise” as it is not within Jandakot Airport’s Australian Noise Exposure Forecast (ANEF) contours. The southern portion of the site is within the 20-25 ANEF zone, and under SPP 5.3 residential uses are considered ‘conditionally acceptable’.	Having lived in the Glen Iris Golf Course Estate for 22+ years, the aircraft noise (of which I was aware when purchasing) has significantly increased over the years. Shutters have been installed at my home and closed during certain periods of the day because added to Kwinana Freeway noise from cars and trains that I can hear during peak periods, this is just an added noise that I must contend with. What does “conditionally acceptable” mean?
Asbestos	Structure Plan (4.2.4) Appendix 4 (2.6.2) Appendix 15 (Geotech Report 8.6)	During site investigations, segments of suspected asbestos containing materials (ACM) in the form of fractured cement pipe were found in the upper 0.5m of soil in three locations in an area along the western boundary of the central precinct adjacent to Hartwell Parade. It is noted that “Such occurrences are not uncommon, being a legacy of the ACM pipework previously used by the Water Corporation, some of which is still actively used for water supply.”	This causes me extreme concern as we all know that even one fleck of asbestos can cause Asbestosis or Mesothelioma. Given the extent of earthworks required and likelihood of asbestos containing materials throughout the site, how will residents be protected against disturbance of asbestos? Also, the golf course reticulation system is asbestos-coated and what will stop the fibres blowing when the ground is disturbed?
Changing demographics	Appendix 7 (1.5)	The demographics of the existing Glen Iris locality is generally characterised as a mature suburb with a large proportion of long standing residents. There is a lower than average number of children or adolescents and young people living in the locality. The anticipated demographics of new residents is younger than the existing Glen Iris age cohort. New residents will bring a range of children ranging in ages from school age children to older teens as part of a general second and third home buyer profile. It is not currently expected that first home buyers will be	I have three young grandchildren who live close to me on Glen Iris Drive. They love to play basketball in their driveway. They love to walk their dogs on the footpath. They love to cycle on the footpath. Glen Iris Drive is already a very busy road. Increased traffic will mean that the relative

¹ document section or page number (p) denoted in brackets

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		<p>significantly present within the new development based on proximity, lot size and anticipated pricing structures.</p>	<p>safety they now enjoy will be greatly impacted and increased vigilance by parents will be required when outside. Have the changing demographics been considered in the traffic impact assessment, particularly noting the expected increase in school age children?</p> <p>No mention has been made by Eastcourt about there being only one public primary school in South Lake, Lakelands - (a school already at capacity). This subject that was raised during Precinct Reference Groups with a reply from Jarrod Rendell (Acumen) “that’s a good point” but then ignored and nothing done about this. Not everyone can afford private school fees.</p> <p>How can Eastcourt assert “it is not expected that first home buyers will be significantly present...” Based on what?</p>
<p>Construction - dilapidation</p>	<p>Appendix 15 (3.1)</p>	<p>All property owners deemed to be in close proximity to the staged works will be offered an opportunity for a dilapidation report, also known as a property condition report, to be undertaken on their property. This will record the state of the property prior to commencement of works and identify any pre-existing damage and can therefore be used as a baseline against claims of damage by the property owner.</p>	<p>“close proximity” is not defined - given the extent of earthworks and ground compaction activities, dilapidation reports must be made available to <u>all</u> residents within the Glen Iris Golf Course Estate. It is well known that vibrations travel under houses. A relative lived in Bibra Lake and when the train line was being developed on Kwinana Freeway, the vibrations travelled approximately 300m up the side of the hill and caused damage to their house pad. Some compensation was awarded to the relative so this proves that vibrations can travel far – not just in close proximity to earthworks.</p>

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TOPIC	DOCUMENT ¹	PROPOSAL	JPS COMMENTS
Construction – dust, noise & vibration management	Appendix 4 (p31) Appendix 15 (3.2)	<p>A Construction Environmental Management Plan will be prepared to provide measures to minimise noise impacts during construction works.</p> <p>The Contractor will be required to submit for approval a Dust, Noise and Vibration Management Plan to the local authority. This will detail the works, construction methodologies and mitigation measures to be implemented in order to comply with relevant legislation and industry codes of practice relating to dust, noise and vibration on construction sites.</p>	<p>Residents need to be advised of – and have an opportunity to comment on – the expected construction impacts and mitigation measures that are proposed.</p> <p>The Local Government Guidelines for Subdivisional Development set out the minimum standards applicable to the design and construction of roads, drainage, pathways, earthworks and public open space. These guidelines cover construction activities such as noise, vibration and traffic management. As construction activities are covered by the Local Government subdivision guidelines, they should also be addressed in the current subdivision proposal.</p> <p>Mental health is a subject we hear of regularly and its impact on life. Not only having to cope with the last two years’ of COVID, how are residents (a large demographic of whom are 65+ years) going to cope with continual disturbance of noise, dirt, dust, vibration etc? What is this going to do to their mental health and wellbeing?</p>
Construction - earthworks	Structure Plan (5.12.7) Appendix 4 (p23) Appendix 15 (4.2; 8.2.2; 8.2.3; 8.4;	<p>The site requires significant cut to fill earthworks and compaction activities. The developers anticipate that significant fill will be required in order to form finished ground levels. The magnitude of the cut to fills assume the lots will be stepped from east to west. It is also understood that retaining walls will be constructed to assist with the development of the lots.</p>	<p>*(How can residents comment on this now because if Eastcourt gets the green light, residents will just be ignored (pretty much as they are now by Eastcourt and Acumen, especially since the complex scheme amendment was initiated. They don’t even answer emails now).</p>

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TOPIC	DOCUMENT ¹	PROPOSAL	JPS COMMENTS
	Geotech Report)		<p>Residents need to be advised of – and have an opportunity to comment on – the expected construction impacts and mitigation measures that are proposed.</p> <p>What is the traffic impact from trucks carrying the imported sand bulk fill, and contractor access and parking which will initially be along the looped - Glen Iris Drive/Dean Road – entry/exit points?</p> <p>What will be the effect of heavy vehicles damaging already aging roads/kerbs?</p>
Construction – health, safety & environmental	Appendix 15 (3.3)	The contractor will be required to submit for approval a Health, Safety and Environmental Management Plan to the local authority. This will detail the works, construction methodologies and mitigation measures to be implemented in order to comply with relevant legislation and industry codes of practice relating to health, safety and environment on construction sites.	*Ditto to () comment above, residents need to be advised of – and have an opportunity to comment on – the expected construction impacts and mitigation measures that are proposed.
Construction – traffic management	Appendix 15 (3.4)	The contractor will be required to submit for approval a Traffic Management Plan to the local authority and/or Main Roads WA where works are being undertaken within public road reserves. This will detail the works areas, working times, road closures and traffic management controls to be implemented whilst working in public road reserves. This plan will consider both vehicle traffic and pedestrian traffic in the vicinity of the works areas.	<p>*Ditto to () comment above, residents need to be advised of – and have an opportunity to comment on – the expected construction impacts and mitigation measures that are proposed.</p> <p>Of particular concern is further impact on the existing congestion with access to/from Berrigan Road, as well as the impact of construction trucks and contractor access and parking during the anticipated 5-7 year build.</p>
Consultation	Structure Plan (1.2, 5.2)	The design rationale has been informed through a community engagement process undertaken with representatives from the Glen Iris Project Reference Group. The community engagement program “was undertaken using the IAP2 Framework”. It is stated that the range of community engagement tools used “were designed to	Whilst I didn’t personally participate in the PRG’s, my husband did, as well as other residents I know who participated, and he/they told me that Acumen did not listen to residents’

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		<p>ensure optimum accessibility and two-way communication’ and that the ‘Project Team (planning, traffic, engineering, landscaping, and environmental) attended the sessions to participate in the discussions. The workshops were critical to ensuring the Project Team understood the key concerns of the Glen Iris community and to discuss their thoughts on the most suitable ways to address those concerns as part of any future development outcomes.”</p>	<p>concerns (despite what Jarrod may say). For example: residents continually asked to keep the well-patronised Bistro. Of the maximum of (only) 60 residents requested by Acumen to participate to represent 770 homeowners) only 25 participated which dwindled to less than 20 especially the last session when there was approximately 15 people present, many of which did not stay to the end because the Concept Plan had already been published in the newspapers prior to the meeting and it was not a session to provide any meaningful input. You will see that it is not included on the Indicative Subdivision Concept Plan. <u>Appendix 1 – Community Engagement Report</u>. According to my husband and others, the Appendix 1 does not accurately capture the 3 x 2-hour PRG sessions. He said there were no meaningful answers throughout the entire sessions which was entirely to tick the necessary box for their application and Jarrod’s frequently used words were “let’s move on!”</p>
<p>Development staging</p>	<p>Structure Plan (3, 5.12.6, Figure 16)</p>	<p>Staging of the Structure Plan area is anticipated to commence generally from the intersection of Hartwell Parade and Dean Road, progressively extending to the north and south from this point. The development is likely to be undertaken over 17 stages of approximately 30 to 40 lots each.</p> <p>It is anticipated full build out will be complete within approximately 5 years of Structure Plan and Subdivision approval, depending on sales rates.</p>	<p>The proposed Berrigan Road signalised intersection should also be included in the staging plan.</p> <p>No indication of the likely timeframe for activities is provided – e.g. for earthworks and site preparation (infrastructure), housing construction etc. Based on aerial images of nearby residential developments, such as Calleya and Treeby, construction activities drag</p>

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			on for years and this will have a significant impact on existing residents.
Fauna - black cockatoo habitat	Structure Plan (4.1.2) Appendix 4 (4.4.1, 4.3.2, 4.4.2, Appendix H (p19),	<p>Approximately 4.9 hectares of Carnaby’s Black Cockatoo and Forest Red-tailed Black Cockatoo foraging habitat exists on the site. Carnaby’s Black Cockatoos are listed as ‘endangered’ under the Commonwealth <i>Environmental Protection and Biodiversity Conservation Act 1999</i> (EPBC Act).</p> <p>Surveys undertaken by the developers identified 11 habitat trees for black cockatoos, though none were considered to contain suitable breeding hollows. The low scoring of the overall quality of the black cockatoo habitat was based on factors such as there being no suitable breeding hollows in the 11 potential black cockatoo habitat trees identified, the absence of known or suspected roosting activity, and the limited extent and low feeding resource value of the foraging habitat. The report noted that there were approximately 20 Carnaby’s Black Cockatoos recorded perching in trees during the site assessment on 11 March 2020 within the central portion of the site; there were no signs of foraging or night roosting recorded or observed; there were no signs of roosting during the field visits (which included a dusk visit); and there are no records in the BirdLife Australia datasets indicating that black cockatoos use this site.</p> <p>The Environmental Protection Authority (EPA) advice and recommendations to the developers was:</p> <ul style="list-style-type: none"> • “In addition to structure planning provisions, it is recommended the scheme provisions are modified to include reference to future development being required to prioritise black cockatoo habitat for retention. • Consistent with DBCA advice, it is recommended that through future stages of planning, vegetation containing black cockatoo habitat is set aside in public open space and enhanced through the planting of black cockatoo habitat species to mitigate the impacts from the development. Planting should be designed to reduce the risk to fauna of vehicle strike.” <p>The current plans anticipate up to 8 of the 11 black cockatoo breeding habitat trees could be retained on site in public open space and road reserve, subject to detailed engineering and earthworks design. Once the detailed designs have been</p>	<p>Black cockatoos are important to existing residents. The proposed ‘self-assessment’, once detailed designs are finalised, is not satisfactory and the referral to DAWE should be mandatory.</p> <p>Rather than regurgitate the many pages I have typed regarding the federally protected Carnaby’s and Forest Red-tailed black cockatoos, as contained in my husband’s report “Sanctuary for the Protected Fauna (other wildlife) and Protected Flora etc...” (included in JRRRA’s submission) I would like it recorded here that my comments about these beautiful birds and their habitat are as stated in the above-mentioned report.</p> <p>They are endangered – nearing extinction - and their habitat must be protected at all costs – especially considering the damning “State of the Environment Report” recently published.</p> <p>Both Local and State Governments have a duty to protect these beautiful creatures and their food source.</p> <p>“Planting of black cockatoo habitat species” = saplings which will take at least 20 years to mature. By that time the cockatoos will be extinct!</p> <p>It is well documented that due to habitat loss cockatoos are fighting for trees to nest and that artificial nesting boxes are being made and</p>

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		<p>progressed to subdivision and/or development application stage, a “self-assessment in accordance with the Commonwealth Department of Agriculture, Water and the Environment (DAWE) Matters of National Environmental Significance Significant Impact Guidelines will be undertaken to determine if the confirmed impact extent raises any issues that will alter the current view that any impact to the Black Cockatoo species will not be significant. While there is currently no expectation this view will be altered, it is recognised that if the self assessment raised sufficient doubt, a referral might be required to obtain regulatory certainty.”</p>	<p>anchored to trees to accommodate their dire predicament.</p> <p>PREMIER OF WESTERN AUSTRALIA, MR. MARK MCGOWAN <i>Channel 9 - 6 o'clock news - 10 July 2020</i></p> <p><i>“I’m pretty annoyed to be honest with you. This is one of those things I hold dear. The preservation and conservation of endangered species is one of the things that are core to my belief system.”</i></p> <p>Does the Premier really mean this or are they just empty words?</p>
<p>Fauna - Quenda</p>	<p>Structure Plan (4.1.2) Appendix 4 (4.3.2)</p>	<p>Site surveys confirmed the presence of <i>Isoodon fusciventer</i> (quenda) which is a WA priority 4 species, with three suitable habitats identified. Diggings of quenda were found and recorded in the southern portion of the site within dense understorey vegetation within the planted trees and shrubs, and riparian habitats. The camera trapping undertaken in April 2021 confirmed the presence of quenda on the site.</p> <p>The plans state that “Given the fragmented nature of existing native vegetation within the site, it is considered unlikely the site would contain any habitat critical to the survival of any terrestrial fauna species or any species of conservation significance. Where possible, trees will be retained as part of construction, with tree retention opportunities identified as part of the detailed design phase.”</p>	<p>Ditto my comments above as quenda are also recorded in the above-mentioned report. They are Priority 4 and I am very concerned that if the development goes ahead and the fencing surrounding parts of the golf course are removed (which currently protects them) there will be carnage on the roads as the road works and construction will scare them onto the roads. The DBCA says that “relocation of these animals is not appropriate, and they do not relocate well.” How many of them are going to end up at Native Arc/WA Wildlife where I volunteer? This will cause me distress beyond words. My love of native and domestic animals cannot be overstated.</p> <p>Emerge’s Desk Top Level 1 Assessment of only four diggings on the south side of the golf course</p>

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			<p>(with walk-throughs during daylight hours – although these animals are primarily nocturnal) – is a blight on a flawed system.</p> <p>The survey undertaken in Glen Iris with residents signing “as a true record” recorded 73 sightings, some individual quendas, and some families. This is significantly over Emerge’s four diggings. The box was ticked. The EPA took Emerge at its word and perhaps this is why the recent “State of the Environment” report is a scathing indictment on Australia’s lack of protection for innocent animals who have no voice.</p> <p>We are to be their voice!</p>
Flora	<p>Structure Plan (3.3.6, 4.2, 4.6.5)</p> <p>Appendix 4 (4.3.3)</p>	<p>The Structure Plan proposes to retain approximately 500 existing mature trees across the site, through public open space distribution and configuration, and streetscape considerations. The retained trees on site comprise a range of species, including both local and introduced.</p> <p>Two small areas of existing Banksia bushland are also proposed to be retained within the site, as well as the potential to retain 8 of the 11 Black Cockatoo habitat trees surveyed on site, subject to detailed engineering design. In addition to the trees proposed to be retained on site, it is intended that some 1,000 new trees will be planted. These will comprise trees of local character, preferably being endemic and native to the site. This will provide for local ecosystems as habitat for a range of endemic fauna.</p> <p>The retention and protection of these trees during and post construction is to be considered through detailed design and construction methodologies.</p>	<p>Ditto – above-mentioned report.</p> <p>The federally protected black cockatoos need Banksias for food.</p> <p>Eastcourt’s Indicative Subdivision Plan shows proposed housing along Hartwell Parade where the entire street contains “good” Banksias, plus some mature roosting trees. The EPA raised the issue of Banksia retention and the City advised Eastcourt accordingly. Eastcourt’s reply was:</p> <p><i>“Upon receipt of the EPA’s advice, <u>the proponent was offered but declined the opportunity to update the Structure Plan proposal in response to the EPA’s advice.</u> The City has referred both proposals to the Department of Water and Environmental Regulation, and the Department of Biodiversity Conservation and Attractions</i></p>

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			<p><i>seeking their advice on this (and other) matters.”</i> (underlining added)</p> <p>Declined! – shocking – shame on your Estcourt!!</p> <p>There are 2ha of “good” rated Banksia trees on the golf course which come under federal jurisdiction.</p> <p>This is further evidence that the EPA’s advice has again been completely ignored.</p> <p>Why am I not surprised when they ignore residents’ requests too!</p> <p>Eastcourt states that it will plant 1,000 saplings which will require at least weekly watering and Eastcourt announced they will cut water by 70%. However, after the two-year period, responsibility for watering the trees will fall to the City of Cockburn. Are current residents going to have to pay for the increased watering costs in a new estate in which they do not live?</p>
Hard surface ball court	Appendix 7 (1.11)	A hard surface ball court is proposed to provide an active focus for teens. The final location of these facilities will be subject to detail design to mitigate noise impacts to adjacent residents but also to maintain clear and open view lines for passive surveillance.	<p>Seems the whole area is geared for teens – this ball court and a new wave park?</p> <p>Are residents facing the golf course going to have endure hours of balls hitting concrete as sound will travel due to depression of the land and the surrounding houses?</p>

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			<p>What about the needs of those of us who are in the mature age group?</p> <p>A great many residents are reaching retirement (baby-boomers). What facilities are being provided for them?</p> <p>Golf is good for physical exercise as well as mental health and wellbeing.</p>
Industrial noise	<p>Appendix 4 (Appendix H p19)</p> <p>Appendix 6 (5.4)</p>	<p>The southern portion of the site “may experience industrial noise”. Noise amelioration is proposed for the southern end of the site through a noise wall (Prinsep Road) and building design. The advice from the Environmental Protection Authority (EPA) noted that “future residential development associated with the amendment may be subject to dust, noise and odour impacts from industrial land use”.</p>	<p>Don’t you just love the words “may experience industrial noise”? Not only this but years of noise, dust and odour from industrial land use. How about “will” experience....</p> <p>Are residents’ physical health, mental health and wellbeing even being considered?</p>
Interface with existing estate	<p>Structure Plan (4.3, 4.6.1, 5.2.5)</p> <p>Appendix 7 (1.13)</p>	<p>This existing development was established through the 1990’s as part of the Glen Iris Golf Course Estate and the Structure Plan [i.e. golf course] is surrounded by 220 existing one and two storey residential dwellings directly abutting the site. Some of the adjoining existing residential land is elevated above the subject site [golf course]. [Appendix 1 states that approximately 250 properties within Glen Iris back onto the golf course site.]</p> <p>To act as a ‘buffer’ between the existing and proposed residential development, the Structure Plan includes a mix of public open space, landscaped pedestrian access ways (or ‘interface treatments’) and widened or existing road reserves. There is a proposed 7 kilometre long pedestrian/cycle path that travels through all 25% open space within the structure plan. There are portions of the site in the south of the Structure Plan area where residential development is proposed to directly abut existing residential development.</p> <p>The Plan states that “In all instances, private rear fences along the boundary interface generated the safety and security necessary for the respective residence. Under the proposed development approach the edge treatment between the</p>	<p>The lifestyle of the golf course amenity was an extremely important consideration in deciding to purchase our property.</p> <p>We were purchasers of vacant land from the original developer in 1998. Then we purchased this home in 2000 and sold the land in 2002.</p> <p>The brochures spoke of a wonderful, tranquil lifestyle and an “excellent investment for the future”. Attached is a copy of the relevant brochures. That excellent investment has already lost value and will continue to do so as the character of this Estate cannot be equalled to what Eastcourt has planned. It will be an estate within an estate and the Concept Plan looks just like Eastcourt’s Providence Estate in Wellard.</p>

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		<p>existing residences and the new development will be managed in the variety of ways including:</p> <ul style="list-style-type: none"> • Upgrading the existing rear wall and fencing where suitable and necessary subject to need, levels and impact with the work to be managed by the developer at 50/50 shared expense in consultation with individual affected adjoining landowners. • The creation of new walling and/or fencing where suitable and necessary subject to levels and the impact of any alternations proposed by the development.” <p>It is proposed that existing rear fences (excluding retaining walls) will be upgraded where suitable and necessary to manage level differences and any impact of development works. This is proposed to be undertaken in consultation with the individual affected adjoining landowners, at the subdivision stage. Where lots adjoin public open space or road reserves (including landscape interface areas), uniform fencing is expected.</p>	<p>The visual impact for us will be looking at six colorbond fences and a dozen or so townhouses peering into our back yard - rather than a beautiful green fairway which we enjoyed for 20+ years.</p> <p>Like 220 other homeowners, our home abuts the golf course and a uniform (open) fence was built around the golf course to maximise the visual outlook over the golf course. We have open fences.</p> <p>Are we going to be compelled to “fence ourselves in” to avoid people peering into our back yard and into our home (which predominately is glass – built this way to maximise views of the golf course.) If new fencing is required Eastcourt should pay for the total cost, not just 50%.</p> <p>We have restrictive covenants (which have not expired) with restrictions regarding fences (such as preventing installation of Hardiflex or SuperSix), walls, and proximity of any building to the boundary of the golf course. For consistency and integration, the Developer needs to apply the same covenants to the Structure Plan or should pay for removal of restrictive covenants on existing land titles.</p>
Land zoning	Key Figure – Formal Structure Plan	<p>The Structure Plan is situated within an established residential area, with typical lot sizes in the order of 500m² – 700m², primarily developed to an R20 density code.</p> <p>The Structure Plan proposes a base density code of R20 (consistent with the existing residential density applied to most of the land), with areas of R30 dispersed</p>	<p>The Structure Plan and Indicative Subdivision Concept (Corrected) also show an area of R40 medium density, however R40 is not referred to in the text of any of the supporting documents.</p>

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	<p>Key Figure – Indicative Subdivision Concept Structure Plan (3.3.4, 3.3.5, 4.5, 5.1, 5.2.2, 5.6.1) Appendix 11 (p2)</p>	<p>throughout to provide for a diversity in housing product. Based on indicative concept planning, the proposed average lot size for the low density (R20) land is approximately 596m², comprising single residential dwellings. The medium density (R30) lots will achieve an average lot size of 300m², comprising a mix of rear-loaded terrace product and grouped housing sites. The R30 coded land is generally located in areas of higher amenity, typically with direct frontage to public open space and in proximity to the proposed Local Centre. Inclusion of 10 medium density (R30) group housing sites will accommodate smaller houses, thus providing opportunities for existing residents to downsize for aging in-place, with lower living/running costs.</p> <p>Nine grouped housing sites [shown as ‘GH’ on the Indicative Subdivision Concept plan] have been identified in locations which provide for the amenity suitable to support increased density, including public open space and the proposed Local Centre. The proposed sites have been configured to allow for the development of townhouses in groups ranging from approximately 7 dwellings to 20 dwellings, each with internal access and proximity to open space.</p>	<p>This is misleading as R40 zoning will impact the type of development permitted in that zone and this needs to be clearly explained and assessed.</p> <p>Regarding Special Use 1 zoning (rather than re-write all my comments about this subject here as I am Secretary of JRRA) please refer to the “Zoning” Section of Jandakot Residents and Ratepayers Association (Inc) Submission.</p> <p>Whilst I have had multiple exchanges with Officers of the City on this subject, who state that the SU1 Scheme Map is correctly drawn and that the wording in the SU1 definition is not, I maintain it is the other way round and that the Scheme Map has not been correctly drawn to accurately reflect the full definition that City officers crafted (and legislation adopted) for inclusion in TPS#3 – ie <u>“land used and designed for a golf course, integrated with residential development”</u>.</p> <p>I am sure that those responsible for drafting Town Planning Scheme #3 legislation were very experienced people and therefore very accurate in describing the various zonings (including SU1) and what the wording in those zones meant and intended – yet 20 years’ later to say that a drawn Scheme Map takes precedence over the actual wording in the SU1 zoning is, in my opinion, absurd.</p> <p>The SU1 zoning definition was drafted based on what the Glen Iris Golf Course was intended and created to be – “a golf course estate: golf course, integrated with residential</p>

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			<p>development” (as adopted and approved by Council in various Amendments in the mid 1990’s).</p> <p>May I request that you remove the Scheme Map from your thinking and concentrate solely on the actual wording in the definition of SU1. Would you come to the same conclusion that it is only the golf course land that is SU1?</p> <p>Whilst the landowner of the golf course has a right to do what he likes with his land – ie sell it to another, as a golf course – he does not have the right to sell the land (which affects zoning) without consent of all those parties who are included in that zoning.</p> <p>I am part of the “integrated residential development” on Lot 7 and believe I should also be included in any decision to rezone the land, as should all other integrated homeowners.</p>
Local retail centre	<p>Structure Plan (3.3.3; 3.4.5; 5.2.3; 5.10.2)</p> <p>Appendix 13 (5.6)</p> <p>Appendix 14</p>	<p>The proposed expansion of the existing commercial centre on Berrigan Drive allows for a range of uses which may include a small supermarket, café/retail outlets, as well as community services which complement the existing provisions, such as additional medical facilities. The Local Centre is proposed to be approximately 7,000m², and would likely comprise a supermarket of 1,500m² retail floorspace, and 5 -10 shops and food and beverage tenancies with a combined floorspace of approximately 1,000m². The proposed centre could be trading and viable prior to 2031.</p>	<p>In Eastcourt’s Community Forum video they use the words “the potential” for .. Here they use the words “the proposed”... “could be”... and to wait until 2031!</p> <p>I think we all know what this means – it will never happen – especially as the local IGA 4kms on Berrigan Drive did not survive and closed five years’ ago; similarly, four attempts for a Deli in the current shopping area did not survive.</p> <p>I pity the people who go for a coffee in the proposed Local Centre in the early morning and then try and exit the Centre to get onto the proposed new road to Berrigan Drive, adding to</p>

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			all the other traffic build up here. Might need to be take-away coffee to drink in the car.
Ongoing maintenance	Appendix 7 (1.26)	<p>The increased volume of open space will see additional expenditure occur as necessary in order to maintain the increase in area of open space. The City of Cockburn’s current typical maintenance rate is approximately \$2.00/m2. Preliminary calculations indicates that the likley maimtenance cost for the propsed design is approximately \$2.50/m2 average. The additional maintenance required to deliver the proposed design may be met by either:</p> <ol style="list-style-type: none"> a. The City agreeing to undertake additional maintenance based on the large volume of open space in response to the existing residents requests and concerns as identified through the community consultation process and the resulting masterplan. b. The City agreeing to a special area rate to be applied to the new residential lots in addition to their usual rates in order to meet the additional costs over and above Council typical expenditure. This arrangement would be disclosed to the purchasers of the new lots at the time of sale and written into the sale contract annexures. 	<p>There should be a guarantee for existing residents that they will not incur any financial impost as a result of the proposed open space development.</p> <p>Why should current residents who already pay high rates have to pay additional costs for something that they will not be a part of and do not want to be part of?</p>
Pedestrian/cycle paths	Structure Plan (5.2.4; 5.3; 5.7.4) Appendix 9 (4.3)	<p>All streets within the structure plan are proposed to include a 2 metre wide pedestrian/cycle path on one side of the street as a minimum. There is also a proposed 7 kilometre long pedestrian/cycle path that travels through all 25% open space within the structure plan.</p> <p>The philosophy for pedestrian and cycle movement has incorporated an approach whereby, where possible, the paths are located within green open spaces creating a series of defined loops. This will allow for safe pedestrian movement throughout the estate to the proposed Local Centre and public open space areas.</p>	<p>This will only benefit people in the new estate.</p> <p>The open space is promoted as creating a buffer between the existing houses and new development yet will have a well-lit pedestrian/cycle path running through it.</p> <p>Given that existing housing design and fencing has been designed to maximise the visual outlook over the golf course, this will seriously affect me and others whose properties are on the same level as the golf course. The visual/noise impact plus privacy and security issues are of major concern, plus dogs barking, bikes’ bells’ dinging, children screaming.</p>

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			<p>Additional use of these paths will be by a variety of other users:</p> <p>Eg. e-scooters, joggers, wheelchairs, people skating, and this has resulted in complaints relating to cycle/pedestrian paths in South Perth foreshore so we can expect the same will happen here.</p> <p>Not only over-use but also about (people’s) rubbish, animal droppings and dead twigs and leaves left on the path, creating trip hazards.</p> <p>This is a serious concern for one’s mental health.</p> <p>Well lit! – this, plus streetlights possibly shining into our house at night (plus lights from the new neighbours) will seriously disturb sleep.</p> <p>Also, currently many residents in this Estate walk at night. Does this mean that unless I close my shutters earlier than I normally do, I could have night walkers peering into my house while I watch TV etc?</p> <p>Good for the burglars casing the joint, easy to see who’s home, jump the fence, especially with a proposed bus route to make burglaries easier for them.</p> <p>This cycle/pedestrian path should be as it is currently in this Estate. I have a cycle/pedestrian path adjoining my property, next to the road. It should not be any different. Also, it encroaches the 15m buffer that Eastcourt has ‘promised’ to residents who abut the golf course. There should be nothing except vegetation and trees in this buffer area.</p>

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			<p>My daughter and son-in-law are both on a Disability Support Pension - (both have epilepsy) and live in the ancillary part of our home. The continual noise/dogs’ barking/lights (maybe flickering at times) etc will have an effect on them and they are already dealing with other medical issues. Please don’t let anxiety and (possible) cause for fits, because of this cycle/pedestrian path be a contributing factor. If this cycle/pedestrian path remains where it is proposed, we who back onto the golf course will, of necessity, need to ‘block ourselves in’ for peace of mind and safety.</p> <p>This is just another example of poor planning. Please see “Quality of Life Report” included in JRRR Submission.</p>
<p>Prinsep Park alternate proposal</p>	<p>Structure Plan (3.3.8, 5.4.1.2, 5.5)</p>	<p>The City of Cockburn advised the developer that “there is an existing shortage of consolidated open space areas suitable for use as active formalised team sports areas to support the additional demand created by this development. As such, the City has requested further investigation into enlarging and improving the use of the existing local reserve at the intersection of Prinsep Road and Berrigan Drive, creating a future community asset.”</p> <p>The Structure Plan includes an alternate option for the configuration of the portion of the Structure Plan south of Berrigan Drive that “has been prepared to facilitate the ability to seek Community input and explore this option. In the event that Council resolves to support the Prinsep Park option, the alternate Structure Plan configuration can be progressed for consideration by the WAPC.”</p> <p>The City requested that a concept be prepared to explore whether sufficient space is available to accommodate an AFL (multi-use) size oval, clubroom, small playground area (can include provision of multi-use hard court, car parking, and two-bay cricket nets. Facilitating the request from the City would require increasing</p>	<p>An Alternate Public Open Space Distribution Plan (Figure 11), Alternate Public Open Schedule (Figure 12), Alternate Structure Plan (Figure 13) and Alternate Subdivision Concept (Figure 14) have been prepared “to facilitate the ability to seek Community input” and progress for consideration by the WAPC “in the event that Council resolves to support the Prinsep Park option”. The alternate plans should be called out as a specific alternate proposal and discussed in the supporting documents to ensure that residents are aware that an alternate proposal exists. In particular, Appendix 9 – Transport Impact Assessment needs to include assessment of the additional traffic impacts that the</p>

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		<p>the size of proposed Public Open Space area 17 [on Prinsep Road] (see Figure 9) by approximately 7,437m² and adding that area, together with the 1,843m² of Public Open Space area 17 and the 22,000m² of the existing Prinsep Park reserve, to create a new consolidated active recreation park of approximately 31,280m² in area.</p> <p>A Concept Plan depicting the potential Prinsep Park sporting facility has been prepared (Figure 10). There is insufficient area to accommodate a full size (senior) AFL ground, however, a full size (junior) AFL ground can be accommodated, together with parking, club rooms and playground facilities. This location is also considered to be ideal for the provision of a hard court facility, as part of an active space for teens. It is noted that the Concept Plan is indicative only and will be subject to further design refinement should the Council resolve to proceed with this option.</p> <p>Implementation of the Prinsep Park sporting facility would require the removal of an amount of existing vegetation. The Concept Plan seeks to retain as much of the existing vegetation as possible, particularly where it can act as a buffer for existing homes adjoining Prinsep Park; however, it is unavoidable that some vegetation in the area occupied by the proposed oval would need to be removed if the attached plan was to be implemented. A Flora and Vegetation assessment has been undertaken to determine the environmental values of the vegetation. A copy of the assessment is contained in Appendix 8.</p> <p>Should there be support for the Prinsep Park sporting facility and should the alternate Structure Plan option be pursued, implementation of the proposal would require 7,437m² of land being added to Public Open Space area 17. A reduction in the size of Public Open Space area 20 [southern end] to partly offset the addition of open space within Public Open Space area 17, would bring the overall Public Open Space provision closer to the amount of Public Open Space proposed through the Structure Plan and therefore forms part of the alternate Structure Plan (Prinsep Park sporting facility) option. An alternate Public Open Space schedule and Public Open Space plan have been prepared and are provided in Figures 11 and 12. An alternate Structure Plan and Indicative Subdivision Plan for the area south of Berrigan Drive have been prepared (Figures 13 and 14).</p>	<p>alternate Prinsep Oval development would have on Berrigan Drive.</p>

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TOPIC	DOCUMENT ¹	PROPOSAL	JPS COMMENTS
Public transport	Structure Plan (5.7.3) Appendix 9 (4.4)	<p>The road network geometry in the surrounding residential area is prohibitive to the running of public transport vehicles and, as such, bus services in the area are limited. No new public transport routes in the area have been confirmed by the Public Transport Authority (PTA), however, the Structure Plan has been designed to accommodate a north-south bus network, if required in the future.</p> <p>The feasibility of a bus route will be investigated with the next stages of planning and design. The PTA suggested that if there was to be a future service that travelled into the Glen Iris Structure Plan area, it would need to enter from the north and exit at Berrigan Drive. One potential route that was put forward was the 515-bus travel along Karel Avenue turning into Lakes Way then accessing the structure plan area via the historical road reserve that exists between Dean Road and Lakes Way. The bus would then use Twin Waters Pass to access the proposed new internal road network within the new structure plan area and travel down to the proposed signalised intersection at Berrigan Drive before continuing its journey west along Berrigan Drive to Cockburn station via Semple Court and Muriel Way.</p>	<p>Because of where I don't believe this will directly affect me, but for others, there will be bus traffic noise.</p> <p>But this will: - Added to bus and increased traffic stopping and starting there will be more brake dust emissions (the effect of particulate matter on human health cannot be understated. See “Non-Exhaust Vehicle Emissions” report included in JRRR Submission.</p> <p>This Estate is in a syncline. Increased brake-dust emissions here plus that from the roads that ‘encase us’ – Berrigan Drive, Roe Highway, Kwinana Freeway, plus trains, health issues will increase.</p> <p>Also, facilities for child are no longer permitted to be developed near busy roads due to brake-dust emissions (City of Melville).</p> <p>The beautiful open space with lots of oxygen-producing vegetation and fresh air to breath must remain.</p>
Roads – Berrigan Drive intersection	Structure Plan (4.6.6, 5.2.1, 5.7.2) Appendix 9 (4.2, 5.1, 7.4, 8)	<p>A new signalised [i.e. traffic light] intersection is proposed along Berrigan Drive. Turnbury Park Drive access to/from Berrigan Drive will be completely closed. A new 4-way signalised intersection will be slightly further to the east and provide connectivity between the northern and southern portions of the site.</p> <p>Traffic will increase from 2,240 vehicles per day (Turnbury Park Drive / Berrigan Drive intersection) to 4,000 vehicles per day at the new intersection (see Appendix 9 Figure 7.1).</p> <p>The Lakes Boulevard will be modified to a left-in, left-out intersection. Traffic using The Lakes Boulevard access to/from Berrigan Drive will increase from current 400 vehicles per day to 2,000 vehicles per day (see Appendix 9 figure 7.1).</p>	<p>Timing of the proposed intersection is not clear – Section 8 of Appendix 9 states the new signalised intersection on Berrigan Drive is in the “medium to longer term”. What does this mean?</p> <p>For more detailed in-depth information regarding my concerns on the proposed four-way traffic signal on Berrigan Drive, please see section “Traffic, Fire -Emergency Services” near the end of my submission.</p>

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			Appendix 9 Figure 7.1, which shows the total traffic generated onto the external road network by the proposed structure plan, is blurry and the numbers are difficult to read.
Roads – Berrigan Drive traffic	Appendix 9 (6.4; 7.2; 7.8.2, 8)	The existing traffic that is being generated by the existing Glen Iris Estate is in the order of 7,200 vehicle trips per day. The Structure Plan has the potential to introduce an additional 5,000 vehicle trips onto Berrigan Drive per day (equating to an average of 8.3 vehicle trips trip every minute), with 485 trips in the AM peak and 500 trips in the PM peak. This is an increase of approximately 15% based on the most recent traffic counts along Berrigan Drive. Section 7.8.2 states “ It is expected that with the additional trips assigned to Berrigan Drive, there will be some reduction in the performance of Berrigan Drive for through vehicles travelling to / from Dean Road and the Kwinana Freeway , however this is countered by the improved safety and access for right turning vehicles making turns to/from Berrigan Drive.”	The traffic analysis has not led the alternate Prinsep Park proposal (for a large sports oval and facilities). As an Alternate Structure Plan and Alternate Subdivision Concept have been developed for the Prinsep Park alternate proposal (see Structure Plan), the traffic analysis needs to include assessment of the additional traffic impacts that the proposed sports oval would have on Berrigan Drive. The traffic analysis also does not consider the recently announced Wave Park (anticipated 300,000 visitors annually) that will be built on Prinsep Road and will have significant traffic implications for the local area, Berrigan Drive to Kwinana Freeway, especially going north.
Roads – Dean Road	Appendix 9 (7.4)	Traffic on Dean Road (towards Twin Waters Pass roundabout) is expected to increase from 1,500 to 2,900 vehicles per day	*The total proposed daily increase in traffic movements is 5,000 additional vehicles. This is a significant increase for residents living here.
Roads – Dean Road / Berrigan Drive intersection	Appendix 9 (7.4)	Vehicle traffic at the Dean Road /Berrigan Drive intersection will increase from 2,100 to 4,500 vehicles per day (see Figure 7.1).	*Ditto

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Roads – emergency access	Appendix 5 (3.2)	The City of Cockburn has noted concerns regarding potential access limitations north of Berrigan Drive, whereby all connections head back to a very short portion of Berrigan Drive. The Bushfire Management Plan (Appendix 5) is of the opinion that the level of risk exposure is low.	I do not agree with this statement. Our home burnt to the ground in 2015. Please see attached document “A”
Roads – Hartwell Parade	Appendix 9 (7.4)	Traffic on Hartwell Parade is expected to increase from 2,240 to 2,400 vehicles per day (1 additional vehicle every 3.8 minutes in the peak hour, two-way).	*Ditto
Roads – on-street parking	Structure Plan (5.4.1.2) Appendix 9 (4.1)	On-street (also referred to as ‘embayment’) parking may be provided adjacent to the larger areas of open space and along certain streets, notably around medium density dwellings. The car bays will cater for local visitors and a variety of social events and informal activities.	Car bays for visitors? (how many - one, two?) the main roads will also be used, as happens in all suburbs.
Roads – roundabouts	Structure Plan (5.7.2) Appendix 9 (4.2)	There are two roundabouts proposed internally within the Structure Plan and two existing roundabouts that are proposed to be modified to include a fourth connection. The two existing roundabouts proposed to be modified with an additional ‘leg’ are located at Bonville Glen / Glen Iris Drive and Turtle Point Cove / Glen Iris Drive. These roundabouts will both likely need to accommodate PTA buses in the future and will be designed accordingly.	Whilst roundabouts are built to reduce congestion and easier traffic flow, this will not happen during peak hours when gridlock will occur due to increased traffic. Problems were experienced when the turn-table fire truck at our house fire (2015) because the ladder was continually hitting the London Plane Trees at the roundabouts and this delayed arrival. This large fire truck and accompanying fire trucks blocked the Glen Iris Drive for six hours. (Whilst not necessarily covered in this section, as a PS on London Plane Trees, these trees are scheduled to be planted throughout the new estate even though the City of Cockburn knows the damage they do to property and will not pay compensation for house foundation damage done by these trees. Our tree had to be removed because it had reached the

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			<p>foundations. Additionally, essential services like water and electricity cables were damaged and is still happening now. There are also medical issues (respiratory in particular) associated with these trees when in blossom. The ‘balls’ are like dandelions, and they have caused my husband and son asthma attacks to the point that we called the City and (to their credit) they immediately came and had the roads swept. So not just one continual bus route through the new estate, there would be another into the Estate I live in. I am opposed to this idea.</p>
<p>Roads – traffic analysis data</p>	<p>Appendix 9 (3.4)</p>	<p>Vehicle movement data used for the analysis includes periods between 2019 and 2021. A ‘turning vehicle movement survey’ was undertaken in November 2020 to analyse the morning (7am-9am) and afternoon (4pm-6pm) peaks for the Berrigan Drive intersections.</p>	<p>Traffic surveys were undertaken during the period of ongoing COVID-19 restrictions and working from home arrangements so hardly representative of the true traffic movements/analysis.</p> <p>The traffic analysis has not included the alternate Prinsep Park proposal (for a large sports oval and facilities). As an Alternate Structure Plan and Alternate Subdivision Concept have been developed for the Prinsep Park alternate proposal (see Structure Plan), the traffic analysis needs to include assessment of the additional traffic impacts that the proposed sports oval would have.</p> <p>The traffic analysis also does not consider the recently announced Wave Park that will be built on Prinsep Road and will have significant traffic implications for the local area. Please see my comments later in this submission.</p>

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Roads – Twin Waters Pass	Appendix 9 (4.2)	An alternative 4-way intersection with the existing Twin Waters Pass is being considered – the future volume is forecast to be 2,000-3,000 vehicles per day.	*Ditto
Site history	Structure Plan (2.4)	The central portion of the subject site was developed as a golf course in the early 1960s. The northern and southern extensions of the golf course were later cleared and developed during different periods in the early 1990s, alongside the residential development of the area between the golf course and the Kwinana Freeway, comprising the Glen Iris Golf Course Estate. Various scheme amendments were progressed in the 1990s to rationalise existing commercial, hotel, private recreation and light industrial zonings within the site and its surrounds, to facilitate the development of the golf course, restaurant/clubhouse and associated residential estate.	The residential estate was named ‘Glen Iris Golf Course Estate’ and there was never any indication given to residents that it would ever be anything but an integrated Golf Course Estate. This was a significant consideration when purchasing land/house in this Estate. We bought vacant land in 1998 and sold it in 2002. Bought current house in 2000 so altogether we have lived in this Estate 24 years. See attached brochure as to why we bought here.
			The following section forms part of my submission but stated separately below to avoid multiple additional pages to fit into this narrow column.

***TRAFFIC, FIRE - EMERGENCY SERVICES**

Traffic – current daily traffic movements of 7,200 and another 5,000 will result in 12,200 daily traffic movements in an area with only two entry/exits.

With busy lives, the added traffic will necessitate residents having to start their day much earlier in order avoid traffic gridlock, especially for those who will have to get to Hartwell Parade (from those residents living south of Bonville Glen using Glen Iris Drive) plus from the 186 homeowners in Turnbury Green with approx three vehicles per family.

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Add to this some traffic from the new internal roads wishing to access Hartwell Parade. Then from Glen Iris Drive roundabout to Hartwell Parade (with probable delays due to people living on both sides of Hartwell Parade having to reverse onto Hartwell Parade). Then all this traffic navigating its way to the proposed new roundabout on Harwell Parade (to the new proposed four-way traffic lights) (again with people on both sides of this new road trying to reverse onto this road) to Berrigan Drive and then siting through the four sets of traffic lights on Berrigan Drive (within an 800m distance) to access Kwinana Freeway north.

All these vehicles will eventually reach the new roundabout which will create traffic gridlock during peak times, with not being able to give way to the right.

It's very easy for Eastcourt to say that 95% of the new traffic will use the internal roads. A rather bold statement as this is not guaranteed. People will use the easiest and quickest route to get to Berrigan Drive.

There will be additional traffic issues. Glen Iris Drive is already a busy road. It is narrow. When large vehicles like Coles and Woolworths, delivery vehicles, removal vans, lawn-mowing vehicles etc, block the view of oncoming traffic this creates a very real danger. Added to this are vehicles from residents with large families. Opposite me, I can count five cars at one house; four at another; four at another, some of which park on the verge. Add friends' cars visiting and it is a real safety hazard.

When a bus route was considered in early 2000, the bus (with the bus driver and my husband who was President of JRRA) tried to drive from Turnbury Green entrance through to Glen Iris Drive and then joining up with Dean Road. The bus driver said it was not possible, even if the roads had been wider, as there were too many vehicles blocking up the road which prevented the bus getting through.

Regarding the proposed 4-way traffic signal on Berrigan drive, **Eastcourt's statement in their latest Community Newsletter Edition 5 – July 2022:**

Improved road network:

[“Traffic movement has been carefully considered both for new and existing residents. A new four way set of traffic lights on Berrigan Drive has been endorsed by Main Roads WA and will create safer, easier access for everyone.”](#)

This suggests to the reader that Main Roads has in fact given tacit approval to the installation of these traffic lights and are just working through the administrative process. Yet, referring to “Main Roads Approval Policy dated September 2021” - Section 5 Approval Process - 5.1 Approval Process for Proposed New Traffic Signals, I draw your attention to #7 “Endorsement of Concept Design” – see diagram below.

Rather than the (misleading) inference that Eastcourt has tried to portray, I do not interpret this to mean that Main Roads has endorsed the installation of new traffic signals, rather have endorsed a concept design. Has Eastcourt prepared and presented a Detailed Design Submission to Main Roads yet? What is the timeline? What needs to be done/considered to get to #10 – final approval?

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Not only do I have traffic concerns for the reasons I have mentioned above, I am keen to know the true traffic impact from the projected 300,000 annual visitors attending the new wave park: traffic coming directly from the wave park carpark onto Prinsep Road and/or from the Cockburn train station - onto Berrigan Drive, then adding the ‘usual’ daily traffic from Prinsep Road, Pilatus Road, Jandakot Road, Dean Road, the (new road to the 4-way traffic signals), Lakes Boulevard etc – with ALL of this traffic culminating on Berrigan Drive (to then navigate through four sets of traffic lights (within 800m) to get onto Kwinana Freeway, especially if going north. Will this cause the on-ramp to be blocked with traffic causing serious impediment to traffic flow because of Berrigan Drive being backed up waiting to access Kwinana Freeway north?

Additionally, there is the ‘usual’ daily traffic from the “South Lake” side of Berrigan Drive, plus there will be additional traffic from the new short-stay development (Yaran) to add to the already busy Berrigan Drive and then accessing Kwinana Freeway north on-ramp.

What traffic impact studies have/will be done regarding increased traffic from all the above-mentioned roads accessing Berrigan Drive and then Kwinana Freeway north and the resultant impact to the on-ramp?

Added to all this traffic build-up is the very real ‘stop-start’ of vehicles which will create more brake dust emissions and particulate matter which will create even greater health problems.

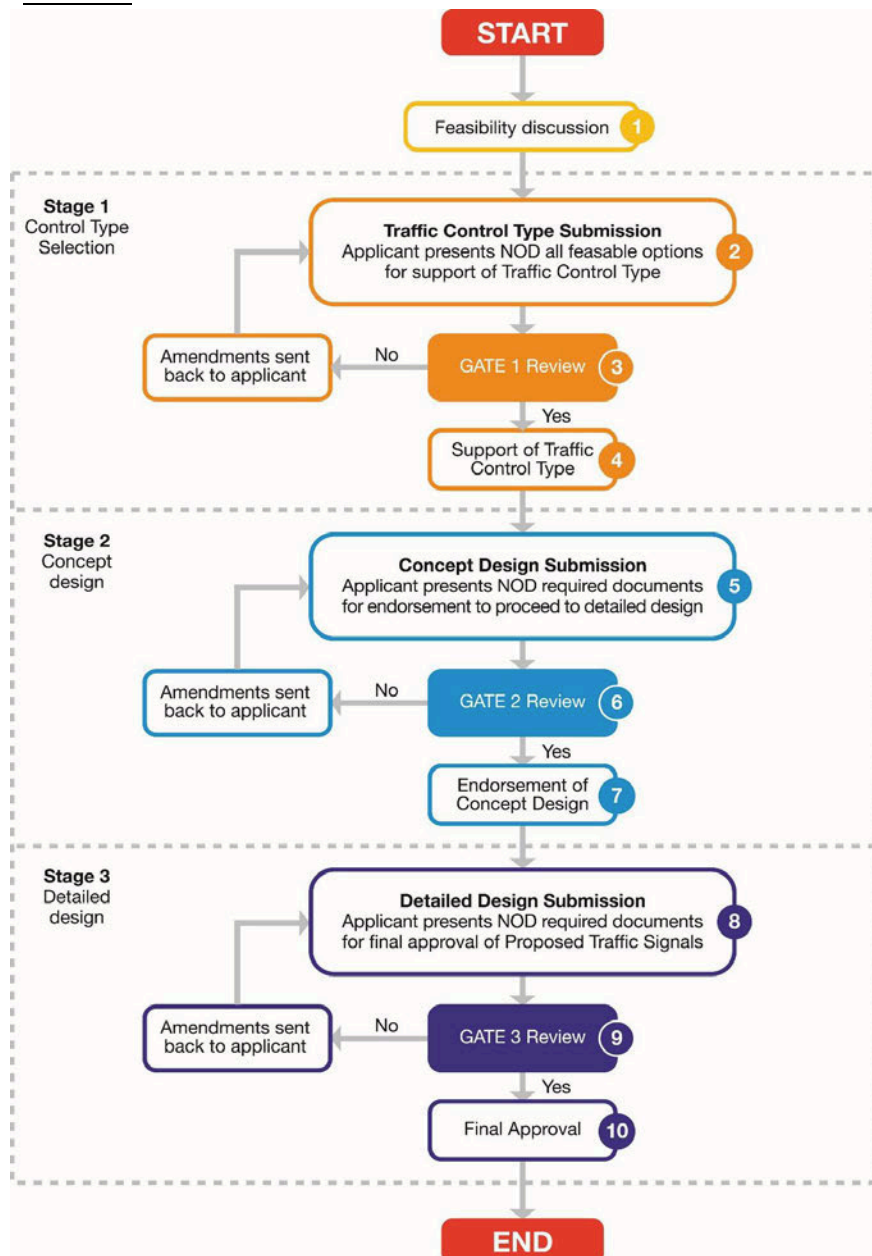
At one of the PRG’s my husband said that a roundabout was considered in lieu of the proposed 4-way traffic signals. I imagine this would certainly create an even bigger problem for traffic flow.

I certainly do not advocate road-rage but in this busy world we live in, I can see this increasing when (tired) people after a long hard day’s work, (tired and hungry) children in the back seat, will equal increased frustration due to too many stops and delays on these roads and perhaps even lead to more accidents due to tiredness and poor concentration.

I have written to Main Roads and asking for clarification of what Eastcourt has stated – that the lights have been endorsed – and whether this in fact means, tacit approval has been received, and also the impact on traffic build-up on Berrigan Drive to Kwinana Freeway north.

This again highlights my very real concerns should emergency vehicles: ambulances needing to gain access in/out of Berrigan Drive (in an emergency) to access entry into Glen Iris from Berrigan Drive, plus fire trucks trying to enter. This could be a catastrophic disaster waiting to happen. Remember Murphy’s Law.

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What will happen if there is a fire (as has already happened in 2015)?

I can speak first-hand to this as it was my home that burnt to the ground, and we lost everything we owned. The photos below will show the devastation and heartache caused.

Landgate and City of Cockburn both show the Glen Iris Golf course as being in a Bush Fire Prone area, yet Eastcourt’s utter dismissal for truth have stated that infill of 600 houses will reduce the fire risk. Not sure what they are smoking as there has been more than enough TV coverage of homes ablaze.

Five fire crews with 35 fire fighters attended the fire, including the extendable ladder fire truck had difficulty at the roundabouts with the ladder hitting the London Plane Trees. Glen Iris Drive was closed for approximately five hours.

I was in the eastern states at the time and had this fire happened at night, my husband and pets would have perished as it was my sister who lives across the road from me who noticed the roof on fire (3pm) and alerted him to the fire.

I arrived home that night to find my home totally gutted and I never want to see something like this again. It was heart-breaking. However, this is the very real issue residents could be faced with, given that we live in a Bush Fire Prone area and we only have two entry/exit points – currently Dean Road and Turnbury Park Drive. The closure of Turnbury Park Drive and the creation of the new proposed road still only equals two entry/exit points. How will residents flee Glen Iris during an emergency of this sort when anxiety is at its extreme?

Not only did my home catch fire, but the golf course too – in fact, half way across to the other side. The fire truck got stuck on the golf course (too heavy in sand) and unable to do anything and (from what I am told) it was only the quick thinking greenskeeper who switched on the course sprinklers and extinguished the fire that prevented it from travelling to the other side of the golf course as it was spreading quickly due to the summer heat (and at that time the grass was green).

I’m sure you are well aware that there is no water on the golf course anymore. The five of the seven lakes (from which the water bomber helicopters used to draw water) have been drained plus the reticulation has been dismantled. The grass becomes tinder dry in the summer months: we’ve already had two summers like this and are we expected to endure another five to seven years with this danger?

Please don’t ignore this very important issue.

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GOLF IS BOOMING!

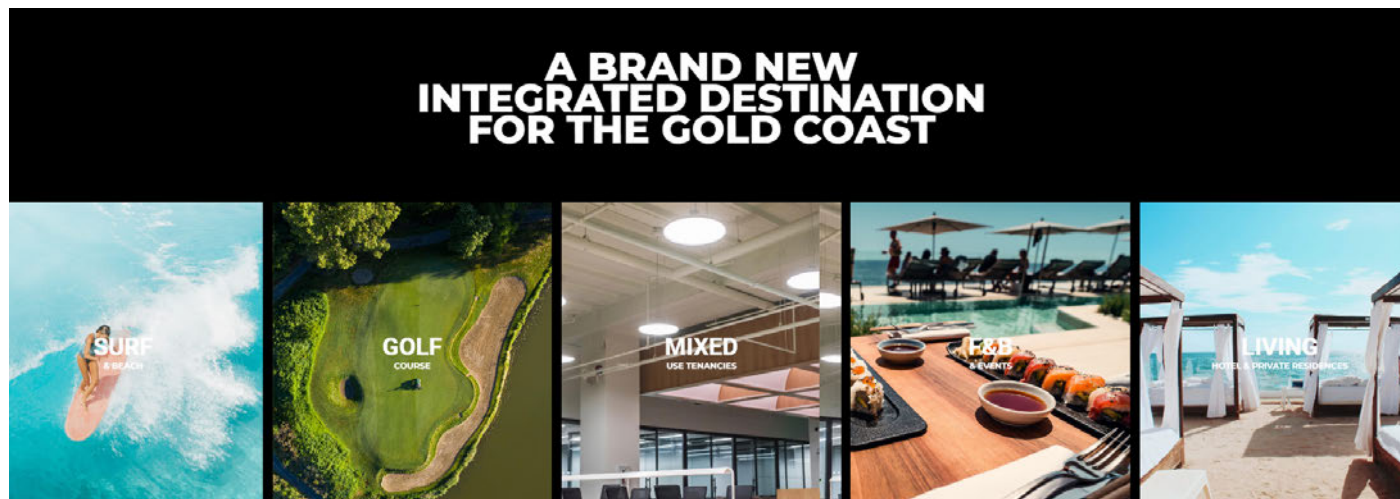
Please review the 10-minute video that Jandakot Residents and Ratepayers Association (Inc) presented during the Community Forum and see the pro-active Councils’ attitude towards golf, including South Perth, Canning, Kennedy, Melville and Cambridge.

Golf is not dead; it is not in decline; it is booming!

WHAT ABOUT THIS? - “COCKBURN HUB”

With the new wave park, why doesn’t the City of Cockburn look at the benefits of having something like the Surf Resort at Parkwood on the Gold Coast <https://golfandsurfgc.com.au> thereby holding onto the 18-hole public golf course/wave park/hotel/bistro – great appeal for the City of Cockburn, WA and tourism, especially as Times magazine has recently put Fremantle on the map, including it in the top 50 places to visit. With cruising in high demand following COVID, there could be passenger tours to the “Cockburn Surf Resort” bringing in millions of dollars to Cockburn.

Given that the Premier has recently been overseas promoting Perth to recruit skilled and casual workers due to the shortage, but also as a tourist destination. The “Cockburn Surf Resort” would be a very viable attraction to overseas visitors. This would be a real plus in the Mayor’s and Premier’s cap, I say!



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Again, I say, please look to the future – let the City of Cockburn receive another award. Make the wave park and golf course a recreational corridor and Cockburn will become the envy of other Councils.

I know there are interested parties to purchase and operate the golf course, details of which I cannot disclose here. The City should be advocating for this. It would help the environment and protect the fragile eco-system that has existed for decades. Let’s not just talk, but act!

Even though the golf course is not currently for sale, given the right incentive for Eastcourt, it could be. A land swap could be offered. It all depends on how much Cockburn is prepared to fight for the community it is meant to represent, plus the wider community, and for WA tourism.

URBANISATION:

On its own and in isolation a single development might not have a significant impact on the overall environment, but it seems the City of Cockburn and the EPA are not considering all the other developments that are taking place/proposed that in combination will have a serious environmental impact and consequences.

Adding all the following developments together, how can the EPA maintain that there is “unlikely to be a significant impact on the environment”?

- *The continued development of the Calleya estate.*
- *The development of the Kara estate.*
- *The development of the Lake Treeby estate.*
- *The continued expansion of the Verde industrial estate*
- *The continued expansion of the Jandakot Airport industrial estate.*
- *The development of the industrial area at Berrigan Drive/Jandakot Road.*
- *The development of residential units at Berrigan Drive/Lakelands school.*
- *Bushland turned over to a four-lane road (Jandakot Road) which ends at Warton Road – where a further residential development is underway.*
- *The quasi freeway of the Armadale Road and the acres of land that has been concreted over as it connects development after development all the way to the hills.*
- *The continued development of the land around Cockburn Central train station (including the development of the Thornlie line Metronet).*
- *The expansion of Cockburn shopping centre.*

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IN CONCLUSION:

These were my comments in answer to Eastcourt’s first Survey in 2020: “What do you enjoy most about living in Glen Iris?”

“Waking up every morning to a beautiful and expansive view looking up the fairway; • looking at the beautiful, mature trees and listening to the birds singing, practically all day long and visiting our house regularly; • watching the sun rise on the beautiful grassy area and seeing the many different and varied birds that frequent the fairway, including white cockatoos, black Carnaby cockatoos, owls, pink and grey galahs, lorikeets, ibis, ducks with their babies in season and many others. • birds sitting on our fence and drinking and bathing in our large birdbath; • not looking into someone else’s colorbond fence or back yard; • knowing that the protected and priority Quenda who live all over this estate and are frequently seen by many residents live in a protected ‘sanctuary’. “

My reasons have not changed.

Whilst none of us can buy a ‘lifestyle’ we all know what location, location, location means. We bought into this location for its location and were blessed with the wonderful tranquil lifestyle that came with it. Hoping and 🙏 this doesn’t change.

LOSS IN VALUE OF PROPERTY

The City of Cockburn’s website states that it will not consider “perceived” loss in value of property. It is not a perceived loss but already a real loss – according to certain real estate agents I have spoken to - and further loss will be incurred with the loss of amenity if Eastcourt’s new lego-land estate is plonked in the middle of this beautiful Glen Iris Golf Course Estate. Why are residents not permitted to address this very important issue - when it is probably the major asset in most people’s lives – yet Eastcourt is happy to make millions of dollars while we lose thousands? We are not rich; just worked hard to buy this ‘forever home’.

There has understandably been a lot of angst with Eastcourt’s proposed development and I’m trying not to be cynical here and I certainly don’t begrudge people making money but not when it adversely affects the lives of so many people, the environment, fauna, and flora. Michael Oosterhof is an avid golfer and therefore should understand why residents are so upset.

This is it in a nutshell:

Win – Eastcourt/Acumen (four people – Michael Oosterhof, Tom Oosterhof, Nick Perignon and Jarrod Rendell)

Lose – +/- 2,000 Glen Iris Golf Course Estate residents

I believe that everything in life (if it’s within our control) should be win-win.

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The Lose/Gain attachment further details just what there is to Lose and (little to no) Gain.

PLEASE SAY NO TO REZONING THE LAND and consider the very real negative impact:

Please don't look at the short term of more infill and then look forward and say to your children and future generations “why did we allow a 54.9ha green corridor to die and be replaced with 600+ buildings” – creating further heat islands – especially when a golf course of this size helps combat climate change and which provides oxygen annually for 135,000 people.

Please also consider:

- the recent scathing “State of the Environment Report” and Australia’s black mark as a world leader in the extinction of species
- the federally protected Carnaby’s and Forest red-tailed black cockatoos
- the Priority 4 quenda
- the fragile ecosystem that has existed for over 65 years
- the health benefits of golfing
- opportunity for a world class wave park/public golf course tourist facility. Not integrating the golf course with the wave park and “Cockburn Hub” concept will not be smart thinking for the future
- and finally, the +/- 2,000 residents which make up the 770 residences in this Estate.

“While the number of ratepayers increases, the City needs to build and maintain more high-quality infrastructure and amenities for our residents and find additional resources to achieve this.” <Mayor Howlett, Perth Now 7 July 2022>

I am respectfully requesting that the recommendation to Councillors is an emphatic **NO, NO, NO** – even though I know it is the Minister who ultimately makes the final decision. If the recommendation to Councillors is yes, it will be a rubber stamp from the Minister; if the recommendation is no, hopefully the Minister will place considerable weight on this before making a final decision.

Let the residents of Glen Iris Golf Course Estate, and the wider Cockburn community, know that Councillors are indeed hearing their concerns and they have listened - by voting NO and retaining this wonderful amenity for future generations - because once it's gone, it's gone!

Thank you.
Jeanette Smith

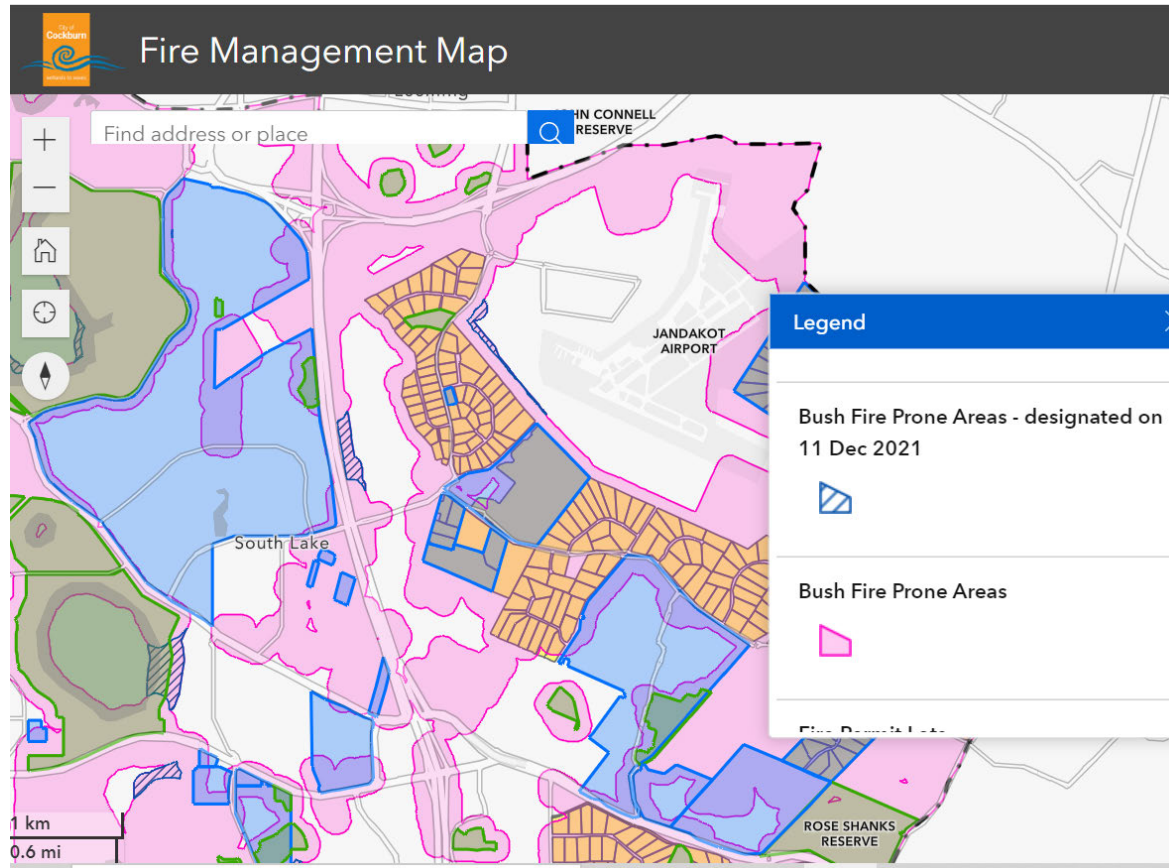
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156 GLEN IRIS DRIVE, JANDAKOT
SUBMISSIONS - 109/152 AND 110/226
I OPPOSE THE REZONING OF THE GLEN IRIS GOLF COURSE



"While the number of ratepayers increases, the City needs to build and maintain more high-quality infrastructure and amenities for our residents and find additional resources to achieve this." <Mayor Howlett, Perth Now 7 July 2022>

STOP MICKEY-MOUSE-ING AROUND AND LET'S PLAY GOLF! 😊

JEANETTE SMITH ("JPS")
156 GLEN IRIS DRIVE, JANDAKOT
SUBMISSIONS - 109/152 AND 110/226
I OPPOSE THE REZONING OF THE GLEN IRIS GOLF COURSE



JEANETTE SMITH ("JPS")
156 GLEN IRIS DRIVE, JANDAKOT
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156 Glen Iris Drive - January 2015 – road closed for five hours



Attachments: Glen Iris Country Club brochures x 2 (Prodev and Satterley); Lose/Gain



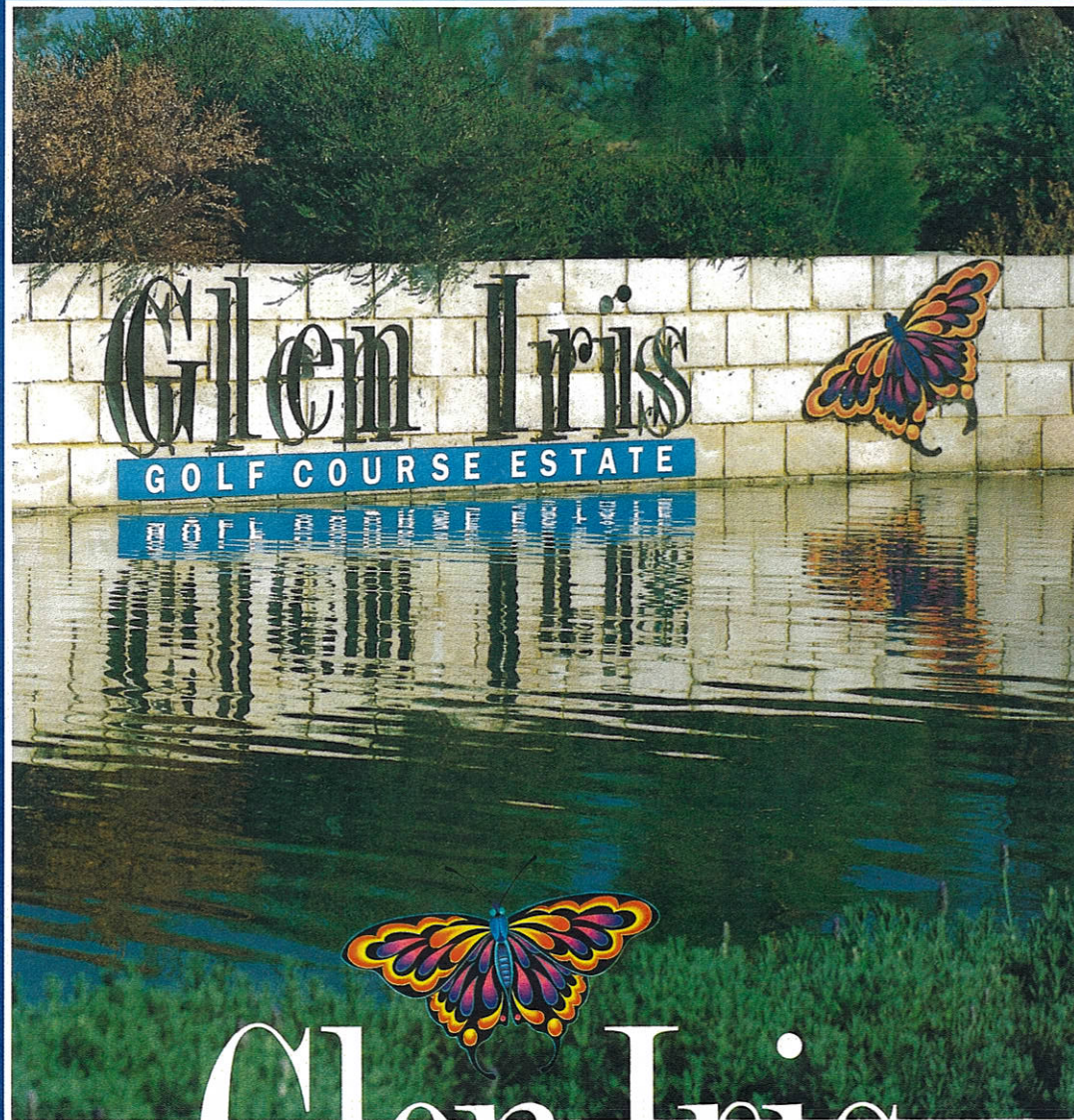
PRODEV REALTY

REAL ESTATE AGENTS
PROPERTY CONSULTANTS
DESIGN & BUILDING SERVICES

FRANK J. LEE C.D.
A.I.M.M., CERT. R.E.

SUITE 27 SUBIACO MEWS
375 HAY STREET, SUBIACO 6008.

PHONE: 381 3616; FAX: 381 3617
MOBILE: 015 388 655; A/H: 354 3349



Private
Glen Iris
COUNTRY CLUB ESTATE

So different.
So unique...
So much
to enjoy...

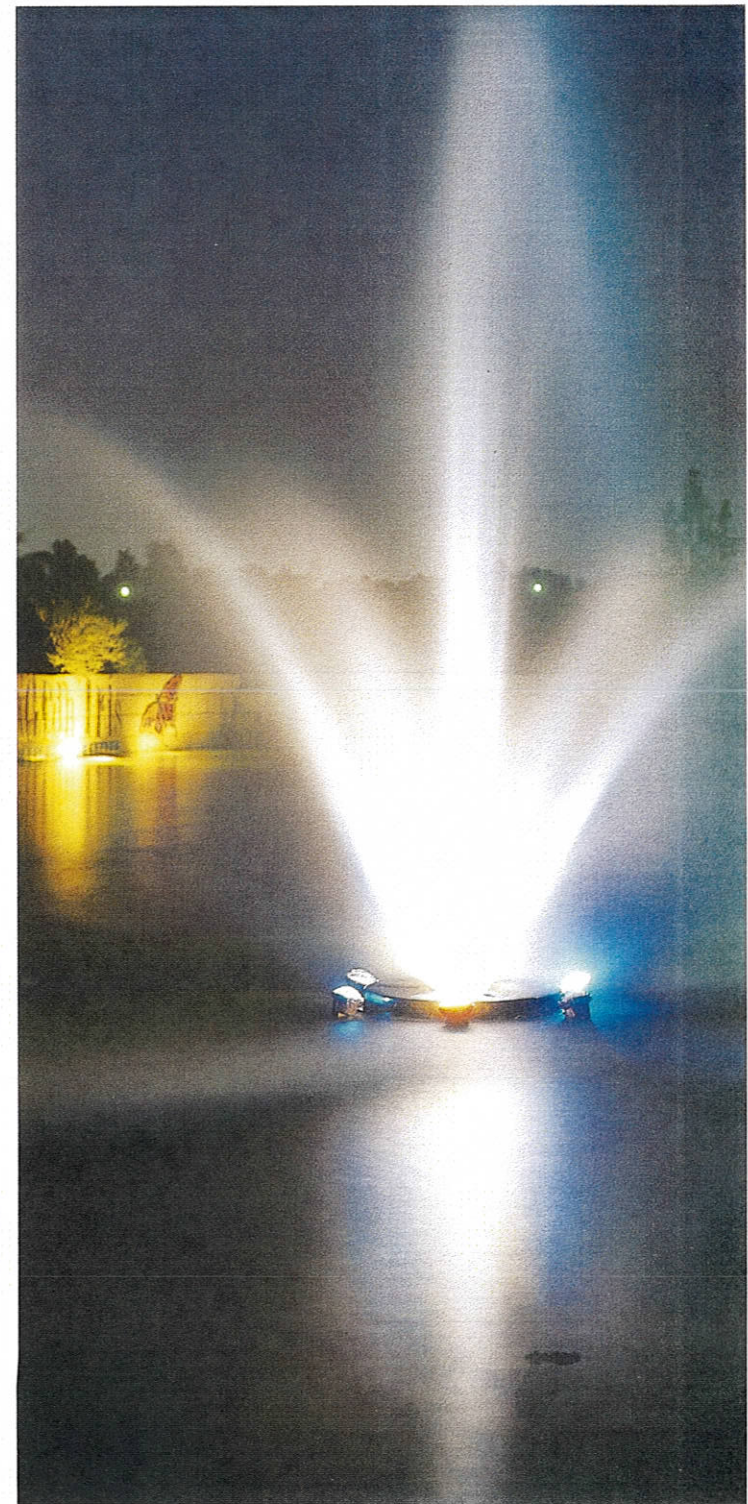
SO LIMITED TIME...

Glen Iris Private Country Club Estate is a truly prestigious development planned for a fortunate few and destined to become one of Perth's most sought after addresses.

Set amongst the lush greens and fairways of the world class Glen Iris golf course, the Estate boasts magnificent homesites, picturesque lakes, fountains and serene wooded parklands.

Secluded and peaceful, yet ideally located to take full advantage of Perth's many outstanding facilities and activities; Glen Iris ensures total security, a lifestyle second to none and the added benefit of being an excellent investment for the future.

For quality of life in a very different environment, nothing else quite compares.





Glen Iris – the entry to a secure and safe environment.

So unique...

Just 12 minutes from Perth

A mere twelve minutes from the city and you're home. You could be excused for thinking you are a million miles from the hussle and bussle of suburbia.

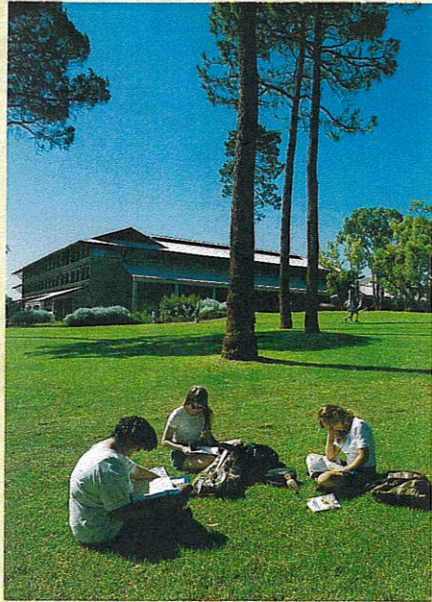
Yet everything is still so close.

The magnificent Swan River with its many leisure activities and the South of Perth Yacht Club are only eight minutes from your front door. Fine schools and universities, quality shopping and excellent medical facilities are all just minutes away.

The historic harbour city of Fremantle and the city's southern beach's are also within easy reach.

Glen Iris, no other private Estate offers so much, so close to home.

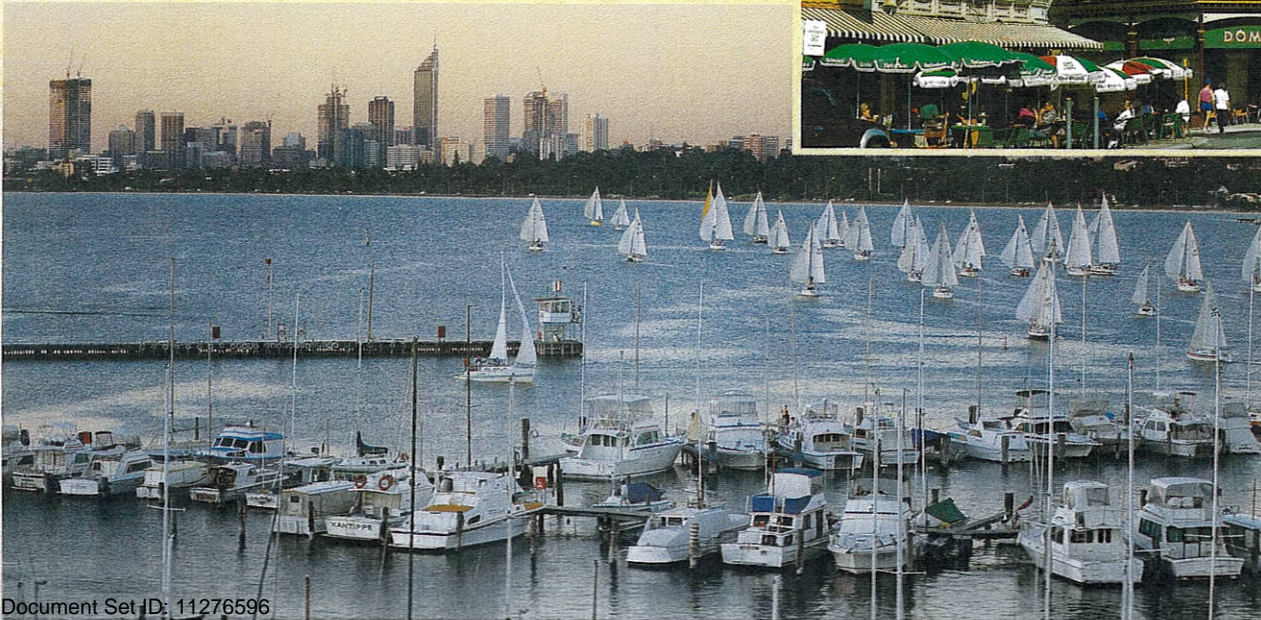
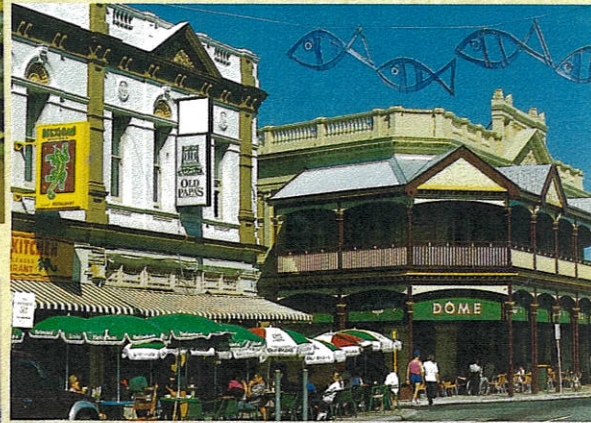




Murdoch University and Booragoon Shopping Centre are only minutes away.



The historic harbour city of Fremantle and it's many cosmopolitan attractions.



Glen Iris is only 12 minutes from the city and 8 minutes from the river.



Magnificent homes abound.



So much to enjoy...

In addition to the many benefits Glen Iris already offers its residents, the planned Country Club will be centrally located within the estate.

A luxury complex for the whole family to enjoy.

Complimenting the world class golf course, the club has been designed to incorporate a wide range of sporting and recreational facilities.

Pool, tennis courts, gymnasium and sauna. Lounge, sprig bar, bistro and restaurant. A home away from home for the residents of the Estate and all within a short stroll from their front door. Magnificent homes, a unique location and a very different environment. Glen Iris Private Country Club Estate, so much to come home to – so much to enjoy.





A unique environment for the whole family to enjoy.



The proposed Glen Iris Country Club.

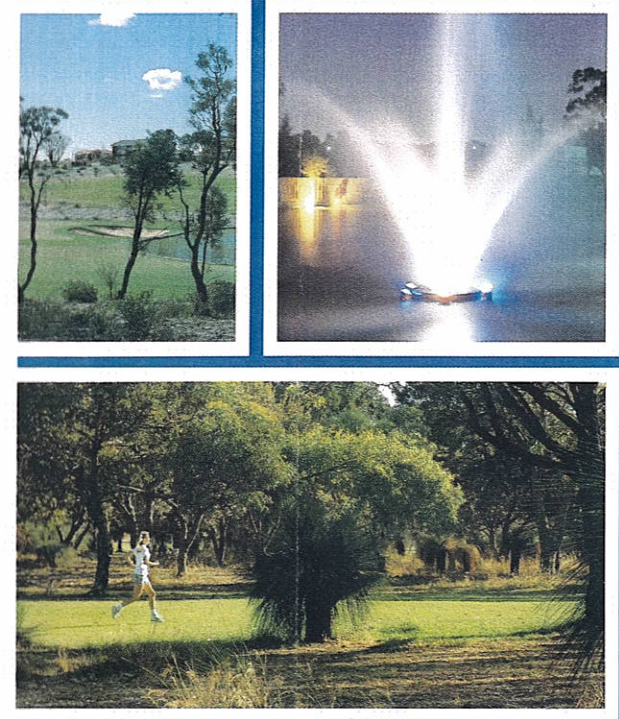


PRODEV REALTY

*On-site Information Centre
Dean Road, Jandakot
Western Australia
Phone 417 4240*

*Or call ProDev Realty on
381 3616 all hours for a
personally escorted inspection.*

FRANK J. LEE
Commissioner for Declarations



Glen Iris

GOLF COURSE ESTATE



All Hours
9368 2211

So different...
So unique...
So much
to enjoy...

On-site Information
Centre open
Monday & Wednesday
2pm to 5pm
Saturday, Sunday
& Public Holidays

Document No: 276596
Version: 1, Version Date: 02/11/2022

12 minutes from Perth – 8 minutes from the River

Glen Iris has it all!

A mere twelve minutes drive from the city and you're home. You could be excused for thinking you were a million miles from the hustle and bustle of suburbia. Your home is situated in a secluded parkland setting overlooking the picturesque lakes and nestled between the lush fairways of a first class golf course. Glen Iris is a secure estate created for a unique family lifestyle. All amenities are only minutes away, shopping, schools, universities, medical facilities and the beautiful Swan River with its many leisure activities.

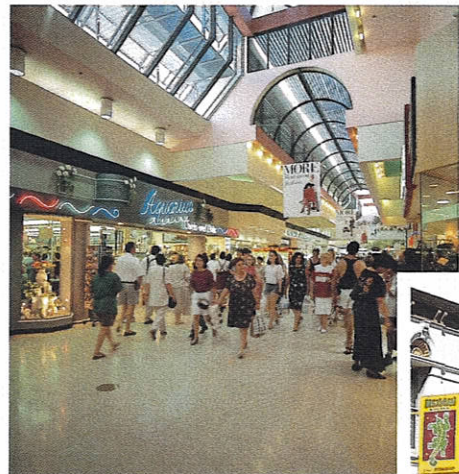
There are many elegant homes already built at Glen Iris and the country Club will offer a host of luxury facilities for the whole family to enjoy. Golf, tennis, pool, restaurants and children's recreation areas, all just a short stroll from your home.

Above all, being so close to Perth and Fremantle, Glen Iris makes a very secure investment. Compare the Glen Iris lifestyle today and you won't buy anywhere else.

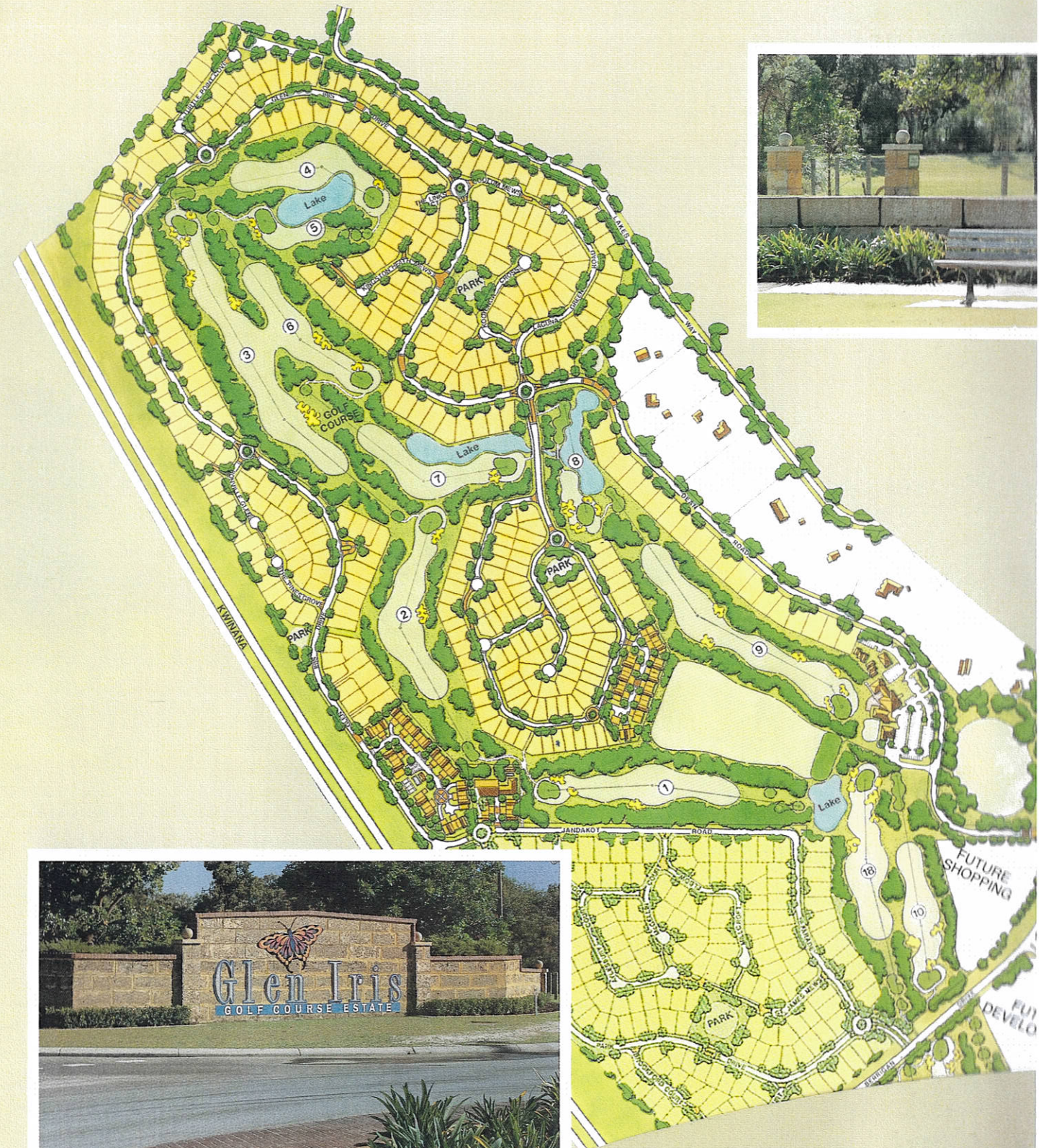
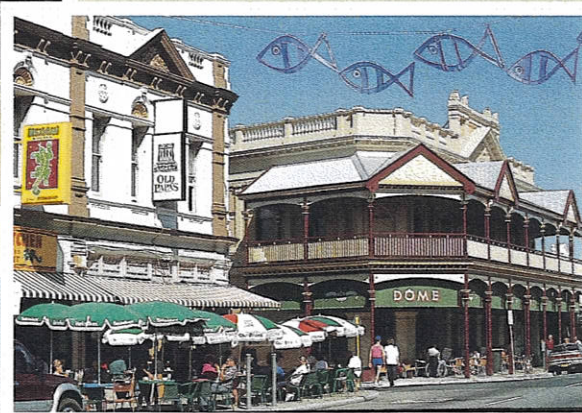


Magnificent homes abound.

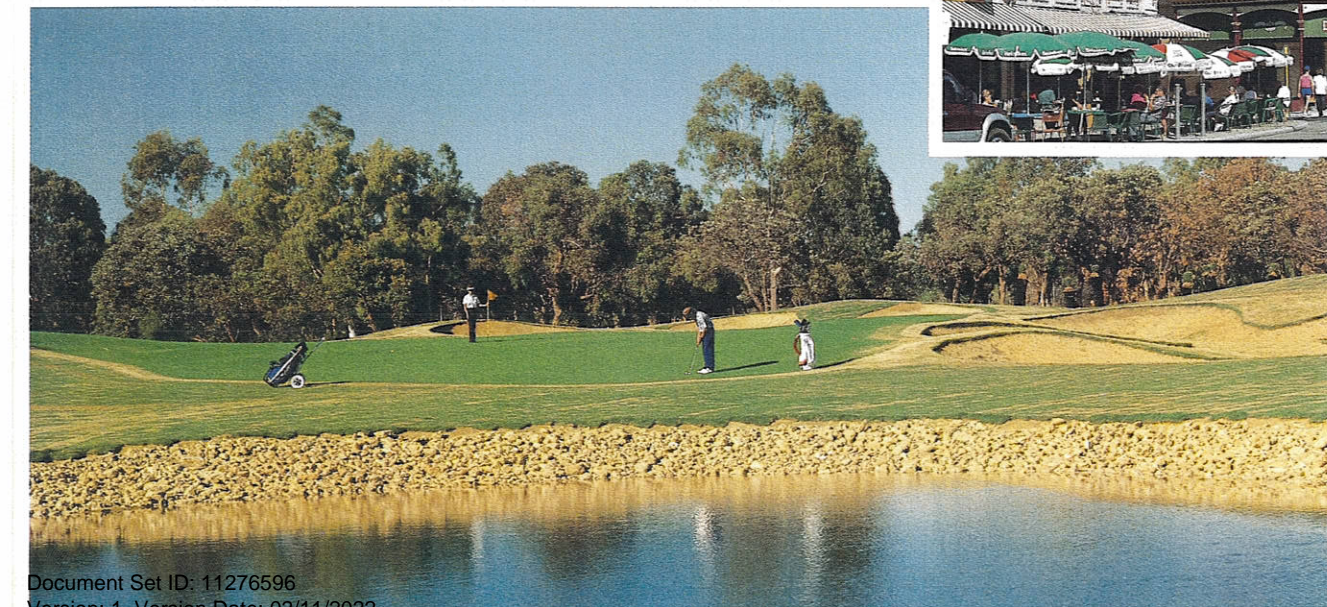
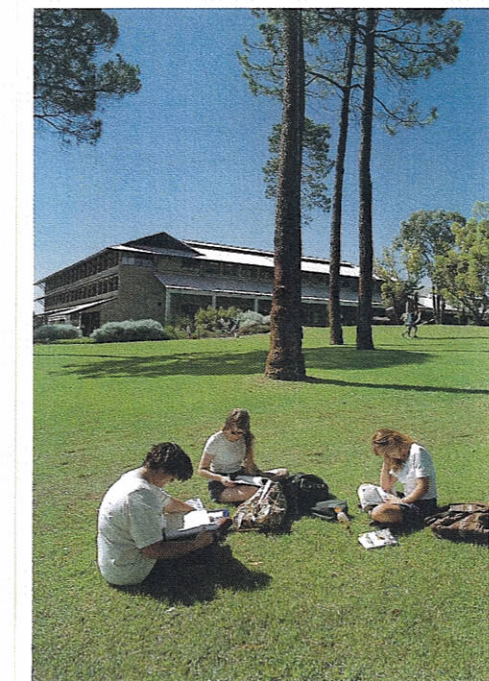
Murdoch University and Booragoon Shopping Centre are only minutes away.



The historic harbour city of Fremantle and its many cosmopolitan attractions.



Glen Iris – the entry to a secure and safe



Enjoy the views and the magnificent 18 hole

Invest in an Exciting New Life

The Proponent's Concept Plan is not compatible with the setting of the current Glen Iris Golf Course Estate, it does not address the social matters, it does not provide amenity, it does not manage its environmental impact, and to date has not taken into consideration the **Communities** comments/ feedback.

What the Community will LOSE if the Glen Iris Golf Course Jandakot is infilled with residential housing. Losses listed below include the significant 'negative impacts' related to 'amenity/ character of the estate, lifestyle, flora, fauna, federally protected species, property values, climate change, and the impact to the environment etc.'	What the Community stand to GAIN if the Glen Iris Golf Course is infilled with residential housing.
The opportunity for CoC to make a world class 'recreational & tourism corridor' with the nearby surf wave park, a top-class modern golf course with state-of-the-art amenities etc.	Increased traffic pressures circa 12,500 total daily traffic movements on an already busy road infrastructure (principally Berrigan Drive) expected from the development of between 550 and 600 new houses as well as commercial amenities. Future bus route potentially going right past some of our front doors.
Loss of spacious open greenspace for current and future generations. Loss of access to nature. Surely not everything in the City of Cockburn should be infilled with concrete/ steel.	Disruption of the balanced provision of, and equitable access to nature, sport and recreation opportunities that exist because of the inclusion of the Golf Course as a central feature of the Estate.
Loss of 750+ mature trees - including leafy tall majestic native trees/ tree canopy/ roosting trees/ resting trees/ tree contribution to the amenity and environmental values in the area.	Irreversible loss and fragmentation of fauna habitat because of the clearing of flora and vegetation, much of which is home to an abundance of species of fauna that has evolved in the Estate over a number of decades. As reflected in the Glen Iris Golf Course land EPBC Act Protected Matter report, that was generated 23.3.21.
Loss of the lungs for our city, as the 54.9ha golf course produces enough oxygen for 135k of people annually.	General diminishment of the quality of life, vitality, Community engagement and interaction, and sense of place in the 'Golf Course Estate'.
Loss of federally protected black cockatoo's (Carnaby's & Red-tailed) habitat. There is a real 'cumulative impact' happening to the black cockatoo species in the City of Cockburn.	Negative impacts on the southern portion of the Estate which is shown as 'wetlands' on the relevant Landgate Property Interest Report.

Other equally important gains and losses are as follows:

Loss of steppingstone ecological corridor for the federally protected black cockatoos.	Interference with the federally protected habitat of the Carnaby's white-tailed black Cockatoo, which is recognised as endangered under the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act). Interference with the federally protected habitat of the Forest Red-tailed black Cockatoo, which is recognised as vulnerable under the EPBC Act. Obliteration of our Priority 4 unique Quenda community.
Loss of the Priority 4 Quenda, flora/ fauna/ birdlife.	Significant impact on climate change resulting from the currently proposed removal of 750 of the 1258 current course mature trees.
City of Cockburn's only golf course (public or private) for its 120k of residents/ ratepayers. This will impact overall well-being, mental and physical health.	Nearby public and private schools potentially not being able to accommodate the additional children living in the estate. Notably very few current residents choose to send their children to South Lake primary/ high school.
Glen Iris Estate residents purchased into what is reflected in the SU1 zoning as a golf course estate 'integrated with' residential development. Infill of the golf course will reflect a housing estate dumped within another housing estate. The golf course was not designed for residential infill.	Compromised human health and comfort from Increased light pollution, heat Island effect, and high density living. Very minimal current 'group housing' in the golf course estate, that factor will change dramatically. Potential social housing aspect in our premium estate - of which currently does not have any social housing.
The Glen Iris golf course is a local public 18-hole 54.9ha international standard championship golf course amenity (advertised to us as being just a short stroll away). At risk is loss of a picturesque country club/resort style golfing amenity. At risk is also the amenity convenience, of which the Community were all sold.	Small parklets, notably no immediate sporting ovals included in the current Concept Plan. Concerns re how the City of Cockburn will maintain the look of the residential estate buffers etc to a required high standard. Current weed maintenance in our estate/ entry to the estate already substandard!
773 homes purchased into the Glen Iris Golf Course Estate at premium prices, of which 220 homes immediately adjoin the golf course, it was designed to enjoy a unique golf course setting. The setting that the Community all purchased into is now unfairly at risk of being taken away from us.	A precedent for other golf courses and open spaces in City of Cockburn and wider Perth WA to be infilled with residential housing. I.e., the domino effect/ impact. Developers watching with interest if the Glen Iris Golf Course is infilled, as will no doubt set a WA precedent for green space residential infill. WA should have planning laws in place to protect 'golf course estates', this is a real blight on current WA planning laws.
Many residents were attracted to the area as they are either golfers or nature lovers, or both.	Severe impacts to amenity, lifestyle, and devalued property values. Reduction of land value by the removal of views of the golf course and the attraction of a unique lifestyle that follows from living in an exclusive integrated golf course estate. The current Concept Plan represents a 'massive net loss to the Community'.
The opportunity for syndicates who are wanting to develop a world class state of the art golfing facility on the currently closed Glen Iris golf course, that the CoC and the wider Community will be immensely proud of.	

The removal of the Golf Course from the estate will have significant impacts on the value and character of our land/ homes and create a living experience entirely inconsistent with that represented to homeowners when the Community purchased their land.	Increased pollution caused by non-exhaust emissions such as particulate matter which is now universally recognised as posing a significant negative effect on human health, particularly in urban areas.
The voice of the Community would be being lost. The Community has made itself very clear they DO NOT want the residential infill of the 54.9ha environmental green gem/ 18-hole golf course and fragile ecosystem, they want the SU1 zoning to remain in good faith/ trust. Our voice has been heard through JRRR having over 600 members (on an ongoing upward trajectory), JRRR AGM record attendances, large multiple parliamentary petitions (including a recent one in September 2021 containing 4,553 signatures), on-line petitions, public questions to council, funds to fund the legal argument etc in fact total petition submission numbers to date are around 10k!!	Increased noise pollution because of increased traffic, and the elimination of vegetation that helps buffer existing noise emanating from surrounding traffic, overhead flight paths, freight trains and the public transport infrastructure being developed as part of Metronet. Industrial/ commercial development underway near the front door of the estate. Jandakot airport commercial land also anticipated to have planned infill, reflecting in more traffic movements on Berrigan drive, nearby Prinsep Rd Surf Wave Park anticipated to have 300k annual visitors, a one billion investment by Perron Group re the Gateway extension will also culminate in additional pressures on Berrigan Drive, re the planned residential towers.
Seven picturesque large water bodies with fountains, which provided habitat for fauna, flora, and birdlife	Complete recission of the original concept that was marketed and sold as 'an exciting upmarket residential estate established around an attractive 18-hole championship world class golf course.
Loss of our golf course vegetation sound barrier, this is a major factor.	Disruption of the local Community identity that has developed over time because of the Golf Course and its clubhouse being an integral feature of the Estate and a central hub for Community gatherings.
The feeling of open green space/ with peaceful views from 220 homes that directly adjoin the course. Loss of the serenity/ quiet enjoyment currently in the estate.	Contamination of soils and groundwater from fuel leaks and waste products associated with the demolition of existing structures, extensive earthworks, and subsequent development of residential and commercial structures which would negatively impact the Jandakot Groundwater Mound.
Overall loss of tranquillity/ quality of life/ dark sky/ significant loss of lifestyle and amenity.	Massive loss of overall quality of amenity.
Loss of "Quality" Banksia woodland (that is black cockatoo habitat). The ecological community was listed as endangered under Australia's national environment law, the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act), September 2016.	Significant impact on climate change given that via an Environmental, Science and Technology Report in October 2018, it is estimated that the golf course produces enough oxygen to sustain 135,000 people annually.
Loss of Golf Course driving range/ putting practice green that was advertised as just a short stroll away.	Increased energy consumption (due to the loss of the cooling trees/ vegetation). Heat Island impact.
Loss of open space network corridor, biodiversity, and environmental value.	Possible disruption of high-risk acid sulphate soil areas known to cause serious environmental and health impacts.
Loss of public amenity value/ liveability in region.	Pinging off roof tops re aircraft sound from nearby Jandakot airport air traffic including circuit training (if golf course sound buffer goes). Cumulative impact happening in Jandakot with other nearby clearing as well.
Climate change mitigation. Climate change has significant social, economic, and legal implications for LGA's.	Glare from light coloured metal roofs.
Loss of amenity value to neighbouring suburbs. The Glen Iris Golf Course was advertised in estates like Banjup/ Treeby, to attract the sales of their land. I.e., an advertising hook for the golfing community.	Increased security risks. Increased graffiti risks as current residents would potentially put up Colorbond on back fence lines. Currently see-through galvanised fencing, to optimise views of the golf course/ nature.
The Community will lose the point of difference of our estate to normal suburbia estates.	Elevated emissions of air pollutants and greenhouse gases.
Adverse impact on the pleasantness/ attractiveness/ aesthetics of the estate.	Unsightly swales (means to stop water run off), due to removal of all seven picturesque water bodies of which some currently catch stormwater run-off.
Loss of local social gathering hub/ meeting place.	Multi coloured fence lines (re many current golf course residents planning to block off their back yard fence lines with Colourbond fencing etc due to privacy issues if the course is infilled.)
The Lakes Golf Club home ground, golf club established over 60 years ago. Now playing at Kwinana golf club. One member is an inaugural member of the club, now displaced himself just like the wildlife.	Smaller sized blocks in the neighbourhood, over one in five block land sites only averaging 300m2. Currently blocks range up to over 1200m2 in the Glen Iris Golf Course Estate.
Loss of the Community Amenity/ Function centre that was advertised as a short stroll away.	Loss of an environmental amenity including access to clean air, and the quality of any other environmental good that may reduce adverse health effects for residents or increase their economic welfare.
Loss of opportunity for sensible planning balance, re suitable retainment of greenspace/ recreational allocation for a growing CoC population. Nearly 120k people live in the City's 23 suburbs, and this is expected to grow to over 170,000 by 2036. City of Cockburn does not want to find themselves like Western Sydney in the future squabbling over green space.	Risk of destructive fire (access/exit issues). Estate becoming a potential fire death trap due to only have limited entry/ exit points increased vehicle movement/ population. Closure of Turnbury Park Drive. Additional set of traffic lights Berrigan drive, i.e., stop/ start. Dean road impact - it will be sandwiched between roads, massive loss of tree canopy behind current Dean Road homes.
Lack of trust in the WA Planning / City of Cockburn. Golf course estates should be protected in perpetuity.	Dust for years from undeveloped blocks/ Construction dust for years/ Vibration for years.
Perth had lost around 80 per cent of its wetlands over the last 200 years due to development.	Potential overshadowing issues.
	Damage to homes/ pools etc from vibration of compacting land sites for residential infill. Insurance will potentially not cover this for current homeowners within the estate (check with your insurer).
	Massive privacy loss for those homes abutting the current golf course.
	Footpaths located near to current homes that abut the Glen Iris Golf Course. Loss, loss, loss....and more loss!

Updated 30.6.22:

**Proposal to Rezone Glen Iris Golf Estate for Development: Reference number 109/152
Private Owner Resident - Submission**

Name	Rita and David Bowsher
Address	45 Kooralbyn Valley Crescent, Glen Iris Jandakot
Email	ritabowsher@hotmail.com

Please circle response

Would like to keep your details confidential?	NO	
Do you support the infill redevelopment of the Glen Iris Golf Course	NO	

Submission: Reference number 109/152

We are long term residents in the Glen Iris Golf Estate and chose to build our ‘dream home’ on a block of land, backing onto the Golf Course. The developer guaranteed that we would have ongoing use of not only the golf course, but access to a community club house and sport recreation facility. The plans shown and promises made by the developer, highly influenced our decision to purchase of the land, as a lifestyle choice for our family and for future prosperity.

The sole selling agent for the Glen Iris Golf Course Estate was Satterley. Their marketing pitch was, and I quote, “so different, so unique, so much to enjoy, Glen Iris has it all!”. The promise of the future “Country Club will host luxury facilities for the whole family to enjoy. Golf, tennis, pools, restaurants and children’s recreation areas, just a short stroll from your home”. This was the developer’s ‘promise’ and what it had to offer suited our family completely, from a Country Club lifestyle and investment perspective.

We all know that the Country Club didn’t eventuate (but weren’t advised as to why?), but we never thought for one moment that the golf club would be sold eventually to the Eastcourt Development Group – to build medium to high density homes on it! Property developers sell us ‘never-ending promises’ which don’t come to fruition; this is the reason why we don’t trust Eastcourt developers. Property Developers only care about profit and walk away from it with broken promises (re: Satterley’s sale pitch on Glen Iris Golf Club Estate), without any recompense. For these reasons, our Glen Iris community does not want Eastcourt to cram the golf course and green space with medium to high density residential housing. It’s not morally ethical to destroy green space for the sake of greed and profit.

In their sales-pitch, Eastcourt state that they want to create an equitable community in which everyone living in the estate will have access to ‘facilities’ and nature. Eastcourt touts the theme of ‘inclusivity’??, but this is another misconception which they printed in their sales pitch. Contrary to Eastcourt’s Property Groups comment that the Glen Iris Golf Course

facility (including the Glen Iris Bar and Bistro) was 'exclusive' and only catered for a selected group of the community, is utterly incorrect. The Glen Iris Golf Course and its facilities was indeed a popular venue for the community at large and not for a 'selected' few; be it playing golf, having a drink with friends or enjoying a meal and/or social function at the excellent bar and bistro. People came from the broader Cockburn community and society generally, to enjoy what the Glen Iris Golf Club had to offer; in sum it was a unique social hub.

The 'Glen Iris Estate Project Team' (GIEPT) was set up by COC in an attempt to 'engage the community' in the new concept plans but unfortunately, they are far removed from the overall positive sentiment that residents in the Glen Iris Golf Estate (GIGE) already have in the estate; we do not want infill housing. Their comments are NOT reflective of the views and concerns of residents in our community. In their Community Newsletter, Edition 4 (October 2021) the headline was "Glen Iris Estate Designed to be Different".

We already ARE different; GIEPT had these 'new concept' proposals emblazoned on their flyer:

- i) 'fido will love it' - we already have 85% households in the neighbourhood with dogs and pets, we already have dog exercise enclosures
- ii) 'walking for wellbeing' - already large numbers of residents regularly walk for wellbeing, exercise and meet and greet, we had the Glen Iris Golf club; either the game, Bar & Bistro social gathering???
- iii) Everything for the modern family??? - Define 'modern', our community boasts a mixed demographic with an increasing number of couples, young families and professionals who've moved into the estate.
- iv) 'eat, meet and shop local'? - we already had Glen Iris Bar & Bistro, and currently sport two restaurants in our local 'shops'
Note: Little interest in small shop owner (IGA) for Glen Iris, likewise for Treeby suburb.
- v) 'Mindfully Sustainable' – ALREADY have this! Solar powered homes, beautiful green space and lakes in the Golf Course, abundance of flora and fauna. Note: our beautiful lakes were crudely drained by Eastcourt. This led to loss of ecosystems and habitat, and therefore sadly, fauna.

Flora and Fauna - General

There was also the unique flora and fauna habitat nestled in the golf course: black, white and red tailed cockatoos, wild geese, ducks, ibis, quendas, numerous native bird species generally (kingfishers, honey eaters, mudlarks, willy wagtails, magpies and so forth. The variety of fauna was long established going way back to when Bill Wilson first established the 'Lakes Hotel and Links Golf Course' back in the 1960s. It was indeed the local 'watering hole', going way back. The wetlands that this establishment 'sat on' had been a part of the landscape for thousands of years. These pockets of wetlands in the Cockburn area is disappearing quickly, without a thought for anything beyond profit margins! I refer to the housing development on Berrigan Drive (by Lakes Senior High School) by Yaran developers; another piece of wetland destroyed!

Flora and Fauna – Observation on Carnaby's Black Cockatoos (Food source and Habitat)

From our observations over the past 25 years the black cockatoos have decrease in flock size and habits considerably during the last 8-10 years. This has been observed in their eating habits and the time of year in which the flocks fly through in their search for food and /or migratory path. With the continuing destruction of Banksia Groves, bushland (and Pine trees), notably around Jandakot Airport and the developments of Treeby and Piarra Waters, the food supply (and nesting) for the cockatoos and native birds in the area has dwindled.

The Glen Iris Golf Course open space has a number of Cape Lilac Trees that have self-sown in the Glen Iris Golf Course Estate throughout the years. Although these trees are an introduced species, the Black, White and Red Tailed Cockatoos have eaten the seeds to increase their food supply because of diminished food sources and bushlands, in the Cockburn, Armadale and Gosnell 'urban' areas. When we first built our home the Carnaby's would come in the winter months to eat the 'ripened seed' of the Cape Lilac tree. However, in the space of only 10 years their movement and habits has significantly change. We've observed the Cockatoos coming through to feed on the green Cape Lilac seeds, as early as February and March. The flock numbers are also significantly less; instead of some flocks being as high as 150 birds, they are now almost halved, in comparison. The number of flocks and frequency times has also decreased. This evidence signifies that our destruction of local bushlands is notably having a major negative impact on the endangered species and all within a space of 10 years!

Yet in the name of 'progress', land developers are freely given the license to destroy hectares of habitat regardless of the environmental consequences; the collapse of local flora and fauna species in the bleak back-to-back suburban infrastructures consisting of bricks, concrete, paving, tarmac, and with as little as 10% Green Public Open Space. As reference, we can just look across the rooftops of the first stages of Treeby, located off Jandakot Road (east of Glen Iris); it's void of any distinguishing green space and flora and fauna is non-existent. During the warmest days of the year (November to April), one can see the shimmering heat waves radiating into the atmosphere. No sustainability here! It's going to be so much worse off when developers start the next stage called 'Lake Treeby'. This will see the clear felling of hectares of banksia groves and bushland. Another habitat plundered and totally destroyed. This type of mismanaged 'development' that is allowed to take place by people in State and Federal Politics and Councils, just adds another strike towards climate change and another 'green' opportunity squandered.

Traffic Congestion – Alarming Increase

After living in the GIGCE for over 20 years, we have seen a number of changes and modification to made to road systems and attempts being made by Main roads, to deal with managing extra cars, commercial trucks and heavy haulage vehicles. We also have seen major changes in the Kwinana Freeway. Whilst a good proportion of these changes made a positive difference in management of additional traffic (some caused by the expansion of housing estates south of Berrigan drive, the railway system and Roe Highway), the magnitude of the number of vehicles on the road has increased exponentially. Our picturesque, quaint 'country style' roundabout (yes, a little 'romanticism' here, but that's what we were promised) that joined Dean Road, Jandakot Road and Berrigan Drive, has given way to become a quadruple, dual carriageway intersection that's govern by a series of traffic light sequences. This is now a major intersection that sees thousands of cars,

commercial vehicles and haulage trucks move through it each 24 hour day. It's obvious that our golf course estate is central to all manner of the major road network links: Roe Highway, Kwinana Freeway, North Lake Road, Princep Road link to Armadale Road, Karel Avenue and Warton Road, including the Transperth rail system.

The traffic noise, air pollution and the general hustle and bustle of a busy highway at this intersection already shows signs that it's barely coping with the current huge volume of traffic. During peak times Berrigan Road is gridlocked with bumper to bumper traffic from the Northlake Road traffic lights and beyond the Glen Iris Dean and Jandakot Road intersection. The Mains Roads decision to install an additional traffic light intersection along Berrigan Drive and to close off Turnbury Park Drive (turning right), will cause insurmountable commuter hardship, that is time consuming and fraught with danger, for Glen Iris residence to navigate day in and day out.

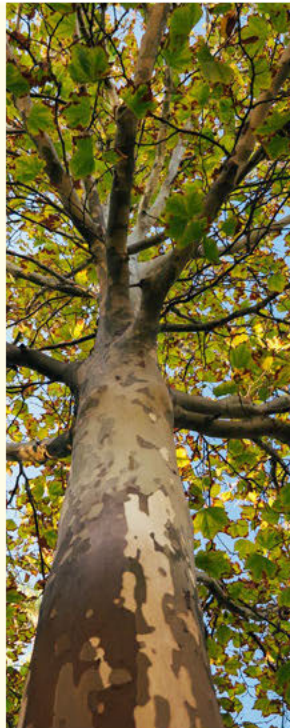
Conclusion of Submission: Reference number 109/152

For the reasons outlined in this submission, we do not want Eastcourt to carve up our former golf course estate into hundreds of residential plots of land, where medium density housing will be constructed. We must look at the bigger picture and consider the moral issues, traffic issues and the disappearing habitats for our precious flora and fauna in our environment.

Glen Iris Estate Reference Group – Workshop #3 Summary

The third Precinct Reference Group (PRG) workshop was held on 18 November 2020, facilitated by Metrix Consulting, with expert planning, design, traffic, environmental, civil engineering and landscaping consultants in attendance. The group consists of 32 residents from the Glen Iris community, and 22 attended the third workshop. The third workshop provided participants with the opportunity to further explore key priority areas identified in Workshop #1 and #2, and draw aspects of the concept development plan with the specialist consultants.

This document is a summary of the key ideas, considerations and plans identified and drawn by residents.



The top five priority areas identified in Workshop #1, and further discussed and drawn in Workshop #3 were:



Traffic & Access



Future Housing



Open Space & Environment



Interface



Local Amenities



Base Plan of Glen Iris site provided to PRG members

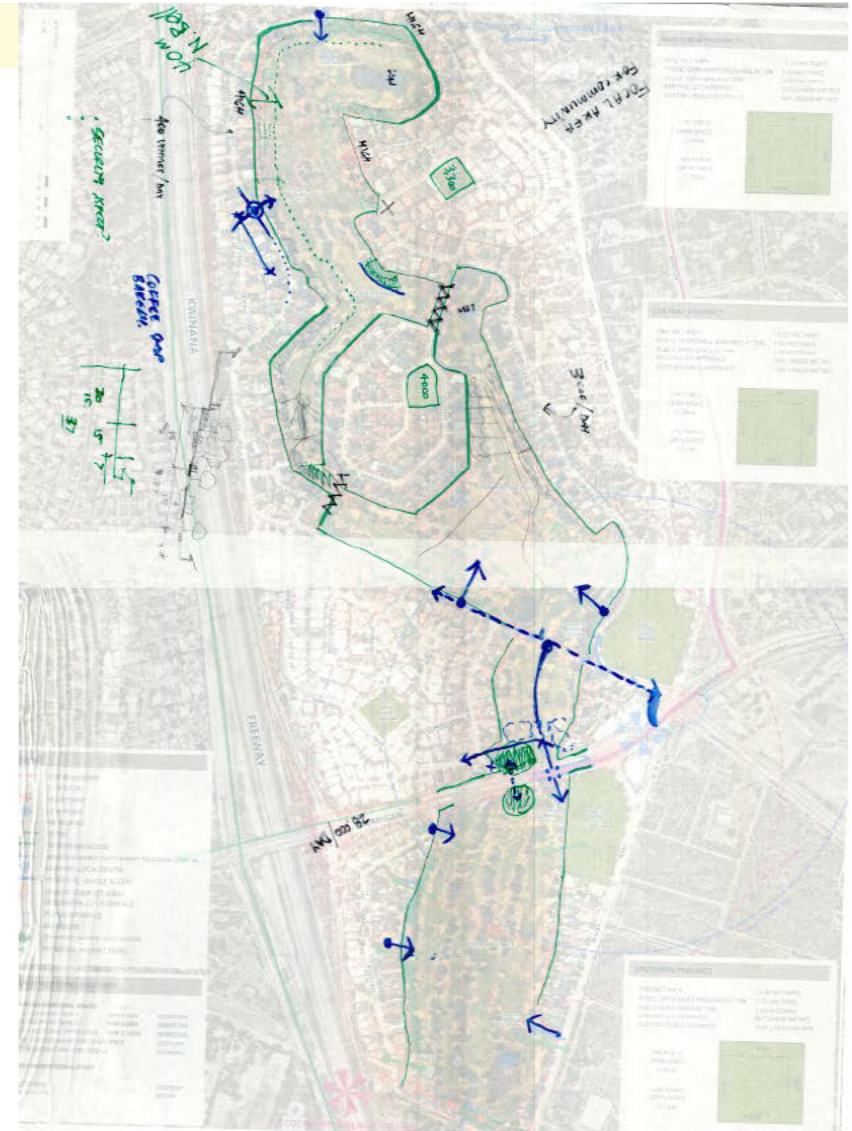




Northern Precinct

When working through the plan, residents spoke of:

- **Retaining and utilising the underpass.** Many felt this provided a safer way of crossing Berrigan Drive for all residents, but especially for children and the elderly. Using **open space either side of the Berrigan Drive underpass** to retain the underpass option.
- **The new signalised intersection at Berrigan Drive being a good option for access** to the estate, so long as it managed the flow of traffic on Berrigan Drive (which is already considered excessive).
- A general agreement that there were **two viable road entry/exit points into the northern zone being to the northern end and the north western side.** Other possible entry points on the eastern side were considered problematic due to traffic levels.
- Examining options to **create a more equitable sharing of existing internal traffic** between Dean Road (currently 3000 movements / day) and Glen Iris Drive (currently 400 movements / day) and future traffic. A resident living on Glen Iris Drive was less supportive of this.
- Using **public open space as a buffer for some properties within the development** – however some residents noted that using public open space as a buffer for all properties backing on to the golf course was not viable. Other residents indicated that the largest proportion of public open space should be incorporated into community space and ensure picturesque entrances that align with the current Glen Iris look and feel.
- Considering the use of **buffers to the rear of existing properties backing directly onto the former golf course.** There were community member suggestions that this should be in the order of 40m wide to provide for tree retention and space between existing and future housing. Other widths were also discussed (e.g. 10m - 20m), but no one final dimension was settled on. A quick calculation revealed that if a buffer was allowed along the full interface to the northern zone it would be an approximate average of 7m wide however it was also noted this would not capture most existing trees nor allow any usable open space elsewhere.
- A need for some **community members' current view into the golf course to be preserved** leading to their suggestions for the resulting locations of public open space to be guided by that localised outcome.

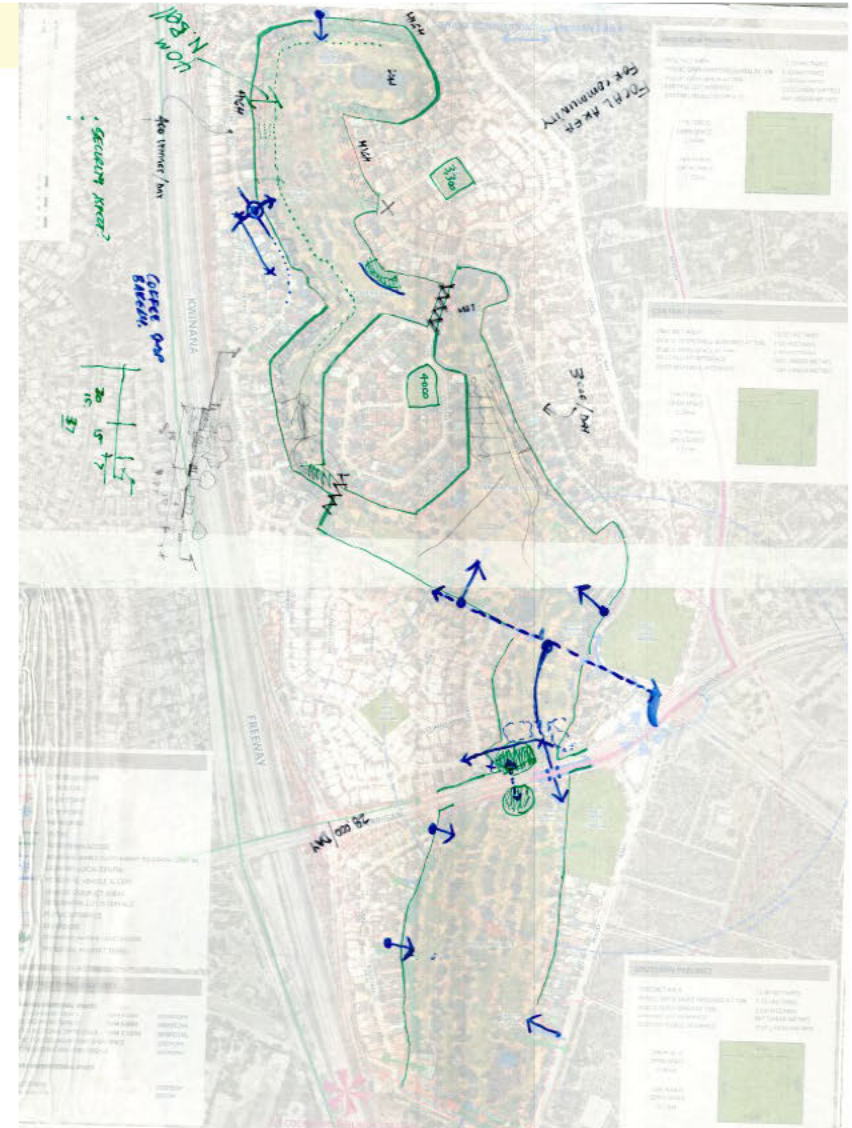




Northern Precinct Continued

- Considering how community members could be compensated for the potential impact on their existing properties resulting from the loss of the golf course. This was noted as being outside of the Reference Group planning mandate.
- A general agreement that the narrower sections of the former golf course should be open space as there is not enough room there for either housing or roads.
- Retaining the existing vehicular bridge and verge trees on Twin Waters Pass - this was considered generally desirable if possible.
- Including a café and/or bakery near Berrigan Drive (but away from the busy road) being a good amenity for residents to use, possibly linked to open space.

Residents also feel the current Glen Iris retail/commercial “Hub” (shops on Berrigan Drive) is not viable and lacks appeal for both residents and prospective tenants. Residents wanted consideration to be given as to how to improve this existing area.





Central Precinct

When working through the plan, residents spoke of:

- **Having a visually appealing entry** that utilised public open space when you entered the precinct from the **new signalised intersection off Berrigan Drive** (as outlined by the Traffic Consultants).
- Continuing **Turnbury Park Drive** and connecting into the **new signalised intersection** – potentially using the existing roundabout. Removing the existing intersection with Berrigan Drive.
- **Retaining the pedestrian underpass** and using **public open spaces** on each end to make the entries safer, and installing adequate lighting in the underpass on the entries.
- **Access onto Dean Road** being minimised and **IF** an entry needs to be connected to Dean Road it should be before the bend down near the Berrigan Drive/Jandakot Road intersection. Reasoning was three-fold:
 - **Safety** – the bend can be a blind spot and needs to be considered.
 - **Visual appeal** – the current landscape and interface of Dean Road is liked, and residents do not want to see this go (e.g. trees).
 - **Traffic volumes** – adding entry roads further up Dean Road would impact existing houses and residents – some were concerned Dean Road could become busier/a rat run.
- Using the approach titled **Section C** (see diagram to the right) to retain the vegetation that backs onto existing residential lots along Dean Road. This would also act as a buffer between the properties and allow for a new road to be put in that could connect to a roundabout at Twin Waters Pass/Portsea Gardens.
- **Retaining the bridge at Twin Waters Pass**, and placing **public open space** on either side of it. This could act as an entry statement (that aligns with those that already exist – e.g. Dean Road), while providing options for travel within the precinct. Residents appreciated the existing tree line would have to be reduced here, but if public open space was used in its place they were okay with it. Also, there are some trees here which are considered nuisance / dangerous near homes that some residents want removed.
- Connecting existing **public open spaces** via footpaths with new public open spaces.
- Using **conservation zones** in new residential lots to act as a buffer – however like the Southern Precinct Group, this must be enforced (and there were also doubts about the effectiveness of enforcing this).





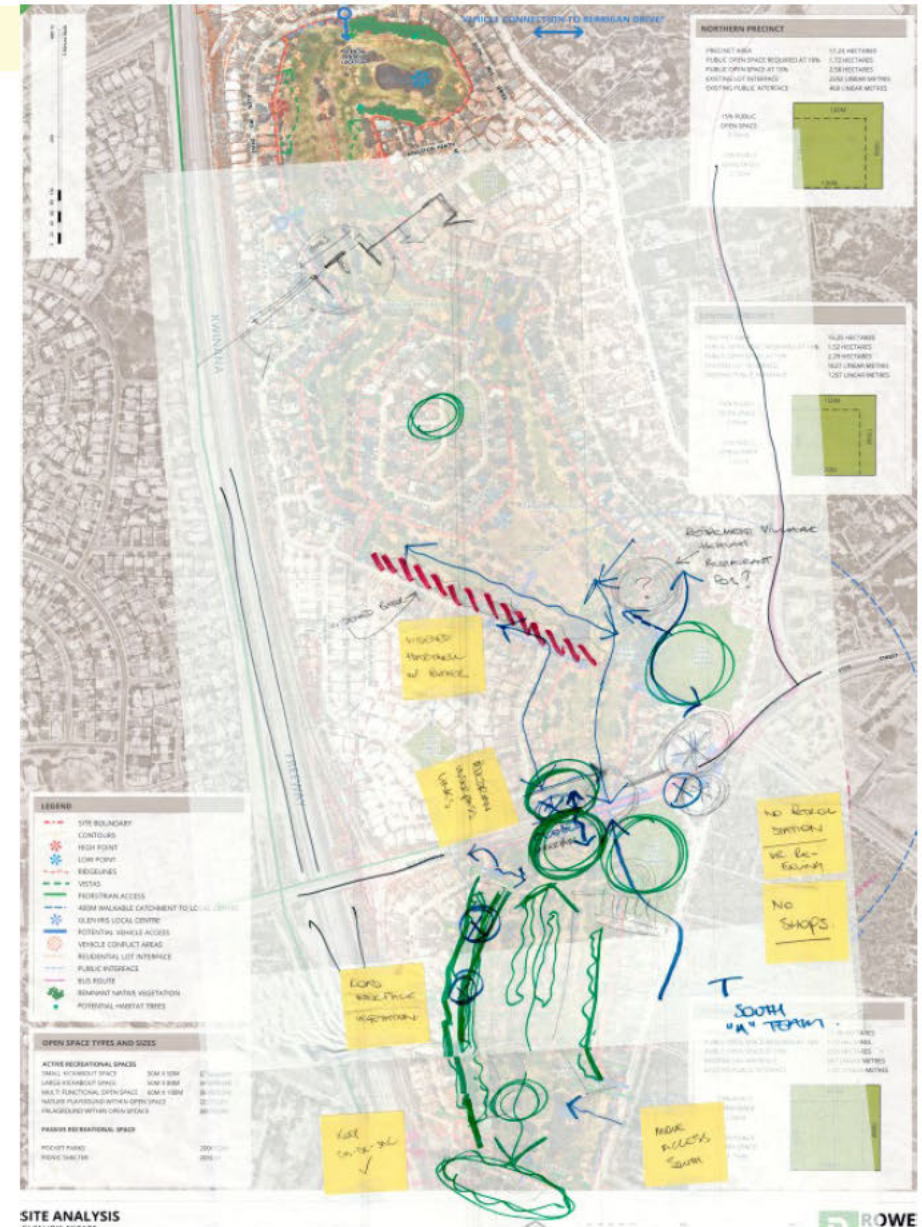
Southern Precinct

When working on the southern precinct plan, residents spoke of:

- **Retaining the underpass to ensure pedestrian safety** when moving between the Southern and Central Precincts. Using public open space to connect each end of the underpass and **make for an attractive entrance/exit.**
- Minimising connections from the Southern Precinct to the west onto The Fairway and The Lakes Boulevard. Residents wanted to consider realigning Prinsep Road through Prinsep Park connecting to the proposed light-controlled intersection and **removing the current intersection with Berrigan Drive which is considered unsafe.** At a minimum, any entry via Prinsep Road needed to factor in the already busy road conditions and look to **minimise adding traffic to this road.**
- Retaining the existing vegetation along the northern side of Hartwell Parade within a widened road reserve and not widen the road pavement. **Residents like the aesthetic of this road and would like to see it retained.**
- **Considering how the existing Club House could be utilised.** Some examples included incorporating the building into a retirement village or using the area as public open space – however some thought this might require too much of the allocated public open space and also noted the proximity of existing open space to the east which is currently being upgraded by the City.
- Considering the use of **conservation zones within new residential lots** to act as buffers to existing properties. This would not only have the benefit of acting as a buffer, but also help with flora and fauna conservation. However, some residents did raise that the conservation zones would need to be enforced and monitored to ensure they remain and were not removed by new residents in the future (there was some scepticism about the reality of enforcement).

Residents also mentioned that a linear approach to public open space was not feasible (i.e. providing a buffer to all existing residential dwellings), nor did they consider it the most appropriate use of the allocated amount. Residents would rather see **larger areas of public open space be used to facilitate shared community areas.**

Residents also felt there **wasn't a need for any additional commercial areas** (e.g. cafes / shops) within the site which was already well serviced by way of the existing retail precinct to the east and the Cockburn Central commercial area.



Submission on the former Glen Iris Golf Course, Jandakot
 Submissions - 109/152 and 110/226

Submissions close 4pm, Monday 25 July 2022

Please complete this form and either:

- Post it to: City of Cockburn, PO Box 1215, Bibra Lake DC WA 6965, allowing sufficient time for delivery by Australia Post.
- Scan and email it to: customer@cockburn.wa.gov.au
- Place in the wooden box on the veranda at 8 Hartwell Parade, Jandakot by Sunday 24 July 2022 (JRRR will then deliver them in bulk.)

Regarding your submission, Council requires a Schedule of Submissions to be prepared which includes a submitters name and address. This forms part of a Council Agenda report, which is available for public viewing (published in hard copy and on the City's website). You have the option to keep your details confidential – see below.

Name	[REDACTED]
Address	[REDACTED]
Email	[REDACTED]

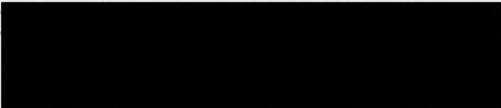
Please circle response

Would like to keep your details confidential?	<input type="checkbox"/>	<input checked="" type="checkbox"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="checkbox"/> NO	<input type="checkbox"/>

Please provide your own comments below:

I find it incomprehensible that the same council that has just sent me a rates notice, telling me how wonderful they are and how lucky I am to be living in Cockburn, is the same council that deliberately kept me in the dark when they were conspiring with a consortium of developers to reduce the value of my property by at least a quarter of a million dollars by building a high-density housing development in the golf course that I was led to believe would be there in my retirement. I find this doubly insulting because I was not even consulted at the beginning of the negotiations between my theoretical representatives (the Cockburn Council) and the developers so that I could voice my opinions at that stage. No, the council had to plan all this behind my back so that they could surreptitiously get their plans to the stage of near acceptance, before telling the very residents who they were supposed to represent, any details in the hope that they could get their plan through before anyone knew. I actually feel you should be ashamed of yourselves for the months and months of conniving discussions you must have had in the back rooms of the council chambers to try and disenfranchise your current rate payers for the simple act of greed that you are now perpetuating. How many millions do you get for supporting these developers in their ambition to gain even more millions for their own pockets. I have worked hard for my entire life to facilitate my ambition for a quiet and pleasant retirement with my wife, I chose a house in a pleasant col de sac, I paid a premium for both the area and the position of my house, and now you come along and without even having the courtesy to discuss this with me, or anyone in the area, your decision to steal on the average \$250,000 and foist high density housing and property depreciation on me and my neighbours, who paid equally higher process for the privilege of living in the environment we were led to

Page 1 of 3.



Submission on the former Glen Iris Golf Course, Jandakot
Submissions - 109/152 and 110/226 (continued)

believe we had, not only that, you do not care about the disruption to our lives this is going to cause when the developers come in and dig the area up and build God knows how many houses in the area. I say God knows how many because you can bet it will not be what they say now, your council will have negotiated with them already just how many will ultimately be built but it will be nearer to a thousand than five hundred because you will make more money that way. Pigs and troughs. Honestly, where is your moral compass, you know the one with north and south in it not simply dollar signs.

The golf course was zoned as a golf course and it was you as a council, who should be representing your ratepayers, to rezone it to facilitate this development. Well, you've done that already and you have shown further disdain for these very same ratepayers by refusing to meet them face to face to discuss and justify what you are doing to their lives and their properties. You have steadfastly gone behind their backs and not engaged directly with them, you have refused direct discussion and only allowed written questions and refused to recognise the deep anger that exists in this community against your council because of the way we have been treated by you throughout this disgusting affair. Now, along you come with the most patronising piece of garbage I have seen for some years, the rate assessment, and you tell us how we should be grateful to have you, \$250,000 worth of Gratitude? I think not. It amazes me you could even consider suggesting we should be happy with you. I would be happy if you had the guts to stand up to big business and tell them where to go to develop their anti-social conurbation, there are plenty of other places where there would be no impact on existing communities that you could have chosen in preference to this and you should at least have had the decency to ask the residents to come up with plans for the golf course as a golf course before taking away their ability to do so, you were elected officials by an existing community, at least have the good grace to put them first before you make decisions that will change their lives and effect their ability to live out these lives of dedication to our country and the community in peace. You have assumed too much and just because your decisions do not affect you personally you will not eventually be able to turn your back on our community like some Pontius Pilate and claim that you had no choice in making your decisions, they are laid precisely at your door and soon you will be required to justify them to the community that Have the guts to work for your ratepayers and stop this development now.

Unused

23/7/22



Jandakot Residents and Ratepayers Association
(Inc)
(representing in excess of 600 members)

Submission 109/152 and 110/226
Glen Iris Golf Course, Jandakot

24 July 2022

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1. Introduction

The Jandakot Residents and Ratepayers Association Inc (JRRA) would take this opportunity in its submission to remind the CoC of the statement made by Mr Daniel Arndt, then Acting Chief Executive Officer, in his letter date 2 September 2020 to Hon. Matthew Swinbourn MLC in which he acknowledged, on behalf of the City, its awareness of both the Community's concerns about the future of the land in question and how integral the Glen Iris Golf Course was to the neighbourhood. He did so by stating:

"Many of the local residents have expressed their opposition to a redevelopment of the subject land, which would result in residential zoned land where there is currently open space and significant vegetation attributed to the former golf course. The City understands the community's concern regarding the future of this site, and how integral the golf course was to the existing neighbourhood" (underlining added)

In view of the City's acknowledgment *"how integral the golf course was to the existing neighbourhood"* the JRRA and its members, as well as the wider community, request that CoC REJECT the developer's application in full and instead work with the community to find a win-win outcome.

Given the JRRA represent the interests of the actual Owners (Ratepayers and Residents) directly impacted by the proposal it is understood that the City is required, on basic legal principles, to give significant weight to the views of the owners of the affected residential lots and should not make any decision to adversely affect their amenity and interests without carefully considering their views in accordance with the principles of natural justice and other legal requirements.

In representing those Owners the JRRA trust that the City will adhere to these requisite principles in its considerations and thanks the City Officers for doing so.

2. Background and History

The Glen Iris Golf Course (Golf Course) is situated at the centre of the Glen Iris Golf Course Estate (Estate) in the suburb of Jandakot. The Estate consists of 773 homes including a large number of residents who purchased homes in the Estate to enjoy a unique golf course setting and lifestyle.

The Golf Course was first established in 1965 as 'The Lakes Golf Course and Country Club', a picturesque country club and resort style golf club offering a range of facilities for golfers and surrounding residents.

In the mid-1990s, the golf course and the surrounding land was developed into an integrated residential golf course estate called the 'Lakes Golf Course Estate' and later renamed to the 'Glen Iris Golf Course Estate'.

Today, the Golf Course consists of an public 18-hole international championship golf course, driving range, club house with restaurant and bar, professional golfing shop and practice putting green, and this amenity remains an integral feature of the Estate.

The original developer of the Estate owned the Golf Course continually from 1965 until its sale (by the heirs of the original developer) to the Proponent in 2020.

2.1. Change of Ownership

In 2017, the then long-time owners of the Golf Course met with the City of Cockburn (City) to discuss the potential sale of the land and whether the City would be interested in negotiating its purchase.

The City sought details from the owners for the purpose of conducting due diligence enquiries, but according to the City the owner was not forthcoming with this information and there were no further negotiations. There did not appear to have been any follow up by the City.

The owners subsequently proceeded to privately negotiate the sale of the land, however, not as what was then a viable golf course, but via a company called Acumen Development Solutions Pty Ltd (ACN: 160669116) (Acumen), a specialised development consultancy firm with headquarters in South Perth, offering the golf course land to developers only as SU1 zoned land with potential for rezoning and redevelopment into residential lots. Acumen is the Project Manager for Eastcourt Property Group, the eventual owners from the sale.

In March 2020, homeowners and residents of the Estate received notification of the imminent sale of the Golf Course.

On 6 April 2020, the Golf Course was sold to Eastcourt Property Group Pty Ltd (ACN: 115010823) (Eastcourt), a property development and investment company with headquarters in Applecross. Immediately after Eastcourt purchased the Golf Course, it closed

JRRA's enquiries have revealed that the Golf Course was purchased for \$27.4 million, with \$18 million paid at the time of settlement and the remaining \$9.4 million to be paid if the land is successfully rezoned.

3. The Communities Response

Note to the City of Cockburn when reading this section

This section relates to the combined submission, including Appendix 1 - Community Engagement Report, Scheme Amendment Map, Structure Plan

CoC Action Required: REJECT the developer's proposals as they do not address the negative impacts of this infill development.

The community response and opposition to the Proposed Estate has been substantial and unequivocal, and public interest and opposition to the Proposal continues to rise. The City has acknowledged that there is a great deal of anxiety in the community about the future of the land. Such anxiety demonstrated by in excess of 10,000 signatures on three Petitions opposing the proposal. The City is aware of those Petitions and such opposition should be taken into consideration.

JRRA represents the vast majority of affected homeowners who have concerns that the rezoning of the Golf Course and development of the Proposed Estate presents a considerable risk to amenity, lifestyle, land value, and importantly, the environment and fauna – matters that need to be taken very seriously, especially after the scathing “State of the Environment” report recently published in July ‘22 - a shocking report showing how Australia’s land and wildlife are being destroyed, in part due to climate change, and habitat loss.

Potential impacts to amenity, lifestyle, land value include:

1. Disrupting the balanced provision of, and equitable access to nature, sport and recreation opportunities that exist as a result of the inclusion of the Golf Course as a central feature of the Estate;
2. Reduction of land value by the removal of views of the golf course and the attraction of a unique lifestyle that follows from living in an exclusive integrated golf course estate;
3. Increased traffic pressures including up to 12,200 daily traffic movements on an already busy road infrastructure (principally Berrigan Drive) expected from the development of between 550 and 600 new houses as well as commercial amenities;
4. Increased pollution caused by non-exhaust emissions such as particulate matter which is now universally recognised as posing a significant negative effect on human health, particularly in urban areas;
5. Increased noise pollution as a result of increased traffic, and the elimination of vegetation that helps buffer existing noise emanating from surrounding traffic, overhead flight paths, freight trains and the public transport infrastructure being developed as part of Metronet;
6. Complete recission of the original concept that was marketed and sold as ‘an exciting upmarket residential estate established around an attractive 18-hole golf course’;
7. Disruption of the local community identity that has developed over time as a result of the Golf Course and its clubhouse being an integral feature of the Estate and a central hub for community gatherings; and
8. Generally diminishing the quality of life, vitality, community engagement and interaction, and sense of place in the Estate.

Potential environmental impacts include:

1. Irreversible loss and fragmentation of fauna habitat as a result of the clearing of flora and vegetation, much of which is home to an abundance of species of fauna that has evolved in the Estate over a number of decades;
2. Significant (negative) Interference with the federally protected habitat of the *Calyptorhynchus Latirostris* (Carnaby’s white-tailed black Cockatoo), which is recognised as endangered under the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act);
3. Significant (negative) Interference with the federally protected habitat of the *Calyptorhynchus banksii naso* (Forest Red-tailed black Cockatoo), which is recognised as vulnerable under the EPBC Act;
4. Contamination of soils and groundwater from fuel leaks and waste products associated with the demolition of existing structures, extensive earthworks, and

- subsequent development of residential and commercial structures which would negatively impact the Jandakot Groundwater Mound;
5. Negative impacts on the southern portion of the Estate which is shown as ‘wetlands’ on the relevant Landgate Property Interest Report;
 6. Possible disruption of high-risk acid sulphate soil areas known to cause serious environmental and health impacts;
 7. Significant (negative) impact on climate change resulting from the currently proposed removal of 750 of the 1,258 mature trees; and
 8. Significant (negative) impact on climate change given that via an Environmental, Science and Technology Report in October 2018, it is estimated that the Golf Course produces enough oxygen to sustain 135,000 people annually.

The potential (negative) impacts of the Proposed Estate cannot be understated and are of a real and significant concern of JRRRA and the local community.

Consequently, on 10 September 2021, JRRRA submitted to the Hon. Dr Brad Pettitt MLC, Member for the South Metropolitan Region, a petition containing 4,553 signatures of landowners, residents and visitors of the Estate and Golf Course.

On 13 October 2021, this petition was tabled in the Legislative Council.

This was the third Petition – all three totaling in excess of 10,000 signatures.

4. Integrated Golf Course and Housing

Note to the City of Cockburn when reading this section

This section relates to the combined submission, including the Draft Structure Plan

CoC Action Required: REJECT the developer’s proposals as they do not address or acknowledge the Integrated Golf Course and Housing status

In addition to the risks to amenity, lifestyle, land value and the environment, there are both moral and legal issues that arise from the Proposed Estate.

In 1992, the then owners of the Golf Course and the adjacent land (now together comprising the Estate) made a submission to the City and the Department of Planning and Urban Development seeking the rezoning of the land to facilitate the development of what was described as an ‘integrated residential golf course estate’.

As part of its submission, the owners stated that their objective was to create a desirable residential environment that capitalises on the natural abilities and characteristics of the site with an integrated 18-hole golf course as its centrepiece.

In conjunction with the owners, the City developed and released a concept plan that included a design and layout that was said to:

1. Maximise integration of the Golf Course throughout the Estate;
2. Maximise the number of homesites with direct aspect of the Golf Course;
3. Provide several homesites with secondary views of the Golf Course; and

4. Benefit the landowners and residents by providing the feeling of being within a golf course estate.

Research was referenced in the concept plan that indicated a strong demand for residents to live within a golf course estate.

The concept plan concluded with the following statement: 'As clearly demonstrated within the concept plan, the Lakes Golf Course Estate will be developed as an exciting upmarket residential estate established around an attractive 18-hole golf course'.

The concept plan was approved by the City and work commenced to develop what is now the Estate in its current configuration. The original developer held ownership of the land for a number of decades through to the date of the sale of the golf course land in April 2020.

Restrictive covenants were imposed on the land by the original developer in order to ensure the maintenance of a standard of housing and character consistent with that of an exclusive integrated golf course estate. Those Restrictive Covenants were registered with Landgate and many of those non-expiring Restrictive Covenants still exist today on a large portion of the lots within the Estate - over 240 lots. The residential land in the Estate, particularly that which directly abuts the Golf Course, has been valued and marketed with the Golf Course as an important contributing feature of the land. Many homeowners in the Estate purchased land solely on this basis.

Marketing material has described the Estate in the following ways:

1. 'The fabulous Glen Iris Golf Course at your doorstep'.
2. '...a truly prestigious development planned for a fortunate few and destined to become one of Perth's most sought-after addresses'.
3. 'Situated in a secluded parkland setting overlooking the picturesque lakes and nestled between the lush fairways of a first-class golf course'.
4. 'The Country Club will offer a host of luxury facilities for the whole family to enjoy, golf tennis, pool restaurants and children's recreations areas, all just a short stroll from your home'.
5. 'Set amongst the lush greens and fairways of the world-class Glen Iris golf course, the Estate boasts magnificent homesites, picturesque lakes, fountains and serene wooded parklands'.
6. 'Glen Iris ensures total security, a lifestyle second to none and the added benefit of being an excellent investment for the future'.
7. 'In addition to the many benefits Glen Iris already offers its residents, the planned Country Club will be centrally located within the estate'.
8. 'Complimenting the world class golf course, the club has been designed to incorporate a wide range of sporting and recreational facilities... all within a short stroll from their front door'.
9. 'Glen Iris, no other private Estate offers so much, so close to home'.
10. Land adjacent to or overlooking the fairways and greens of the Golf Course carried a higher purchase price. Homeowners were made aware that the higher price accounted for the specific lifestyle marketed to them.

11. The removal of the Golf Course from the Estate will have significant impacts on the value and character of the land and create a living experience entirely inconsistent with that represented to homeowners when they purchased the land.

The combined measures taken by the original developer maximised the level of profit it derived from the land, including but not limited to obtaining higher (premium) prices for the home lots sold to buyers given the character of the estate - namely its integration with the golf course.

5. SU1 zoning

Note to the City of Cockburn when reading this section

This section relates to the combined submission, Key Figure – Formal Structure Plan Key Figure – Indicative Subdivision Concept. Structure Plan (3.3.4, 3.3.5, 4.5, 5.1, 5.2.2, 5.6.1) Appendix 11 (p2)

CoC Action Required: REJECT the developer’s proposals as they do not recognise THAT Eastcourt and the integrated residential homeowners both fall under the SU1 “umbrella” and both “own” the SU1 definition.

The JRRRA along with our members are very concerned that the issues around Zoning are not being researched in detail and are not being taken into serious consideration at all levels of City of Cockburn which can only lead to the conclusion that such dismissive efforts demonstrate a predetermined outcome. As such we provide below our questions and the responses from City Officers to verify this conclusion:

Email dated 17 April 2020

From Rachel Pleasant (Manager Strategic Planning – City of Cockburn)

“The golf course area is currently zoned ‘Special Use No. 1’ which permits a golf course estate, private recreation, hotel, convention centre and associated uses. There is also a small area, approximately 2ha, upon which the driving range is located, which is zoned ‘Residential R40’. The ‘Special Use No. 1’ zoning was adopted to facilitate the current golf course estate in the mid-1990s and at the time included a structure plan, which guided the subdivision, land use and development of the area.”

Email dated 17 July 2020 * See note below

From Carol Catherwood (Head of Planning – City of Cockburn)

“The Glen Iris plan attached was part of the scheme amendment (#56) that introduced the Special Use to the City’s previous town planning scheme (TPS2).”

Letter to Hon M Swinbourne - 2 September 2020 (then Acting CEO – City of Cockburn) and OCM Minutes dated 10 September 2020 (Page 822 of 848)
Daniel Arndt: “Attachment One – previous rezonings under District Zoning Scheme No. 2 (DZS2) – included concept plan”
“Amendment #56 – Rezoning portion of Lot 2, 3,4 and 5 Jandakot Road from Commercial – Restricted Use – Private Recreation and Hotel to Residential R15/12.5 Restricted Use Private Recreation and Hotel and Commercial - OCM Meeting July 1990 (gazette date not clear)
Amendment 56 was supported by the above Concept Plan which was adopted in 1990 as a Structure Plan to guide development”

Questions:

1. How can three very senior officers at CoC state that SU1 was introduced under Amendment #56 (DZS#2) and the Chief of Built and Natural Environment (D. Arndt) state in OCM Minutes 10/9/2020 ‘approved at OCM July 1990’ but ‘gazette date not clear’, then subsequently when a copy is requested to help decipher illegible writing, later state Amendment #56 was never approved or adopted? 2. What was Mr. Arndt looking at to make the statement ‘gazette date not clear’?
3. From where did Ms’ Pleasant and Catherwood get their information to make these statements when (apparently) these documents cannot be found/do not exist and Amendment #56 was never adopted?

This myriad of events can only confirm not only that the CoC recommendation to the OCM was flawed in such a vital component but that misleading information was given to the Hon Minister by a Senior Executive of CoC, who in his role should require the actual facts to be clear and in full when advising MLC.

One could also suggest that this supports the belief of the existence of a predetermined outcome.

Email dated 15 October 2021 * See note below
From Claire Altieri (Strategic Planning Administration – City of Cockburn)
“Please find attached the requested amendments. Due to privacy, you may find some names have been redacted. Unfortunately, Amendment No.56 full documents were unable to be found, so I have included the Concept Map that formed part of the approval.”

Questions:

1. How can there be a Concept Map that formed part of the approval, yet the Scheme Documents cannot be found, and now (per D. Arndt and D. Reynolds) were never approved or adopted?
2. From where did Ms Altieri get this information to make the statement ‘that formed part of the approval’?

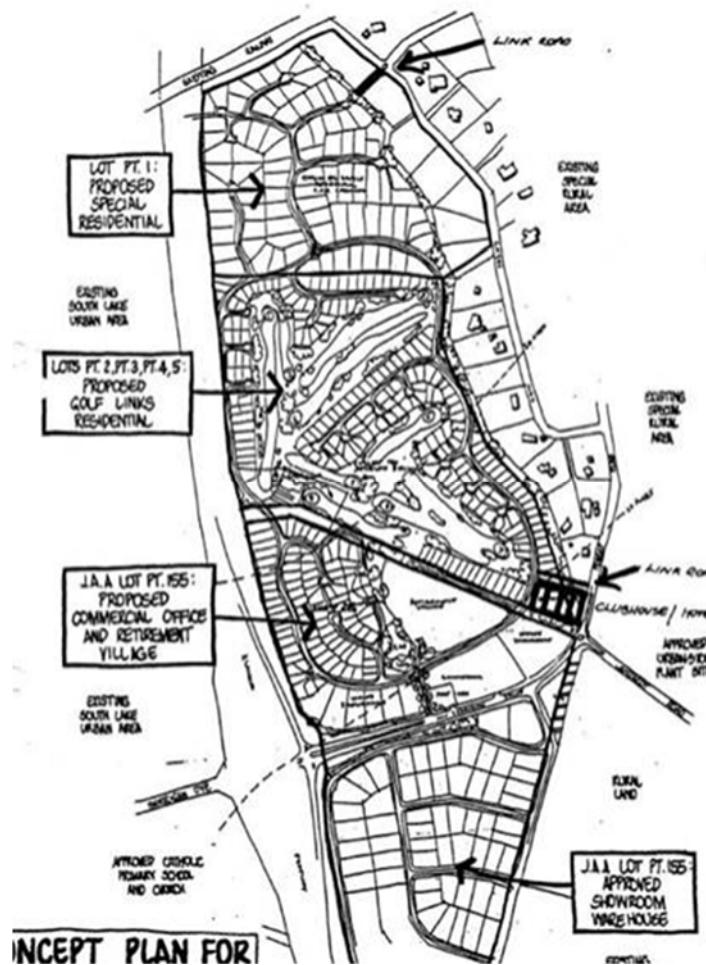
3. The City has stated that the original mistake lay with a junior staff member yet one would assume that senior officers are required to ensure that such information is verified as correct before it is stated and re-stated by three senior officers.

Note: * Below is the Concept Plan that both Ms Catherwood and Ms Altieri provided with their respective emails: “that it was this plan that was part of the scheme amendment (#56) that introduced the Special Use to the City’s previous town planning scheme (TPS2)” and “the Concept Plan that formed part of the approval” yet there is nothing on this Concept Plan to identify that it relates to Amendment #56.

Additionally, Ms Catherwood has stated that it was it was under TPS#2 that Special Use was introduced, which contradicts Mr. Arndt’s statement that SU1 was introduced under TPS#3 - “the Special Use zoning of the land (and wording in Table 8) was adopted in 2002, long after the golf course and surrounding residential estate had been developed.”

Furthermore, that absolutely no paperwork relating to Amendment #56 can be located, from where did the junior staff member (who apparently made the original mistake) obtain his/her information in the first place?

Mr. Arndt was able to quote this Amendment in Ordinary Council Minutes (September 2020) and in his letter to Hon Swinbourne (September 2020) - even providing a description of the proposed rezoning for this Amendment, plus date of approval – OCM July 1990 - with “gazette date not clear” - and at the bottom of the page “Amendment 56 was supported by the above Concept Plan which was adopted in 1990 as a Structure Plan to guide development.” (The Concept Plan that was included in Mr. Arndt’s November 2020 Minutes is the same as that shown below.)



Yet again further actions that support the belief of the existence of a predetermined outcome.

Email dated 25 June 2022

To Daniel Arndt (Chief of Built and National Environment – City of Cockburn)

To summarise the above:

1. In 2020 Rachel Pleasant (Manager Strategic Planning) advised that it was Amendment #56 that introduced the SU1 zoning.
2. In 2020 Carol Catherwood (Head of Planning) also advised that it was Amendment #56 that introduced the SU1 zoning.
3. When asked for a copy of that specific Amendment several City Officers each confirmed that a copy could not be produced by the City.
4. In 2020 City Officers included Amendment #56 in the OCM Minutes and yet in a subsequent but direct, written reply on the issue to Hon Matthew Swinbourne CoC subsequently stated “gazette date not clear”.

5. When CoC were once again asked (post the letter to the Minister) to provide a copy of the document to see if a JRRRA member could decipher 'gazette note clear', CoC stated that such a document was non-existent.
6. Ultimately, JRRRA member was advised in writing by CoC that Amendment #56 was never approved or adopted.
7. By separate FOI investigation the Department of Planning, Lands and Heritage stated in their letter dated 19/10/20 that Amendment #56 could either not be located or was never received by them – however their letter further states “not all development requires WAPC approval, and approval for development may be delegated to the relevant local government.”

Questions:

1. Was development approval for Amendment #56 delegated to City of Cockburn and therefore senior officers were able to cite relevant information, yet when a copy of the document was requested, it is unable to be produced?
2. Even if an Amendment is not approved or adopted, one would assume that there would be more than just a Concept Plan in a file pocket?

Email dated 23 June 2022
From Daniel Arndt
“As described above, the Special Use zoning of the land (and wording in Table 8) was adopted in 2002, long after the golf course and surrounding residential estate had been developed.”

Questions:

1. This totally contradicts what Rachel Pleasant and Carol Catherwood independently stated – ie that SU1 was introduced in the mid 1990's/Amendment #56 - under DZS#2 as opposed to D. Arndt stating (in 2022) that SU1 was introduced in 2002 under TPS#3?
2. Why would it take approximately 7-10 years to introduce a new Special Use zone under TPS#3 - see definition*?
3. Why would the Council introduce a new zoning “which have unique development requirements” for an already completed development?

TPS #3 - *n) Special Use Zone

To provide for uses which have unique development requirements that cannot be easily be accommodated by the objectives of any of the other zones included in the Scheme.

Table 8

No.	Description of Land	Special Use	Conditions
SU 1	Berrigan Drive, Jandakot, the Glen Iris Golf Course Estate.	<u>Golf Course Estate</u> , Private Recreation, Hotel, Convention Centre and associated uses - <u>means land used and designed for a golf course, integrated with residential development</u> and associated commercial and community facilities.	Structure Plan adopted to guide Subdivision, <u>land use and Development - Glen Iris Golf Course Estate.</u>

Note: wording in n):

- “unique” (definition: being the only one of its kind, unlike anything else)
- “have unique development requirements”. This is stated in the present tense, not past tense, therefore strongly supports that SU1 was indeed introduced under DZS#2 via Amendment #56 (per R. Pleasant and C. Catherwood), which (per D. Arndt) also adopted a Structure Map, in the mid 1990’s, but now states that it was adopted “long after the golf course and surrounding residential estate had been developed”.
- “that cannot easily be accommodated by the objectives of any of the other zones included in the Scheme.” If the integrated residential component was not inextricably linked to and included in the SU1 definition, the City could have just zoned it “Restricted Use, Private Recreation” as it did under DZS#2 or “Private Clubs and Institutions - Golf Club” as it did under DZS#1. If only zoning a golf course, there would be no need to create a new unique SU1 zoning.

Note: Special Use 1 wording:

- “Golf Course Estate” (definition: used to describe a niche in the property market: residential real estate linked to a golf course)
- “integrated” (definition: with various parts or aspects linked or coordinated)

JRRA contends the above definitions are the reason that a new Special Use 1 zone was required as it did not fit the objectives of any other zone.

Email dated 8 July 2022
Reply from D. Arndt whether SU1 wording had a literal meaning:
“The City agrees that the words “means land used and designed for a golf course, integrated with residential development” have a literal meaning, however the extent to which the Special Use Zoning and Table 8 of Town Planning Scheme No.3 (TPS3) apply is clearly defined on the face of the Scheme map, and only applies to the residual golf course landholding. It is an anomaly in the scheme that occurred when the then ‘Residential’ and ‘Commercial’ zonings over the collective landholding were rationalised, and the Special Use zone first created, when TPS3 was first gazetted/adopted in February 2002*. The zoning transition that occurred at that time is best shown in the physical map extracts as depicted below:
*(JRRA note: Maps provided had incorrect dates. February 2002 is incorrect: it should be 20 December 2002)

Questions:

1. Is D. Arndt suggesting that an experienced cartographer would draw a Scheme Map which did not reflect the actual wording contained in SU1? It is inconceivable that this supposed anomaly has only just come to light 25+ years after the fact and to now suit Eastcourt's position that integrated landowners do not need to be considered in a rezoning application
2. Why have five different versions of the Scheme Map been publicly produced in different documents?

Instead of CoC making the assertion that the Scheme Map (which has been depicted in many different ways in various public documents) more accurately represents the definition of the SU1 zoning, why don't the City officers re-think their position, more appropriately apply the definition of SU1 literally (ie taking the words in their usual or most basic sense) and defend the position of the hundreds of integrated residential homeowners as, in essence, being "co-owners or tenants in common" (for want of a better analogy) of the SU1 definition, thereby giving those homeowners equal (and rightful) say whether the SU1 zoning can change without consultation to those affected homeowners.

JRRA believes that homeowners are being denied natural justice by being excluded when Eastcourt and the integrated residential homeowners both fall under the SU1 "umbrella" and both "own" the SU1 definition.

Whilst the CoC still maintains that it is only the golf course land that is included in the SU1 definition, JRRA is firmly of the view that it is both the golf course landowner AND the integrated residential homeowners who collectively form part of SU1 (taking the literal meaning of the wording in SU1) rather than (as CoC asserts) it is only a Scheme Map which is accurate.

JRRA is confident that experienced officers drafted the various zoning definitions in Town Planning Schemes and inserted the appropriate wording to accurately define the intended land use. It would be ludicrous to think that the Cartographer drew a Scheme Map first and then the drafting of the zoning occurred afterwards. Cartographers draw maps from words, not the other way round.

A cursory investigation into the zoning of other golf courses reveals that they are zoned "Private Clubs and Recreation". Why then is Glen Iris Golf Course land zoned SU1 (rather than Private Clubs and Recreation) if it does not include the integrated residential component? - perhaps because it had "unique development requirements that could not be easily be accommodated by the objectives of any of the other zones included in the Scheme." (per n) above). ("unique" definition: being the only one of its kind, unlike anything else). The Glen Iris Golf Course - on its own - is not unique: it is neither 'the only one of its kind, nor is it unlike anything else' – a golf course is a golf course. It was the creation of a Golf Course ESTATE – golf course with integrated residential component – that made it unique.

One of the functions of the JRRAs is to represent the landowners, residents and ratepayers who live in the integrated residential areas surrounding and abutting the Glen Iris Golf Course, Jandakot, in relation to the proposed Amendment No. 52.

The Association has over **six hundred** members all of which would be affected by proposed Amendment No 152.

JRRA continues making the following submissions in relation to the proposed Amendment No 152 and SU1 zoning:

The land the subject of the golf course is currently zoned Special Use 1 which specifies the following permissible land uses:

“Golf Course Estate Private Recreation, Hotel, Convention Centre and associated uses – means land used and designed for a golf course integrated with residential development and associated commercial and community facilities.” (underlining emphasis added)

In Eastcourt’s Scheme Amendment Application on page 13, it has emphasised (and therefore agrees) the requirement that the integrated residential component forms part of the SU1 definition, but then later asserts by way of a statement unsupported by any facts that “the golf course did not incorporate an integrated residential development component”.

The SU1 zoning does not specify that the integrated residential development must be on the subject land and the wording used, when viewed as it rightly should in light of the surrounding circumstances and the history of the Estate (consistent with various Scheme Amendments approved and adopted by the City - Amendment #56 (now in question) #64, #82, #119, and #168, in the mid to late 1990’s to approve the creation of The Lakes/Glen Iris Golf Course Estate) strongly support an interpretation that the golf course is to be and indeed subsequently has been integrated with residential development on the surrounding land, not just on the subject land.

The golf course was accordingly developed in a manner integrating it with the surrounding residential development and the development was clearly promoted and residential lots sold (for premium pricing) as a residential development integrated with a golf course.

This was consistent with City planning documentation in relation to a previous proposed Amendment to Town Planning Scheme 2 designated Amendment #56 which contained mention of both the golf course land and various surrounding areas. The City’s planning documentation relevantly referred to a request to support an amendment to rezone the area from “Rural” to “Residential” for the following:

- 9-hole golf course (21 Ha.)
- 160 residential lots minimum lot size 700m2 (11Ha.)
- 16 commercial lots (4.3Ha.)
- Service Station Site

- Retention of the existing Club house.

The City's planning document then states:

"The Nine Hole Golf Course Links would then be largely surrounded by Residential and Commercial Development.

The applicant notes the integration of uses has been successfully developed in other areas e.g. Meadow Springs and provides a high degree of amenity for the local residents."

(underlining emphasis added)

To repeat certain statements made above, in 2020 two very senior officers of the CoC in Strategic Planning (Rachel Pleasant and Carol Catherwood) stated to a member of JRRRA that it was Amendment #56 that introduced the Special Use 1 zoning but after that JRRRA member made further enquiries about Amendment #56, two other senior officers of CoC (Daniel Arndt, (then) acting CEO and now Chief of Built and Natural Environment, and David Reynolds, Co-ordinator Strategic Planning) have later alleged that Amendment #56 was never approved, nor adopted.

This is not credible and appears to only express personal views (not facts) given that public records (OCM October 2020) state that Amendment #56 was adopted (OCM July 1990 – gazette date not clear) and "Amendment #56 was supported by a concept plan which was adopted in 1990 as a Structure Plan to guide development."

What document was Mr. Arndt looking at to make these statements, later contending that the document does not exist?

It is also noted that the assertion that the Special Use 1 zoning of the land (and wording in Table 8) was only adopted in 2002 under TPS#3 (gazetted 20 December 2002), with the Chief of Built and Natural Environment stating "the Special Use zoning of the land (and wording in Table 8) was adopted in 2002, long after the golf course and surrounding residential estate had been developed." (underlining added)

Why would the description of an 18-hole golf course which had existed for decades need to be changed and labelled as "Special Use". What was "special" as the golf course land (as a golf course) had not change between the various Town Planning Schemes: it was because something unique was added to the golf course – ie an integrated residential development component.

It seems implausible that a Special Use 1 zoning (with unique development requirements) would be adopted between 7-10 years "after the fact", strongly suggesting that it is more credible that it was in fact Amendment #56 which introduced the Special Use 1 zoning, as originally stated by Rachel Pleasant and Carol Catherwood (notwithstanding the recent assertion by Daniel Arndt and David Reynolds that Amendment #56 was never adopted).

It is also relevant that in relation to Amendment #82 in relation to the District Planning Scheme No 2 "Scheme Report The Lakes Golf Course Residential Real Estate" stated on page 10, Clause 4.3.2 as follows:

“It is proposed that the residential estate be developed around an international standard, 18-hole public golf course. The design and layout of the golf course seeks to:

- *Utilise some of the existing fairway of the existing Lakes Golf Course*
- *Optimise the landscape qualities of the site*
- *Minimise earthworks and retain the varied landform and vegetation*
- *Maximise integration of the golf course throughout the estate.”*

(emphasis underlining added)

At paragraph 4.3.3 on page 11 of that “Scheme Report The Lakes Golf Course Residential Real Estate” the following statements are made:

“As clearly indicated in the Concept Plan the residential estate has been integrated with an 18-hole golf course. The design of the residential precincts seeks to maximise the number of residential home sites with direct aspect to the golf course and provide a number of homesites with secondary views of the golf course.

By locating the entry roads to the residential cells with direct views across the golf course, all residents with the residential villages will benefit from the proximity of the golf course and the ‘feeling’ of being within a golf course estate. Recent research indicates a strong demand for residents to live within a golf course estate.”

(underlining emphasis added)

It is a matter of established fact that the golf course was integrated into a residential development. Indeed, (at a minimum) 240 existing residences are located on old Lot 3 (approx 45ha) now Lot 7 (17.5ha) and which was within the original golf course (The Lakes).

Restrictive Covenants: Various devices, including restrictive covenants (which, as confirmed by Landgate, are still current and have not been extinguished on the abovementioned 240 residential lots) making express provision for the integration with the golf course, were utilised to implement the integration of the golf course with the residential development.

As mentioned above, the golf course provides a high degree of amenity for Glen Iris Golf Course Estate residents, something that will be lost, not only for the Estate residents, but also for the wider Cockburn community and beyond into other parts of this State.

The residential development was marketed and sold as a ‘Country Club Estate’ involving a Residential Estate integrated with the golf course. (See advertising brochures attached). Whilst the City has stated that they are not responsible for marketing and advertising, JRRRA would assert that marketing was based on the wording contained in the various Amendments approved and adopted by Council. Furthermore, it is a known fact that advertising/marketing is still used today to attract a prospective purchaser to property.

Golf Course Viability: The golf course (initially known as The Lakes Golf Course and now Glen Iris Golf Course) has operated since 1965 and JRRRA rejects the unsupported assertion by the

Proponent that there is any financial or other impediment to the continued operation of the golf course.

In fact, the previous golf course owners offered to sell the golf course to the City of Cockburn in 2017 but as the previous owners did not subsequently produce any historical financial records, the Council did not follow up the offer. A pro-active Council would have followed up and furthered negotiations.

To demonstrate the CoC's interest in golf courses, ratepayer funds were subsequently paid out to review the costs of building a new golf course at Coogee. Rather than pursuing an already built and functioning international standard 18 hole golf course that the CoC knew was being considered for sale it embarked on using ratepayers' funds to look at it building a 9-hole (only Par 3) golf course in Coogee scheduled for 2028/29 with the CoC noting especially that there is no other public golf course (public or private) for its 120k of residents/ratepayers within the City of Cockburn.

Interestingly the 18 hole international standard golf course at Glen Iris sold in 2020 for (an equivalent) \$18m (as set out above) whilst the independent study for the 9 hole (Par 3) golf course at Coogee came in at an estimated build cost of \$28m. The CoC is still reviewing the Coogee Golf Course proposal.

In Mr. Arndt's letter to the Hon Matthew Swinbourn dated 2 September 2020, Mr. Arndt (then acting CoC CEO) stated:

"An application to rezone and redevelop the subject land would need to comprehensively address issues such as the impact on neighbourhood character, amongst other things. They would also be expected to provide extensive justification including but not limited to demonstrating why a golf course is no longer viable".
(underlining emphasis added)

This extensive justification has been totally disregarded by the Proponent and thus, despite being well aware of the need to do so, has not been adequately addressed by Eastcourt in its SAA.

In Mr. George Hajigabriel's (ROWE group engaged on behalf of the Proponent) email to Daniel Arndt dated 16 July 2021 (below) Mr. Arndt is in fact assisting Mr Hajigabriel to say that the golf course was not viable (and then Mr. Hajigabriel attaches a draft for Mr. Arndt to review).

"Hi Daniel,

*Thank you for the recent meeting with Nick, Jarrod and I in relation to Glen Iris. During the meeting you indicated that we would receive a list of any queries and additional information requested with respect to the Scheme Amendment and Structure Plan documents. **Whilst we will hold off on making any substantive alterations to the documents until we have reviewed the list, you did indicate that the Scheme Amendment Document required more direct commentary in relation to the existing development potential of the land and the failing viability of the former golf course use.***

The attached text has been prepared for inclusion in the document to address your request. The attached is a draft and it would be greatly appreciated if you could review it and provide any comments or guidance with respect to the content.

Your assistance in this regard is greatly appreciated.

Regards,

George"

This clearly indicates direct/inappropriate/biased “coaching” of the Proponent by a Senior Executive of the CoC and indeed contradicts Mr. Arndt’s direct statement to Minister Swinbourn in that, unequivocally “They would also be expected to provide extensive justification including but not limited to demonstrating why a golf course is no longer viable”.

Questions:

1. Mr. Arndt states in his letter to the Hon Minister that “they” - Eastcourt – would be expected to provide extensive justification.... yet Mr. Hajigabriel is seeking help from Mr. Arndt in the form of words to submit that cover the point rather than Eastcourt actually providing this justification. He and Mr. Arndt collaboratively worked together to draft wording resulting in Mr Arndt not upholding the standard that he himself had declared to the Hon Minister would be required.
2. Is this a gross derelict of duty by Mr. Arndt - to say one thing to the Minister and then deliberately offer help to support the developer’s position - “failing viability”?
3. Does this suggest bias towards the developer?
4. Does this also add to the growing list of CoC responses that further the belief of the existence of a predetermined outcome?

In the unique circumstances stated above, any rezoning of the golf course land is inextricably intertwined with the zoning and uses of the surrounding ‘integrated’ residential land when the Town Planning Scheme is read as a whole.

In a very real and direct sense, a change to the zoning of the golf course land effects a substantive change in zoning and usage of the residential land. That land can no longer comprise residential land integrated as part of a ‘Golf Course Estate’ if the golf course or golf course estate ceases to be a permissible use.

This change would not only have a negative effect on the amenity of the area but would also directly adversely impact on the value of the integrated residential properties in the golf course Estate of which 240 are directly located on what was The Lakes golf course land - old Lot 3 (approximately 45ha) – now Lot 7 (17.5ha).

Two material and important consequences flow from this, namely:

The City is required, on basic legal principles, to give significant weight to the views of the owners of the affected residential lots and should not make any decision to adversely affect

their amenity and interests without carefully considering their views in accordance with the principles of natural justice and other legal requirements; and

The residential land surrounding (and integrated with) the golf course will be ‘injuriously affected’ for the purposes of Part 11 Division 2 of the Planning and Development Act by the proposed rezoning in that the use of that residential land as part of an ‘integrated’ golf course estate will, in a substantive sense, become a ‘non-conforming use’ of that land as a direct and inevitable result of the golf course itself ceasing to be a permissible use. This would expose the City to significant liability under a class action from the residential landowners for compensation by virtue of their land being injuriously affected by the change in zoning. It would be imprudent for the City to expose ratepayers’ funds to such a substantial liability.

The City officer’s report to Elected Members should not only consider planning matters, but equal, if not more weight - in light of the recent “State of the Environment Report - - should be placed on the true negative impact to the environment, climate change, fauna and flora, physical health issues, mental health and wellbeing issues, the quality of life, etc to the affected community. (See Appendix B “State of the Environment Report” (comments on a flawed process).

6. Traffic

Note to the City of Cockburn when reading this section

This section relates to the combined submission, including Structure Plan (4.6.6, 5.2.1, 5.7.2) Appendix 9 (7.4), Appendix 5 (3.2) , Appendix 9 (3.4, 4.2, 5.1, 7.4, 8) Appendix 9 (6.4; 7.2; 7.8.2, 8)

CoC Action Required: REJECT the developer’s proposals as they do not address the negatives impacts of this development.

Glen Iris Golf Course Estate North has essentially one road in and one road out, a singular road circumnavigating the estate with travel in both directions. Small feed roads are fed into this loop road with minimal homes on either side.

One road in at Dean Road is an intersection of traffic lights at Berrigan Drive and Jandakot Road. This intersection was upgraded to a highway like standard to take traffic from the various new housing estates and Jandakot Airport to the Freeway and visa versa. There is a small shopping precinct on the corner adequate for the communities needs and expectations.

The same road continues on a loop around the estate and comes out at Berrigan Drive at the Intersection of Hartwell Parade/Turnbury Green Road.

The intersection at Hartwell/Berrigan is serviced by a feeder road left from Berrigan Drive travelling east and from a right lane feeder crossing Berrigan Drive traffic going west.

Glen Iris Golf Course Estate South has one internal road, Lakes Way which is only fed from Berrigan Drive. It is a no through road at the insistence and lobbying of the residents due to huge traffic issues. Lakes Way was a feeder road from Prinsep Road through Imlah Court but was closed due to the excessive amount of traffic using Lakes Way as a feeder “ratrun” road to Berrigan Drive as it is too difficult to get out of and into Prinsep Road. The other boundary road is Prinsep Road which comes off Berrigan Drive and runs directly south to the Cockburn Train Station, ATCO Gas and various commercial buildings and transport companies within the industrial estate it services. It will in future service all those vehicles travelling to the new wave park as well.

Traffic from Prinsep Road who have difficulty turning right, take the position of travelling west (left) then driving across Berrigan into Hartwell, around the small roundabout and then turning back left into Berrigan taking them into their desired direction without sitting waiting for other traffic. Significant large and heavy vehicles run this “ratrun” as does Transperth busses to do the turnaround at the end of the 515 trip on Hartwell Parade. The roundabout vegetation is always runover by heavy vehicles and busses as is the pavement which is regularly repaired by Council due to the heavy vehicles damaging the curbing.

We believe at the insistence of the Coc officers, the Developer has indicated a new set of 4 way traffic lights be installed at a new intersection planned adjacent to the current bus stop location on Berrigan Drive when their plan to close Hartwell Parade takes affect. This intersection will connect to the development south.

This new set of signals will take the amount to four (4) sets of traffic lights within 900 metres of each other. The signals will be required to be monitored in such a way that traffic will not build up enough to block the crossroads from the freeway offramp/onramp and not to block/backup over Berrigan/Jandakot Road intersection. To do such will back up traffic onto the Freeway in one direction and up Jandakot in the other. Traffic and heavy vehicles from the ATCO and industrial sites will back up in the new road through the development south.

This new road south will in fact invite a considerable amount of traffic including ATCO heavy vehicles and industrial vehicles to run through the new development instead of using Prinsep Road. The heavy vehicles and approximately 12,000 vehicles per day will be invited to run through the new estate and past the so called high value homes to the bottom of the estate and exit through two (2) small streets and back onto Prinsep Road.

The entry to the estate from Prinsep Road will be via a new small street lined by houses both sides adjacent to the ATCO Gas site which will allow all ATCO vehicles to cross directly into the estate, through the houses and exit at the new set of traffic lights on Berrigan.

This new cross street on Prinsep Road will be dangerous to the extreme with vehicles now clocked by speed camera at some 121kl/hr. Prinsep Road is a 60kl/hr road. Residents on this stretch of road have been begging Council to remedy the situation with some forms of speed attenuation devises however council officers have stated nothing will be done “until the new development takes place and we can do it all at one time”. Council Officer have again made statements believing this development will not be stopped by way of their words and actions.

Indications are the residents in this new section of the estate will lobby hard and strongly to ensure heavy traffic does not run past their homes as they currently do on Prinsep Road. The estimate is some 70 houses will be affected by some 12,000 movements including heavy haulage. This amount of vehicles will be disruptive to home owners trying to access their properties, be a danger to pets and children, will be noisy, smelly and damage homes with the heavy haulage non stop traffic. Heavy haulage at night will bring sleepless nights as it does now to Prinsep Road residents. No traffic or speed minimalization aspects are noted on their concept and we believe this to be on purpose so as not to show the whole aspect of their flawed design.

In ending the traffic layout within the estate is poor and is only set out in a way to ensure the number of houses is maximized to the fullest extent.

7. Local Centre Concept Plan

Note to the City of Cockburn when reading this section

This section relates to the combined submission, including Structure Plan Local Centre Concept.

CoC Action Required: REJECT the developer’s proposals as they do not address the negatives impacts of this development.

A local centre of this nature within this development is more expected by the local authority than the residents themselves. The concept plan says this Local Centre Concept is such a concept as to never get off the ground and will remain a vacant block, fenced, graffiti covered and unkept for a number of years without any action by the developer. The ground will remain as such as a “supermarket” of some 500sqm will become a below par supermarket of some sort selling items such as phone cards, greasy takeaway food, supermarket small goods at extremely high costs such as the supermarket at the Berrigan did some years ago and failed dismally. Even South Lake shopping centre with 2 Major supermarkets struggles with it’s smaller tenants and this type of local centre will be the same.

It will not support 5 – 10 shops. JRRRA investigation with its subject matter experts has shown It will support a service station.

The developers has used the words “potential” when describing the uses of the local center/community hub in its recent community newsletter, no.5 July 2022. This does not provide any assurance that any such facilities will be made available.

The developer in the end will reapply for further development approval sighting their investigation with various operators trying to make it work impossible and asking for a change to infill with more housing. Some residents have stated they are extremely happy to have this type of centre but history and the market shows it will not work and should not be include in any way in the concept plan.

8. Bush Fire Prone area

Note to the City of Cockburn when reading this section

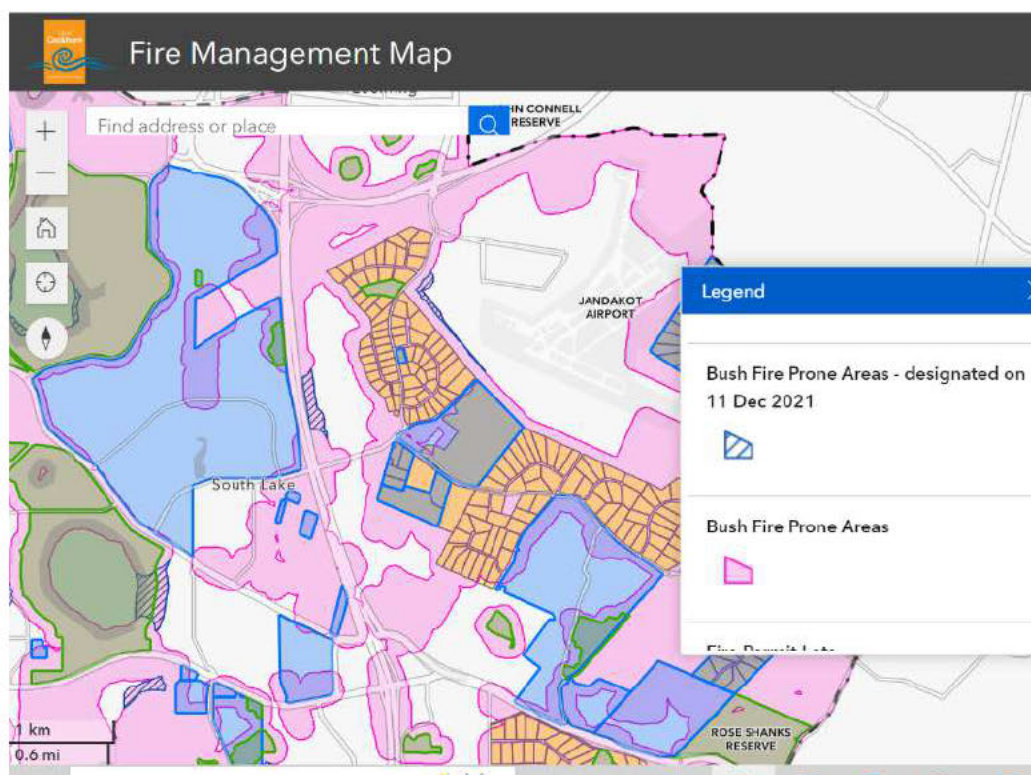
This section relates to the combined submission, including Appendix 5 Bushfire Management Plan, Appendix 5 (3.2)

CoC Action Required: REJECT the developer’s proposals as they do not include the much need 3rd entry/exit point from a safety perspective

If the Proposal is given the green light, and only two entry/ exit points exist, if there is a fire on the expanded Estate, how will fire trucks gain access on gridlocked roads?

Roads – emergency access Appendix 5 (3.2) City of Cockburn has noted concerns regarding potential access limitations north of Berrigan Drive, whereby all connections head back to a very short portion of Berrigan Drive.

The Bushfire Management Plan (Appendix 5) is of the opinion that the level of risk exposure is low. However, it is not acceptable to have an access limitation both in and out of the proposed estate, caused by massively increased population projected in our current golf course estate.



Keeping in mind the following factors re emergency vehicles possibly having delayed access in and out of the estate. Section 7.8.2 states “It is expected that with the additional trips assigned to Berrigan Drive, there will be some reduction in the performance of Berrigan Drive for through vehicles travelling to/ from Dean Road and the Kwinana Freeway”

The traffic analysis also does not consider the recently announced Wave Park that will be built on Prinsep Road and will have increased significant traffic implications for Berrigan Drive, Prinsep Road and the local area. Annual visitors to the surf park are expected to be 300,000. The traffic analysis does not consider the increased traffic from the expanded Jandakot Airport, nor traffic driving to the Jandakot Metronet station, currently being built for the Thornlie line extension. Additionally, the traffic implications do not consider the increased volume of traffic on Berrigan Drive to access Kwinana Freeway, in particular the potential build-up of traffic approaching the on-ramp going north. Will this increased traffic impede emergency vehicles getting into and out of Glen Iris during peak hours?

The City requested that a concept be prepared to explore whether sufficient space is available to accommodate an AFL (multi-use) size oval, clubroom, small playground area (can include provision of multi-use hard court, car parking, and two-bay cricket nets.) Facilitating the request from the City would require increasing the size of proposed Public Open Space area 17 [on Prinsep Road] (see Figure 9) by approximately 7,437m² and adding that area, together with the 1,843m² of Public Open Space area 17 and the 22,000m² of the existing Prinsep Park reserve, to create a new consolidated active recreation park of approximately 31,280m² in the elevated traffic risk area, also nearby the busy planned additional local shops. New additional traffic projected also from the new Industrial/ commercial estate on Jandakot Road.

Re the Prinsep Oval development an Alternate Subdivision Concept (Figure 14) has been prepared “to facilitate the ability to seek Community input” and progress for consideration by the WAPC “in the event that Council resolves to support the Prinsep Park option”. Appendix 9 – Transport Impact Assessment needs to include assessment of the additional traffic impacts that the alternate Prinsep Oval development would have on Berrigan Drive.

State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) directs how land use should address bushfire risk management in Western Australia. It applies to all land which has been designated as bushfire prone by the Fire and Emergency Services (FES) Commissioner as highlighted on the Map of bushfire prone areas.

SPP 3.7 seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. It applies to all higher order strategic planning documents, strategic planning proposals, subdivision and development applications located in designated bushfire prone areas (unless exemptions apply).

Re the bushfire risk, a new signalised [i.e., traffic light] intersection is proposed along Berrigan Drive. Turnbury Park Drive access to/ from Berrigan Drive will be completely closed. A new 4-way signalised intersection will be slightly further to the east and provide connectivity between the northern and southern portions of the site, however timing of the proposed intersection is really not clear – Section 8 of Appendix 9 states the new signalised intersection on Berrigan Drive is in the “medium to longer term”, Appendix 9 Figure 7.1, which shows the total traffic generated onto the external road network by the proposed structure plan, is blurry and the numbers are difficult to read. How can a proper risk assessment be done re bushfire prone areas?

It is imperative that in line with SPP 3.7 re ‘preserve life’, that Traffic Impact Assessments are done for both the Prinsep Rd Wave Park and also the Prinsep Oval development alternate subdivision concept. To not include these traffic figures authorities simply cannot undertake a proper risk assessment re elevated bushfire risk to current residents of the Glen Iris Golf Course Estate/ new residents from the proposed circa 600 houses.

City of Cockburn have already ‘red flagged’ a serious issue with the Eastcourt plan, i.e., that there is a potential risk re limited entry and exit routes on the northern side of Berrigan. This has been noted on the below excerpt.:

The vehicle movement network has been designed in consultation with the project traffic engineers to encourage all additional vehicle traffic generated by the proposed development to utilise the proposed internal subdivision roads, and to be directed primarily to Berrigan Drive. Through consultation with representatives from the City, it is understood there is a desire to create a road link between Dean Road and Lakes Way. Although there are two potential existing accessways that may assist in addressing this request, they are outside the Structure Plan area and may not be ideally located. Other than these accessways, the land between Dean Road and Lakes Way is held in private ownership making the provision of a new road problematic in this area.

If there was not a risk to residents, why would this have been even flagged by City of Cockburn re a road link between Dean Road and Lakes Way?

Obviously, there is an actual perceived risk to the residents of the Glen Iris Estate, as well as the proposed Glen Iris Estate (plonked in the middle of the Glen Iris Golf Course Estate.)

Notably there has already been a housefire on Glen Iris Drive, one fire closed Glen Iris Drive for six hours. What would happen if many houses were involved with a fire, say along the houses opposite the current Dean Road residents, or the current Prinsep Road residents. Could this estate become a serious death trap with an additional approximate 2k of people living in it?

House fire in the Glen Iris Golf Course Estate 2015 (when even the golf course caught fire!) and Glen Iris Drive was closed for five hours. In this incident, five crews attended (35 firefighters) and the large ‘ladder’ fire truck had difficulty navigating the Estate’s narrow roads, especially the roundabouts, when the ladder kept getting caught in the verge trees



9. Aircraft Noise

Note to the City of Cockburn when reading this section

This section relates to the combined submission, including Structure Plan (3.4.6)

CoC Action Required: REJECT the developer’s proposals as they **do not address the negatives impacts of this development.**

Based on the guidance within *State Planning Policy 5.3 (SPP 5.3) Land Use Planning in the Vicinity of Jandakot Airport*, the Structure Plan (Appendix 4, p17) considers the majority of the northern portion of the Glen Iris Estate to be “not adversely impacted by aircraft noise” as it is not within Jandakot Airport’s Australian Noise Exposure Forecast (ANEF) contours. The southern portion of the site is within the 20-25 ANEF zone, and under SPP 5.3 residential uses are considered ‘conditionally acceptable’.

SPP 5.3 notes that, according to *Australian Standard AS 2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction (AS2021)*, “noise nuisance may still be experienced in areas below the 20 ANEF exposure level, particularly in the case of newly exposed communities”. In addition, SPP 5.3 includes notes from Table 2.1 of AS2021, which advises that “the actual location of the 20 ANEF contour is difficult to define accurately, mainly because of variation in aircraft flight paths”. With regards to the 20-25 ANEF zone, SPP 5.3 states that “Caution should be exercised when considering whether to facilitate the increase of sensitive land uses within this zone”.

The Structure Plan (Volume 1, section 3.4.6) makes reference to SPP 5.3 which states that consideration should be given to the suitability of residential uses within the 20-25 ANEF noise exposure zone and that the “maximum dwelling density should generally be limited to R20” except where, amongst other criteria, “it can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.”

In response, the Structure Plan states that in considering the SPP 5.3 policy measures, residential development will be limited to predominantly R20 and designating R30 density development only in strategic locations where a higher density coding is desirable. Notwithstanding JRRRA’s opposition to the redevelopment of the Golf Course, JRRRA does not agree that the Structure Plan has sufficiently demonstrated a basis for any residential development above R20 density. In addition, this section of the Structure Plan only considers R20/R30 zoning and does not reference the R40 zoning which is shown in Key Figure – Formal Structure Plan and Key Figure – Indicative Subdivision Concept. JRRRA also notes that there are a number of sections of Structure Plan Volume 1 that only refer to R20/R30 zoning and omit mention of the proposed R40 zoning (e.g. sections 3.3.5, 3.4.6, 4.5, 5.1, 5.2.2.) - section 5.1 states that “Structure Plan comprises residential development with density codes ranging from R20 to R30” while section 4.5 states “The Structure Plan prescribes a base code of R20, with areas of R30 dispersed throughout in strategic locations”. Given that R40 zoning is shown in Key Figure – Formal Structure Plan and Key Figure – Indicative Subdivision Concept, the omission of the proposed R40 zoning from relevant Structure Plan text is misleading.

It is also noted that section 5.2.2 of SPP 5.3 states that a notice on title (pursuant to s70a of the Transfer of Land Act 1893), advising of the potential for noise nuisance, is to be required as a condition of any subdivision or planning approval within the frame area (defined by Roe Highway, Ranford Road, Warton Road, Armadale Road and the Kwinana Freeway). The Golf Course estate is fully within the Frame Area, and the SPP 5.3 requirement for a notice on title for all proposed development has not been appropriately acknowledged in the Structure Plan.

Section 3.4.6 of the Structure Plan Volume 1 further states that “It is also relevant to note the adjoining area, which also falls within the 20 to 25 ANEF contour zone, has been developed for residential purposes ranging in density from R20 to R40.” As noted in section 2.3 of SPP 5.3, “the ANEF contours may be reviewed every five years in association with reviews of the master plan for Jandakot Airport.” A new ANEF for Jandakot Airport has been prepared every five years in line with the Jandakot Airport Master Plan, and the Jandakot Airport ANEF contours have changed in every Master Plan iteration since the first Master Plan in 2005. The existing areas of the Glen Iris Golf Course Estate that are zoned R30 and R40 were not within the 20-25 ANEF zone (as included and applied in previous versions of SPP 5.3) and it is therefore misleading to imply that the existing ‘R20 to R40’ residential density occurred while it was within the 20-25 ANEF zone.

Section 3.4.6 of the Structure Plan Volume 1 states that the Plan has responded appropriately to the objectives and policy measures of SPP 5.3 by “Avoiding the designation of land for more sensitive land uses such as educational establishments, child-care premises and nursing homes”. This statement is erroneous and needs to be removed, as there is no justification of why education establishments, child-care premises or nursing homes would be considered ‘more sensitive’ than residential development. In fact, the AS2021 Building Site Acceptability (which is referenced and applied in the Structure Plan) considers residential, education, child-care and nursing homes to all be ‘conditionally acceptable’ in the 20-25 ANEF and ‘unacceptable’ in the greater than 25 ANEF zone.

10. Future Aircraft Noise

The National Airports Safeguarding Framework (NASF) is a national land use planning framework that was developed by the National Airports Safeguarding Advisory Group which comprised Commonwealth, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority, Airservices Australia and the Australian Local Government Association.

The NASF *Guideline A Measures for Managing Impacts of Aircraft Noise*¹ states that “AS2021 recognises that the 20 ANEF and 25 ANEF zones do not capture all high noise affected areas around an airport, and the ANEF contours are not necessarily an indicator of the full spread of noise impacts, particularly for residents newly exposed to aircraft noise.” The NASF Guideline A Attachment (Supplementary Aircraft Noise Metrics) recommends the ‘Number Above’ noise

¹ <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-safety/aviation-environmental-issues/national-airports-safeguarding-framework/national-airports-safeguarding-framework-principles-and-guidelines>

metric, which presents the projected number of aircraft noise events on an average day that are above a specific noise level.

The *Jandakot Airport Master Plan 2020*² includes N60 and N70 contours, as well as N60 Busy Day contours, to show the projected number of aircraft noise events for a day where Jandakot Airport will be operating at its peak daily movement level. These contours are provided below for reference.

N70 contours represent the number of aircraft noise events louder than 70 decibels (dBA). A 70 dBA outside noise will generally be experienced as a 60 dBA event inside a residence with the windows open and is the sound level that will disturb a normal conversation or other indoor activities such as watching television. The N60 contours are used to describe aircraft noise events at night. A 60 dBA event outside a residence will generally be experienced as 50 dBA indoors, which AS 2021 identifies as the level above which noise can be considered intrusive and is likely to be more disturbing during sleeping hours.

Based on the N60 and N70 contours in the *Jandakot Airport Master Plan 2020*, the Glen Iris Estate is forecast to experience 100 average daily events above 60 decibels, and 50-100 average daily events above 70 decibels. The N60 Busy Day contour shows that the Glen Iris Estate is forecast to experience 200 daily events above 60 decibels on a busy day, with some areas within the 500 daily event contours.

Section 4.2 of the *Jandakot Airport Master Plan 2020* states that the maximum theoretical operating capacity of Jandakot Airport used for the N60 and N70 noise modelling is 460,000 fixed wing and 66,000 helicopter movements. The Master Plan shows that in 2019/2020 there were 200,628 fixed wing and 25,636 helicopter movements, which means that in the future aircraft movements will be more than double what residents of the Glen Iris Golf Course Estate currently experience.

Glen Iris Golf Course Estate residents are significantly affected by aircraft noise from current operations, particularly repetitive pilot training circuits and the noisy helicopter operations. Residents have made numerous complaints to Jandakot Airport as well as the Airservices Noise Complaints and Information Service and the Commonwealth Aircraft Noise Ombudsman, and it is concerning that more residential development is being considered for an area that is already subject to invasive aircraft noise and is forecast to more than double in the future.

The World Health Organization's Burden of Disease from Environmental Noise³ report states (page xv) that "The evidence from epidemiological studies on the association between exposure to road traffic and aircraft noise and hypertension and ischaemic heart disease has increased during recent years" and that "Both road traffic noise and aircraft noise increase the risk of high blood pressure."

² <https://www.jandakotairport.com.au/corporate/master-plan.html>

³ <https://www.who.int/publications/i/item/burden-of-disease-from-environmental-noise-quantification-of-healthy-life-years-lost-in-europe>

The report also states (page 55) that “Sleep disturbance is one of the most common complaints raised by noise-exposed populations, and it can have a major impact on health and quality of life. Studies have shown that noise affects sleep in terms of immediate effects (e.g. arousal responses, sleep stage changes, awakenings, body movements, total wake time, autonomic responses), after-effects (e.g. sleepiness, daytime performance, cognitive function deterioration) and long-term effects (e.g. self-reported chronic sleep disturbance)”.

It is well recognised that elderly people are more susceptible to sleep disorders and sleep disturbance, and yet the Eastcourt Structure Plan is promoting the proposed development for ‘ageing-in-place’ housing.

Based on the acknowledged limitations of the ANEF system, and the information presented in the *Jandakot Airport Master Plan 2020*, JRRA is of the opinion that the Acoustic Assessment (Appendix 6) has not adequately considered the impact of aircraft noise for the proposed development and needs to include and detail the N60 and N70 forecasts as part of the assessment.

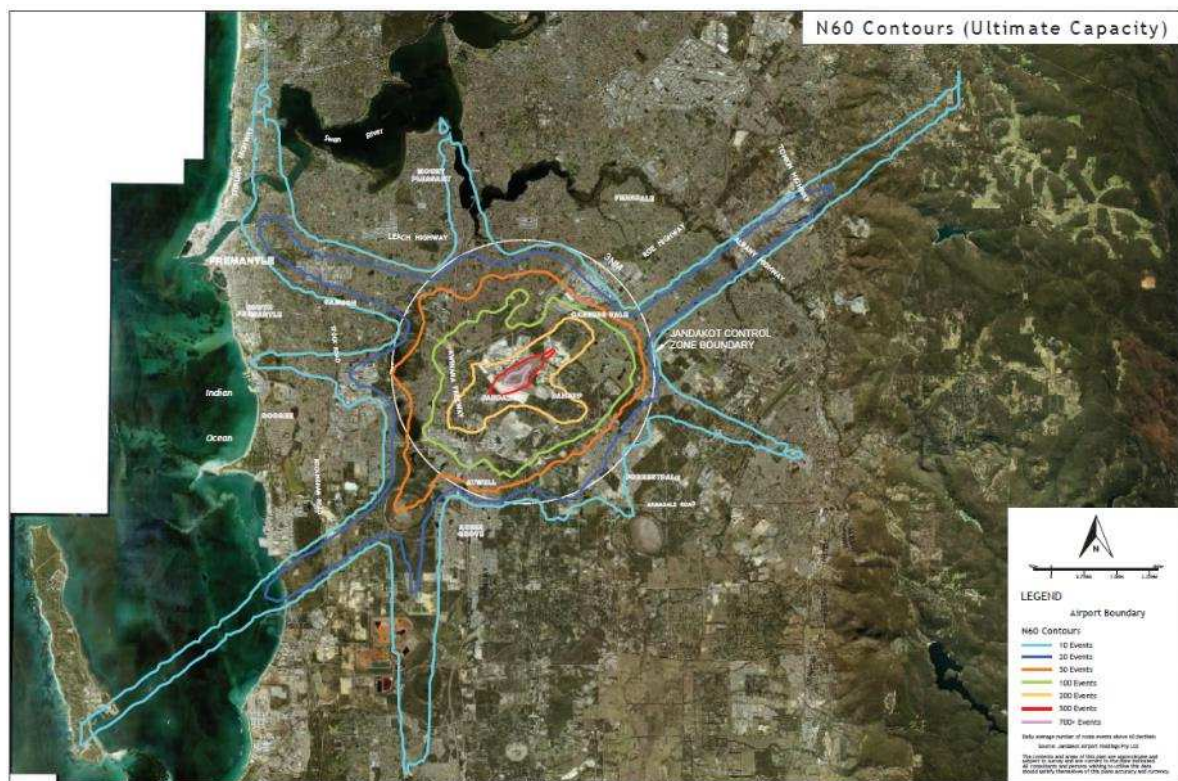


FIGURE 4 - N60 CONTOURS

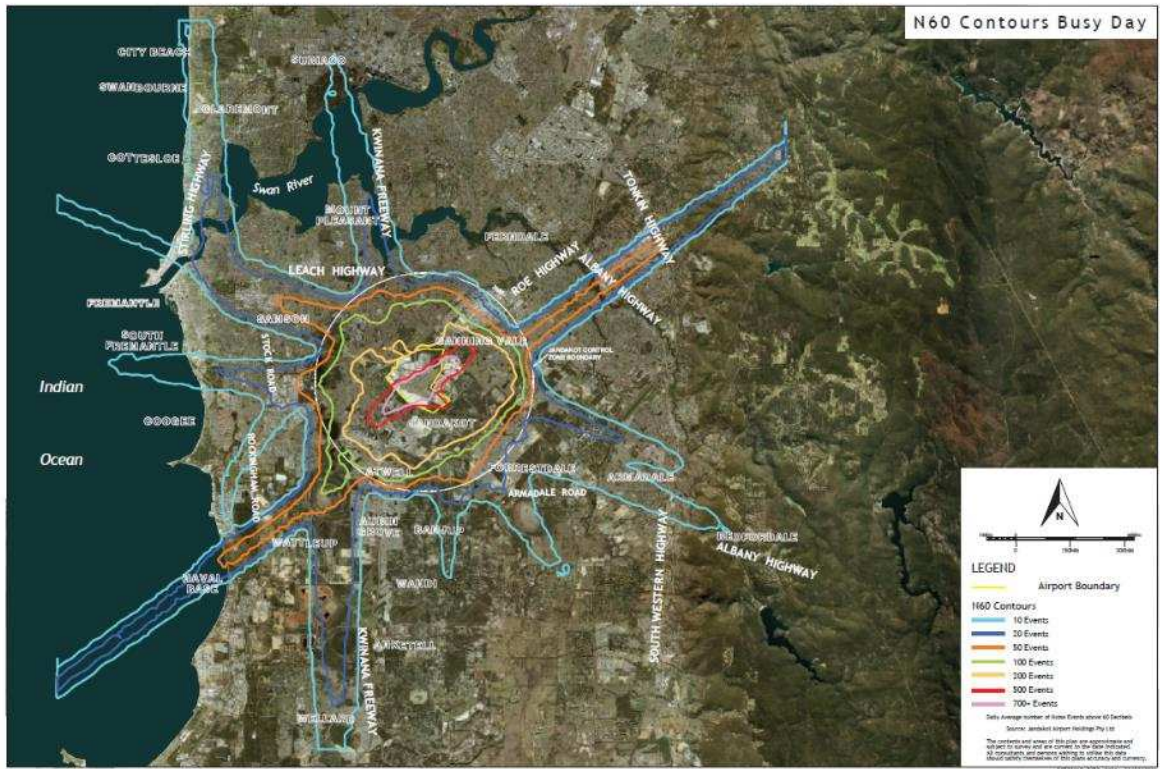


FIGURE 8.7 - N60 CONTOURS (BUSY DAY)

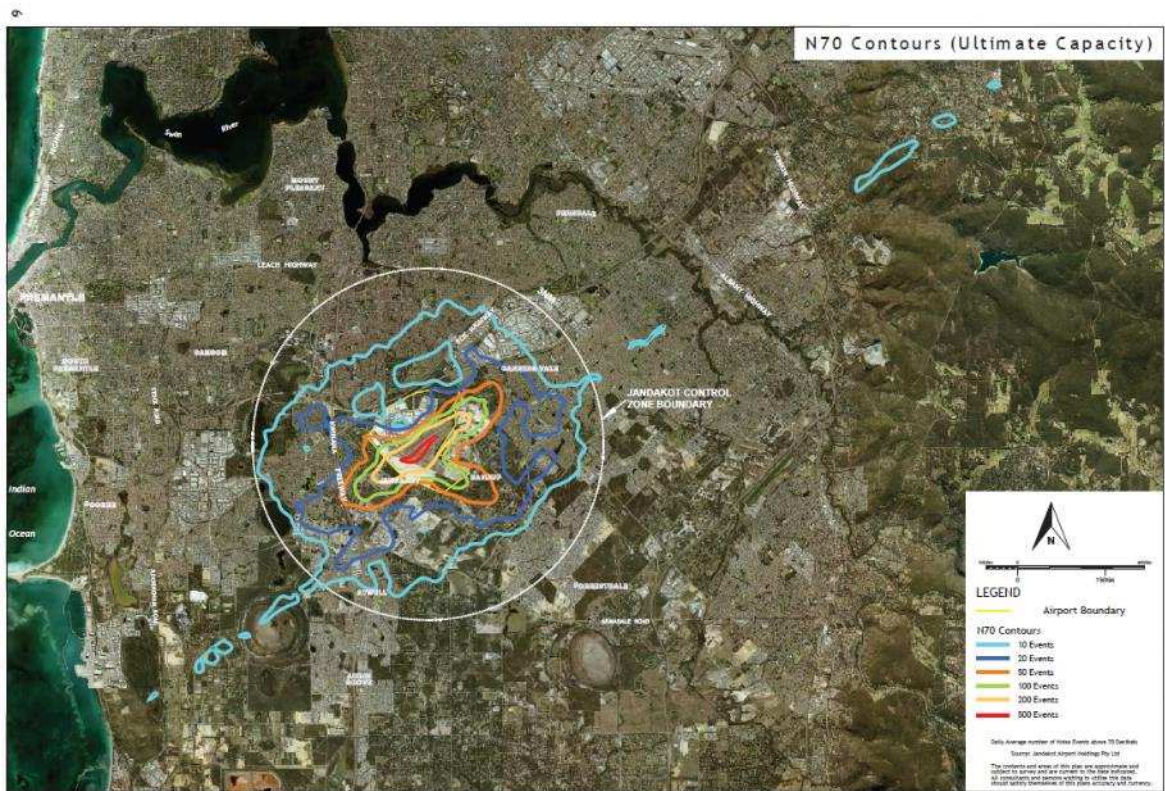


FIGURE 8.8 - N70 CONTOURS

10.1. Lighting Restrictions

Section 8.5 of the *Jandakot Airport Master Plan 2020* also details external lighting restrictions for the control of ground lights where they have the potential to cause confusion or distraction (from glare) to pilots in the air. Portions of the Glen Iris Estate proposed development area are within Restricted Light Zones and this needs to be addressed in the Structure Plan.

10.2. Solar

The sustainability commitments (section 5.3 of the Structure Plan) detail the focus on solar opportunities for the proposed development. Several studies⁴ have shown that solar glare is a potential hazard for pilots, which could lead to accidents. However, the Structure Plan has not addressed potential risk of glare from solar panels.

Importantly there should be a study done to demonstrate the very real impact that the loss of 750+ mature trees will have in relation to air traffic noise (light aircraft/ helicopters) to current Glen Iris Golf Course Estate residents.

The psycho-acoustic effect of vegetation is estimated as the equivalent of a noise reduction of 10dB(A), and the effect is larger for higher sound exposure levels (Van Renterghem, T. Towards explaining the positive effect of vegetation on the perception of environmental noise. *Urban For. Urban Green.* (2018). doi:10.1016/j.ufug.2018.03.007)

4

https://www.faa.gov/data_research/research/med_humanfacs/oamtechreports/2010s/media/201512.pdf

11. Environment

Note to the City of Cockburn when reading this section

This section relates to the combined submission, including Structure Plan (4.1.2), Appendix 4 (4.4.1, 4.3.2, 4.4.2, Appendix H (p19),

CoC Action Required: REJECT the developer's proposals as they do not address adequately the negative significant environmental impacts of this development.

On the 27 June 2022, Tanya Plibersek (Minister for the Environment) declares environment 'is back front and centre' in Australia.

Then on the 19 July 2022, Tanya Plibersek pledges new environment laws to end years of 'wilful neglect' by Coalition.

Of particular note is:

"Australia's failing environmental laws could be replaced next year, new minister Tanya Plibersek has said, while launching a scathing attack on the management of the country's most precious species and places"

"The State of the Environment report, released on Tuesday, assessed Australia's ecosystems, biodiversity and climate and their threats, as well as the effectiveness of environmental law".

Eastcourt Property Group have purchased the 54.9ha 18-hole championship Glen Iris Public Golf Course in Jandakot with its abundant wildlife, 1,258 mature trees and much needed anti-climate change open green space/ nature corridor to be replaced by concrete urban infill, increased pollution, more traffic, more stress attributing to mental health and wellbeing, plus reduced quality of life.

In addition, a proven sanctuary for many protected species and native fauna that has existed since 1965, will be lost.

As recognised by the City of Bassendean

[https://www.bassendean.wa.gov.au/documents/909/tree-retention-and-provision-\(lpp13\)](https://www.bassendean.wa.gov.au/documents/909/tree-retention-and-provision-(lpp13))

The Town recognises the increasing important of retaining trees due to their amenity, environmental and health benefits. Trees assist in mitigating the impacts of urban heat effect, reduce air pollution, improve groundwater quality, and provide important habitats for wildlife.

City of Cockburn: Mayor Logan Howlett (Perth Now 7 July 2022) stated: "While the number of ratepayers increases, the City needs to build and maintain more high-quality infrastructure and amenities for our residents and find additional resources to achieve this."

This is especially significant based upon the urbanisation on our doorstep:

- The continued development of the Calleya estate.

- The development of the Kara estate.
- The development of the Lake Treeby estate.
- The continued expansion of the Verde industrial estate
- The continued expansion of the Jandakot Airport industrial estate.
- The development of the industrial area at Berrigan Drive/Jandakot Road.
- The development of residential units at Berrigan Drive/Lakelands school.
- Bushland turned over to a four-lane road (Jandakot Road) which ends at Warton Road – where a further residential development is underway.
- The quasi freeway of the Armadale Road and the acres of land that has been concreted over as it connects development after development all the way to the hills.
- The continued development of the land around Cockburn Central train station (including the development of the Thornlie line Metronet).
- The \$1Billion Dollar expansion of the Cockburn Gateway Shopping City precinct.

Urbanisation brings many benefits, but it must encompass balanced compensations which we now desperately need as highlighted by CoC Mayor Howlett.

The world, and the Cockburn Council, are aware and both state the perils linked to the onset of climate change which will be far more reaching for Cockburn with the planned infill of the 54.9ha. Glen Iris Golf Course.

With green open space, 1,258 mature trees, clean air, lack of pollution, low levels of traffic dust, no night light pollution, no heat build-up due to blocking prevailing winds, a certain quality of life currently exists. An integrated housing and golf course estate that independent parties state produces enough of oxygen for 135,000 people annually.

The planned Glen Iris infill of +/- 550-600 new houses will remove all of these qualities and produce more of the same which already exists in the City of Cockburn whilst decimating the protected golf course fauna and eco-system surviving since 1965 and displacing oxygen for 135,000 people annually.

In Appendix A, the Report: “Sanctuary for the Protected Fauna (other wildlife) and Protected Flora... Quendas, Carnaby’s & Forest Red-tailed black cockatoos, Banksias” presents results of monitoring the wildlife on the golf course since June 2020. Surveys confirm the extent of the wildlife with over 70 sightings of Quenda, both individuals and families, plus flocks (over 100+) of the federally protected black cockatoos, plus 2ha of Banksia Woodland trees which provide food for the protected cockatoos.

Emerge Associates Environmental Fauna Report for Eastcourt undertook a Level 1 Desktop survey and fauna assessment which encompassed a “review of available data” which is limited and an inaccurate two “walk-throughs” to assess fauna and flora.

The major available data “Community Quenda Survey 2012” reports sighting ONE quenda and the report did not include the federally protected Carnaby or Forest Red-Tailed black cockatoos.

Two afternoon visits by the Emerge qualified experts only noted four quenda diggings because quenda are basically a nocturnal animal.

The protected black cockatoos which existed in documented flocks (100+) before Acumen Development Solutions (Project Manager) drained the lakes, were all discounted.

The Environmental Protection Authority’s final report did not even mention the word ‘quenda’ so what chance do the Priority 4 quenda have if they apparently do not exist? The EPA were advised that large numbers of quenda were inhabiting the golf course.

Independent available reports over the period (August 2020 to May 2022) include over 70 sightings for the quendas and record the demise of the protected black cockatoos due to human action.

Actions were undertaken by Acumen removing the lakes near the Carnaby roosting sites.

Emerge Associates have documented the need for water at Carnaby roosting sites plus they are aware of the duck breeding season, yet they sanctioned removal of water (August 2020) prior to the end of the duck breeding season (notwithstanding that the Project Manager was advised by WA Wildlife that the water bodies should remain until October) and many ducklings were found abandoned in residents’ gardens, by swimming pools, and with duck eggs even laid in flowerpots! (Glen Iris Drive)

Acumen stated that one of the reasons the five lakes had to be drained was to prevent people drowning, yet two “drown-proof” lakes remain, possibly due to them being artesian with associated draining problems. If valid reasons were available to Acumen for its actions in draining the lakes why was the actual draining and removal of linings undertaken in a quite clandestine manner very early on a weekend morning without notice to anyone (the CoC or local residents in particular)?

While ducks are not an endangered species, all native animals are legally protected.
<www.dpaw.wa.gov.au>

City of Cockburn correspondence (4 July 2022) also ignored the quenda: “I can see no information within the Fauna Assessment that indicate the ecologist from Emerge recorded seeing any quenda on the site visits, only diggings were recorded.”

A letter from the City of Cockburn dated 25 May 2022 advised: “On 20 April 2022, the EPA determined that the likely environmental impacts associated with the development are unlikely to have a significant impact on the environment and do not warrant formal assessment under Part IC Division 3 of the Environmental Protection Act 1986.”

Environmental Criteria Ignored: In its letter to Minister Swinbourn dated 2 September 2020 the Acting CEO of the City states:

“Any application to rezone the land would be required to address issues including environmental assessment. Should any endangered species or quality ecological communities be identified at the subject site; this would form a considerable amount of the assessment of a redevelopment proposal.”

Again, despite the EPA making the determination “*that the likely impacts associated with the development are unlikely to have a significant impact on the environment and do not warrant formal assessment...*” a well credentialed JRRA member with a B.Sc in Zoology, Geology and Botany, wrote to the EPA in January 2022, a copy of which assessment is included in the attached “Fauna” Report to this submission – from page 57)) clearly identifying the true fauna position.

Regrettably, the EPA did not request a full copy of this report to better inform its considerations at that time and only considered Eastcourt’s Environmental consultant, Emerge Associates’ report, who only undertook a Desktop Level 1 Assessment. The EPA made its determination on this alone.

Is it any wonder that Australia is a world leader in the extinction of species when suitably qualified persons issue peer reviewed environmental information (qualified by appropriate levels of on the ground studies) but the EPA rely solely on a Desktop Study when making such an important and significant determination?

DEATH SENTENCE FOR GLEN IRIS FAUNA?

The human species at Glen Iris will also suffer being affected by a wide range of environmental, health and quality of life issues.

In Appendix B, the Report: “Non-exhaust Vehicle Emissions especially in Urban Areas – Effect of Particulate Matter on Human Health)” refers to the internationally recognised human problems associated with discovered vehicle and even train brake dust.

On 6 May 2021 the UK reported the death of a child: “the Coroner concluded that air pollution was a major contributor to the ultimate death of the girl. The Coroner also called on local government ministers to address holes in local legislation which allow for significant levels of air pollution to continue unchecked, far in excess of WHO guidelines.” Full report: <brakebetter.com/dust-developments>

Microscopic particles (PM2.5 electron microscope) penetrate human tissue and cause negative reactions including death! Electric vehicles will not solve the problem as their increased weight due to batteries will result in more brake dust than non-electric vehicles.

Brake dust will affect walkways and cycle paths close to roads and enter air conditioners during early morning temperature inversion.

City of Melville considers banning new childcares on busy roads –

Kristie Lim, Perth Now – Melville 26 August 2021 (Excerpt)...

“New Childcare centres could be banned along the busy Leach and Canning Highways, and South Street, over concerns about the pollution effect of passing traffic on young lives.

Scientific Data: **Surrounding road density of child care centers in Australia**

<https://www.nature.com/articles/s41597-022-01172-1>

City of Melville chief executive Marten Tieleman said “the Council’s primary concern about childcare centres on busy primary roads was air quality and noise impacts.”

In Appendix C, the report: “Quality of Life” outlines how the increased density will affect all inhabitants. We now have more data on the effects of traffic, air quality, heat islands, water quality (drugs), light pollution, stress etc.

City of Cockburn Soundings 2020 say they are “leading the way on climate change. The objectives will be achieved with a comprehensive action plan to eliminate greenhouse emissions.”

Does the City of Cockburn need to build and maintain more high-quality infrastructure and amenities for our residents and find additional resources to achieve this?

Do we already have the solution and indeed the ingredients or components to reduce the forecast climate change Armageddon!

City of Cockburn has plans to increase the high-rise density at the Gateway Shopping Centre and the plans to double in size.

The City of Cockburn plans to incorporate a Wave Park with associated structures of hotel and convention centre.

Cockburn has the new road links and overpass, plus a railway with station plus an adjoining airport. Why not add a 54.9ha environmental jewel with 1,258 mature trees (not a thousand saplings promised by Eastcourt; saplings that need large amounts of water twice a week).

A 54.9ha golf course (green open space) can also provide oxygen annually for 135,000 people, essential to combat climate change – not possible with the destruction of mature trees with infill of +/- 600 new houses.

The combination of our existing and planned assets will produce “high-quality infrastructure and amenities for our residents” plus “the additional resources to achieve this” are readily available to be incorporated into a “COCKBURN HUB” – good enough not only for the Cockburn residents but it could attract tourist day trips, even cruise passengers’ visits from the Fremantle docks.

A vibrant world-class “COCKBURN HUB”, coupled with an existing workable Sanctuary for wildlife, would be more internationally attractive than a +/- 600 suburban “dormitory” to be added to the urbanisation on our doorstep.

The prolific quenda population could be saved as “the relocation of quenda to other sites is not an appropriate or recommended option.” <Govt. of WA, Dept of Biodiversity, Conservation and Attractions, Fauna Notes> Plus, with water and the currently existing roosting trees, the many federally protected Carnaby and Forest Red-tailed black cockatoos will return, together with over 60 recorded native species, rather than erect memorials.

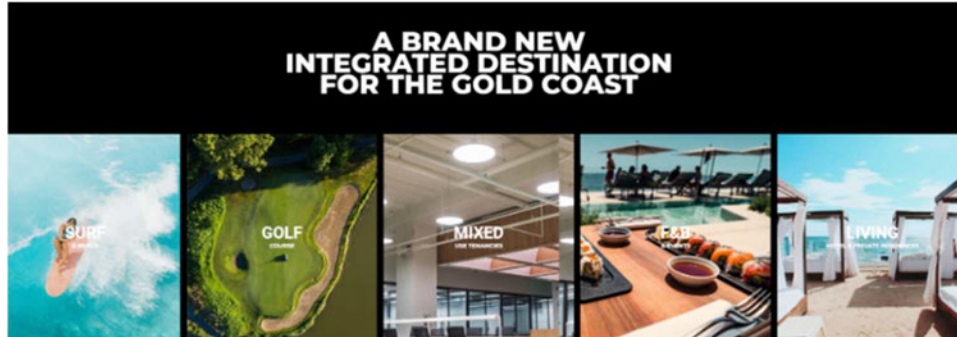
This can be achieved working in conjunction with the City of Cockburn environmental officers and the team at WA Wildlife – the first Western Australia proven animal sanctuary.

It is possible and a wave park complex with an international standard 18-hole public golf course, restaurant and amenities will cost the City of Cockburn nothing, especially as Fremantle has been named in TIME Magazine’s 50 “Greatest Places of 2022.” <Natalie Richards, Perth Now - 13 July 2022>

EXAMPLE-

A brand new “integrated destination for the Gold Coast” - A Development Application has been lodged by Parkwood Golf Course for a large \$300 million integrated Surf Park Village located at the Pinewood International Golf Course on the Gold Coast.

<https://golfandsurfgc.com.au>



THIS INNOVATIVE IDEA COULD RESULT IN THE
CITY OF COCKBURN RECEIVING ITS GREATEST COMMUNITY AWARD EVER!

12. Extensive Justification Why a Golf Course is No Longer Viable

Note to the City of Cockburn when reading this section

This section relates to the combined submission, Formal Structure Plan

CoC Action Required: REJECT the developer’s proposals as they have not provided extensive justification of why a golf course is no longer viable as specifically required and made known to the Proponent by the most Senior Executive of the CoC.

A statement made by Mr Daniel Arndt, then Acting Chief Executive Officer, in his letter date 2 September 2020 to Hon. Matthew Swinbourn MLC, stated:

“An application to rezone and redevelop the subject land would need to comprehensively address issues such as the impact on neighbourhood character, amongst other things. They would also be expected to provide extensive justification including but not limited to demonstrating why a golf course is no longer viable”

Eastcourt have failed in their submission to provide any justification let alone extensive justification to satisfactorily justify why the GIGC is not viable. In contract, the JRRRA provide publicly available evidence herein that confirm in various forums that Golf in Western Australia is on the rise, in fact booming (refer to 12.1)

Contrary to Eastcourt’s singular, unsubstantiated sentence on this issue within its Proposal , golf patronage at the GIGC was always strong and had continued right up until the previous landowner chose to reduce to almost net zero its investment/maintenance on the course and its facilities. The timing of this reduced investment/maintenance approach coincided (incidentally) to its sale to Eastcourt. .

Any statement suggesting a the decline of golf as a sport is not true nor is it based on fact.

As an example, The Wembley Golf Course brought in a healthy net profit of circa \$1.329M in 2020 and, and a slight dip of \$1,278M even through Golf attendance increased during the Covid-19 pandemic. This is but one current example of what a successful Golf Course brings in when managed properly and not driven into the ground by mismanagement, lack of marketing and no other services including but not limited to drinks on course, drinks off course and meals.

The tables below are from City of Cambridge annual report 2019-2020, and demonstrate that golf is a financially viable sport.

<https://www.cambridge.wa.gov.au/Town-Council/Corporate-documents/Budget-Reporting/Annual-Reports>

25. MAJOR TRADING UNDERTAKING					
<p>The Wembley Golf Course qualifies under the minimum requirements of Section 259 of the Local Government Act 1995 and Regulation 9 of the Financial and General Regulations for a major trading undertaking. The Town does not operate any other major trading undertakings.</p> <p>The Wembley Golf Course operates as a standalone entity and pays the Town an annual dividend which was \$1,708 million for 30 June 2020.</p> <p>A summary of the current year transactions is detailed below:</p>					
	2020 Actual	2020 Budget	2019 Actual		
Revenue	9,034,897	8,929,400	9,086,952		
Expenditure	7,708,630	7,576,600	7,309,572		
Net Profit from Operations	1,326,267	1,352,800	1,777,380		
Add back non-cash	1,889,966	1,650,400	1,436,930		
Net Cash Surplus from Operations	3,216,233	3,003,200	3,214,310		
Less Capital purchases	(8,955)	(13,000)	-		
Less loan principal repayment	(1,165,567)	(1,181,300)	(1,086,532)		
Transfer from/to reserve	(338,720)	(100,950)	(62,121)		
Cash Dividend to the Town	1,708,000	1,708,000	1,681,000		
<p>The information contained in the above Operating Statement is inclusive of all items of revenue and expenditure which has been used in the pricing structure for goods and services provided by the golf course trading undertaking. There are no other items outside the above Operating Statement used for this purpose.</p> <p>The interest expense amount of \$7.8 million for the 2019/2020 financial year includes an interest charge from the source account of \$730,510. This has been eliminated within the town's financial report.</p> <p>A five year forecast of expected financial performance for the golf course based on current trends in the industry and investment in the golf course (capital) and mature golf is as follows:</p>					
	2021	2022	2023	2024	2025
Revenue	8,994,000	9,172,400	9,216,500	8,463,800	9,612,800
Expenditure	7,758,700	8,000,700	8,196,700	8,182,800	8,214,500
Net Profit from Operations	1,235,300	1,171,700	1,019,800	1,279,800	1,398,300
Add back overhead non-cash	2,462,600	2,218,600	2,218,600	2,218,600	2,218,600
Net Cash Surplus from Operations	3,697,900	3,390,300	2,238,400	2,498,400	3,616,900
Loan Principal Repayments	(556,900)	(1,212,900)	(1,245,000)	(1,278,500)	(1,314,500)
Transfer from/to reserve	(1,000,000)	(470,300)	(446,100)	(511,900)	(504,200)
Cash Dividend to the Town	1,708,000	1,701,000	1,708,000	1,708,000	1,708,000

Town of Cambridge Annual Report 2020/21

25. MAJOR TRADING UNDERTAKING (Continued)

Wembley Golf Course Statement Of Financial Position as at 30th June 2020

	June 2020	June 2019
CURRENT ASSETS		
Cash and cash equivalents	48,357	213,801
Trade and other receivables	26,435	213,637
Inventories	253,416	179,639
TOTAL CURRENT ASSETS	328,208	407,077
NON-CURRENT ASSETS		
Right to use assets	13,242,242	-
Property, plant and equipment	23,772,034	22,158,680
Intangible	27,407,564	27,387,528
TOTAL NON-CURRENT ASSETS	44,421,840	49,546,208
TOTAL ASSETS	44,750,048	50,053,284
CURRENT LIABILITIES		
Trade and other payables	421,949	383,632
Provisions	389,574	379,585
Loan liabilities	459,113	-
TOTAL CURRENT LIABILITIES	1,270,636	763,217
NON-CURRENT LIABILITIES		
Provisions	54,151	41,993
Loan liabilities	873,226	-
TOTAL NON-CURRENT LIABILITIES	927,377	41,986
TOTAL LIABILITIES	2,198,013	805,203
NET ASSETS	42,552,035	49,248,081
EQUITY		
Reserve Surplus and Contributed Equity	26,371,113	28,605,148
Revaluation Reserve	24,156,505	21,627,139
TOTAL EQUITY	50,527,618	50,232,287

This statement is to be read in conjunction with the accompanying notes.

18

See below further substantiation

This demonstrates that Golf has not been hit hard in the last few years!

 Wembley Golf Course has helped drive the Town of Cambridge budget. Credit: HeungSoon/Pixabay (user HeungSoon)

Golfers help drive \$588k surplus forecast at Town of Cambridge

Victoria Rifici | Western Suburbs Weekly
March 26, 2021 3:19PM

TOPICS **Western Suburbs Weekly** **City/West**

PLAYERS at Wembley Golf Course have helped drive the Town of Cambridge budget a fair way this financial year, with an estimated saving of half a million dollars in spending.

According to the Town's mid-year budget review, a hefty \$588,000 in surplus spending is due to an increase in golfers teeing off at Wembley Golf Course throughout the COVID-19 pandemic, generating an additional \$2.2 million from fee revenue, an increase in patronage and online bookings.

"This mid-year budget review of council shows its in excellent health and the management of the golf course is commendable," councillor Gary Mack said at Tuesday's council meeting.

This demonstrates what a successful golf course looks like

Town of Cambridge proposes 1.5 per cent rate rise in 2022/23 draft budget

Pip Waller | PerthNow - Western Suburbs
July 14, 2022 2:00AM

TOPICS [Budget](#) [Community News](#) [Local Government](#) [PerthNow - Central](#)
[PerthNow - Western Suburbs](#)



Golf again looks like sparing Town of Cambridge ratepayers from the big rates rise many people in other local councils are facing.

The Town's draft budget for 2022-23 includes a 1.5 per cent rate rise, far less than the Town of Claremont's proposed 3.5 per cent increase and [Mosman Park's 5.9 per cent rise](#).

With a total operating revenue of \$56.4 million, the proposed 1.5 per cent increase in rates would generate \$26.5m for the town.

This further demonstrates that Golf is a highly viable proposition. This is what the Council has reported on:

The Wembley Golf Course was a stand-out success for the Town of Cambridge in 2019/2020 despite the impact of COVID-19 when the venue was completely closed from 25 March until 11 April. This was highlighted by the capacity patronage at the venue once each social restriction stage was progressively relaxed permitting more people and facilities to return to operation.

Golf was one of the limited sports able to be played with the required social distancing. The appeal of golf, as an outlet for strong personal health benefits with the importance on both physical and mental health, was never more

With the increased patronage, the greens fairways and tees are under more stress than ever and our golf courses have been presented to the highest standard. This has been the catalyst for an increase in memberships, mini golf customers, pro shop sales and lesson bookings which augers well for the coming year and beyond.

The golf course has been busier than ever since the lifting of COVID-19 restrictions on sport and hospitality and is currently on track to display exceptional results for the coming financial year.

Melville City Council has previously adopted a Masterplan Approach for the Melville Glades Golf Club, which is also a natural bushland course and the surrounding John Connell Reserve. This previous Masterplan included the incorporation of a large proportion of residential development. Under pressure from the community and the

members of the golf club it was decided and accepted by the Melville City Council the following:

“On Tuesday June 22, 2021, Council adopted the 2021-22 financial year budget which includes funds to carry out the John Connell Reserve Masterplan.

This masterplan will not be considering residential development anywhere on the site as per a previous planning project.”

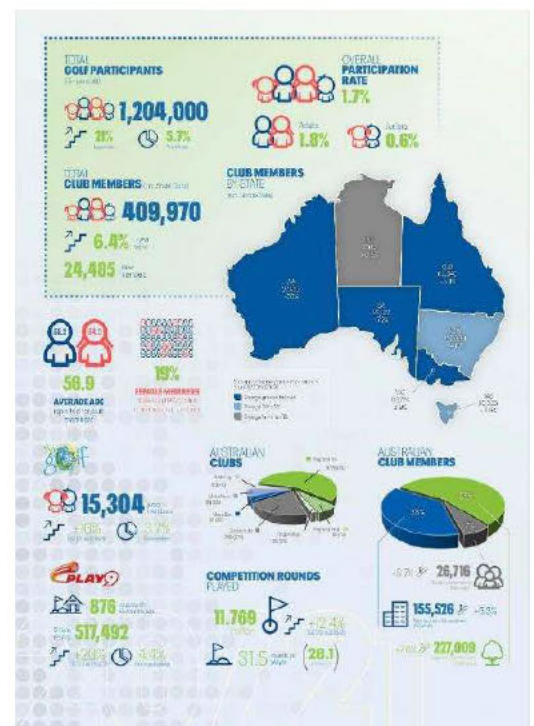
12.1. Golf is booming in Australia:

Yet remarkably the City of Cockburn LGA does not have an open golf course for its 120k of residents/ ratepayers. Even though the city has a growing population expected to grow to 165k by 2040. The City Officers have stated the City does not need a golf course as there are plenty of others our community can use. The CEO in a meeting with JRRR representatives just two months into his tenure stated that “I have more things to worry about than a golf course!” and then proceeded to critique to content of the concept plan my making suggestions on how and why we should work with the developer to get a better outcome “for the residents.

Where are these people expected to play golf? Most courses are so busy these days you must book a week in advance, or play at an ungodly hour.

Golf is experiencing a massive uptick as evidenced by a recent February 2022 Golf Australia report.:

The report estimates ‘total golf participants’ at 1.204 million people, according to Ausplay, up 21 percent on the previous year.



13. Character Impact | Loss of: Neighbourhood Character/ Amenity/ 750+ mature trees/ 7 picturesque golf course lakes/ Social impact:

Note to the City of Cockburn when reading this section
 This section relates to the combined submission, including Appendix 9 (4.2), Structure Plan (3.3.6, 4.2, 4.6.5) Appendix 4 (4.3.3)

CoC Action Required: REJECT the developer’s proposals as great weight should be given to the expectation of homeowners and the reliance they placed on the original common promotional materials.

The loss of the 18-hole championship 54.9ha Glen Iris Golf Course/ green lung, with short sighted residential infill circa 600 houses, including group housing, will certainly impact the ‘vibe’ of our golf course estate.

Authorities should plan for the community not developers.

What Eastcourt is planning to do to our ‘golf course estate’ is EnvironMENTAL and human devastation!!



"The view of residents, as well as the opinions of experts are considered to be relevant in assessing amenity as outlined in Sunbay Developments Pty Ltd and Shire of Kalamunda [2006] WASAT 74, where Barker J at [21] considered that: "... Indeed, residents of a locality are often well placed **to identify the particular qualities and characteristics which contribute to their residential amenity.**"



What has been missing in action from consideration by the City of Cockburn is extensive justification including but not limited to demonstrating why the golf course was not viable and why the character of our Golf Course Estate SHOULD NOT be allowed to be impacted.

Eastcourt Property Group should not just be able to breeze in with a plan that lacks imagination/ of which lacks any form of real replacement/compensation for what we the community will be losing.

They should not be allowed to have significantly (negatively) impacted the environmental aspect of the golf course land for over two years by not attending in the least to the needs of the mature eco-system that has developed on the land since 1965, TO THEN go to the EPA for assessment of the land in is purposefully devastated state This is ever so wrong! The comments by senior officers that the land is private and they can do with it what they want is

incomprehensible and utterly disgusting. To say this comment over and over again is gut wrenching and unbelievable.

If the Glen Iris Golf Course is infilled with residential housing it will create an estate within an estate. Basically, no different to other suburbs located conveniently closer to the Perth City.

Should the zoning change, some JRRAs members have said they will sell and move elsewhere. Where they will go is unknown but they built in this wonderful estate because of the golf course, because of the open space and because of the amenity and bushland associated with its existence. To stay and watch its demise is soul destroying and heartbreaking to say the least. Will the Council change the street names from the golf themed roads and streets to some other? Some of the JRRAs members have told it that they will be putting their homes on the market and moving elsewhere if the change of zoning is allowed to happen. They built or purchased here because the golf course was the main focal feature and they knowingly purchased into a 'golf course estate' of which even parks and street names were golf themed.

Others who want to buy into the Estate are waiting for the outcome of the Proposal as they have advised JRRAs that they want to live "on a golf course estate".

It was important to the golfing community that the City of Cockburn had an open public golf course for its 120k of residents/ ratepayers. It was something that is basic, let's face it a bit like having no football field, basketball court or tennis court.

JRRAs members feedback is they envisage a massive loss of 'character' with the proposed destruction of 750+ mature trees in the marvelous current nature corridor that has thrived since the 1960s. Our members tell us planting 1,000 sapling trees is simply not good enough, when many of the mature trees are decades (some hundreds) of years old, as apparent by nesting holes demonstrative in one of the flora and fauna reports being supplied as a submission attachment by JRRAs. These saplings will take at least 20 years to mature, well after the extinction of the federally protected black cockatoos. It is well documented that cockatoos are fighting for habitat to nest and artificial nesting boxes are being made and attached to trees to try and alleviate this problem.



JRRAs and the community believes that the plan put forward by Eastcourt Property Group lacks imagination, and it does not reflect the predominant character of a green open space precinct, it only offers parklets, swales and small buffer areas. Some current homes will be sandwiched

between traffic, both from the front and the back of their current homes. There is great concern re the traffic, proposed buses going by homes and the extra population anticipated to be living in the community that has so few facilities. The current character of the golf course estate is a peaceful one.

The Twin Waters Pass bridge is quite special to the community, the Eastcourt plan looks like this will be at future risk despite the Proponent stating that the bridge will remain undisturbed THE CoC MUST ENSURE THAT THE TWIN WATERS PASS BRIDGE REMAINS. How short sighted that the plan did not make this overpass bridge a main focal point with landscaping and picturesque lakes, all mature trees retained in the area shows not much thought has been put into the indicative infill plan, probably just a desktop plan done by the looks of things, by somebody not familiar with the area.



Of large concern is that the EPA WA gave Eastcourt advice, but the proponent declined the opportunity to update the Structure Plan proposal in response to the EPA's advice. Feedback provided is that the City of Cockburn has referred both proposals to the Department of Water and Environmental Regulation, and the Department of Biodiversity Conservation and Attractions seeking their advice on this (and other) matters. It is confusing to JRRRA that as a community we are being asked to put in community submissions, yet Eastcourt are not being transparent in what they will and won't be doing post the EPA's advice.

The Eastcourt indicative plan is not compatible with the current setting of the environment, there is minimal recreational compensation – certainly nothing set in concrete (potentially something jammed into an alternate Prinsep Oval multi use area). We already had footpaths to walk on, it is proposed to have a few more, the odd piece of outdoor exercise equipment seriously does not compensate for the loss of a 54.9ha recreational golf course facility that was great for the community's mental health and overall well-being!

'Loss, loss, loss of character' has been planned. The Eastcourt plan has not addressed social matters, it has not provided replacement amenity, it has not managed its cultural nor environmental impact, and the community consultation to date has not been up to par (pardon the pun) and often been shambolic and unfair to the community that SHOULD matter.

There are concerns that current residents that back on to the currently closed golf course will need to, as a result of the current proposal, block off their rear fence boundaries with Colorbond fencing for security and privacy reasons and to stop people walking past and peering into their back yards. No pathways should be constructed within the proposed buffer zones adjacent to the current see-through rear fences of houses that back on to the current golf

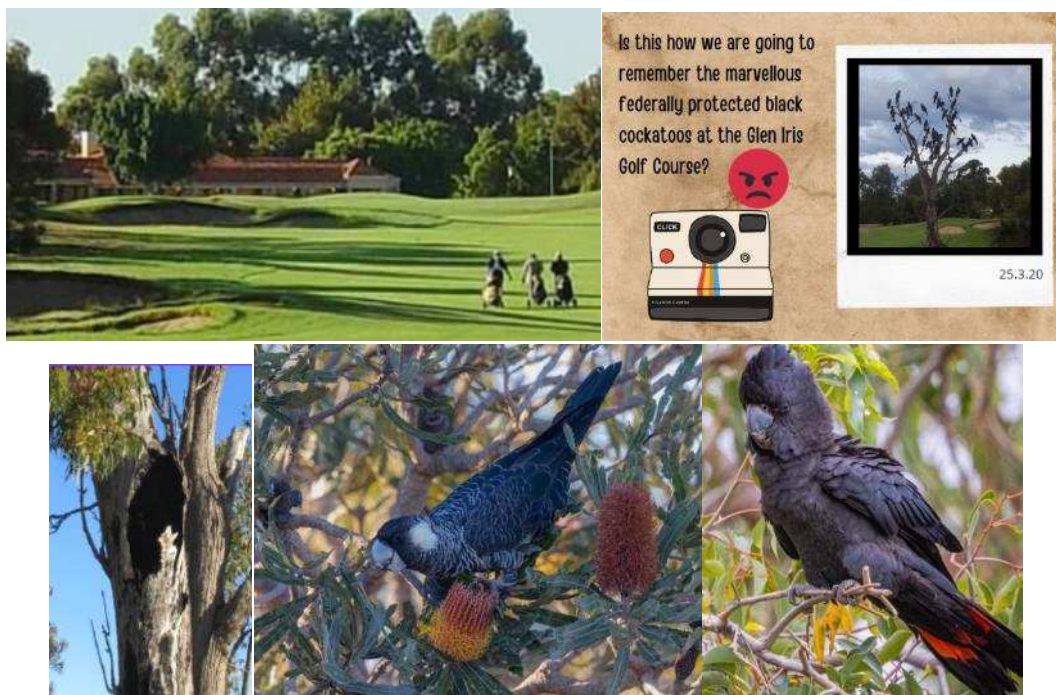
course land. Closed in, colorbond fencing will also no doubt look awful and present a graffiti risk.

The proposed buffer zones (minimum of 12 metres) must be increased to 20 metres without any construction activity within those zones. This will enable capture of many of the mature trees that would otherwise be destroyed. Increasing the minimum to 20 metres does not adversely effect the Proposal.

There is community concern of how the upkeep of the estate will be maintained to an acceptable standard, particularly as weed maintenance by City of Cockburn on medium strips and in parklands is already at times stretched and not up to acceptable standards. How many years will future purchasers have to pay for the maintenance upkeep of the proposed buffer zones and tiny parklets/ swales? Will this be a weed infested/ neglected future Glen Iris Estate?

Massive impact is expected to the MNES federally protected black cockatoos (Carnaby's and Forest Red-tailed), as the Eastcourt Property Group plan demonstrates retaining no water habitat at all for these iconic threatened species. Vehicle strike is anticipated - that is if they are not driven out completely by the lack of water habitat and loss of the 750 + mature trees. Some current banksia woodland showing as housing on the current indicative plan.

The wonderful Priority 4 quenda community that wander into back yards that abut the course are expected to diminish, that would be very sad, as how many communities have a community of quendas visit their back yards and interact with the residences' pets?





Looking into the future it is expected we will show our grandkids what used to be perched on our fence lines, in our golf course estate back yards, in part as the nearby golf course amenity has been a friendly home in the past for these endangered, vulnerable and Priority Species. Instead, we will have to take our grandkids to Cockburn train station to see the iconic birds/ banksias/ water displayed on large artwork, or perhaps at the WA Museum who already have a display of the black cockatoos matters of national environmental significance (MNES) threatened species.

As a committee and community we will shake our heads in despair that our local council, and state authorities did not have the foresight, the integrity, nor the intuition to save the 54.9ha public golf course for the community, a community that SHOULD have mattered, over a property developer who is already plentifully rich, and who took the opportune time purchasing the Glen Iris Golf Course & fragile ecosystem that was zoned Special Use 1, on the expectation that they could get it zoned ‘development’ due to weak WA planning laws that do not seem to protect either the community or WA golf course estates!

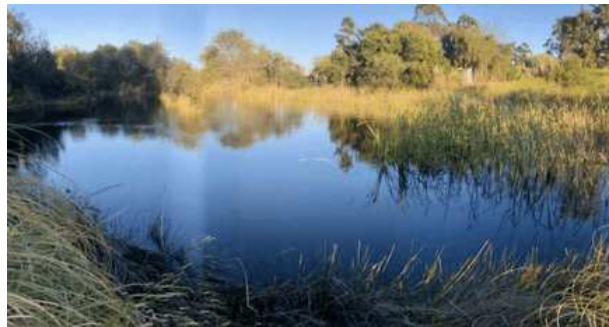
JRRA Committee members/ the community efforts are focussed on saving can be proud of efforts to save the Glen Iris public golf course not just for our generation, but also for future generations, and not just for the local ciommunity but for the much braider Statewide community. Committee members have met weekly since April 2020, endeavoring to see justice rightfully served.

We have all seen what happens when golf course recreational land and open green space is not retained for rapidly growing populations, Western Sydney currently is a prime example of such.

JRRA members purchased into the ‘golf course estate’ for the golf course amenity, the restaurant and bar amenity, the mature tree canopy, the picturesque golf course lakes, the dark sky, the spaciousness, the wildlife, the flora, the abundant birdlife, the views etc, it is

different than most suburbs in Perth as it has an open space feel. Many residents in the estate are nature lovers.

JRRA members fear for the repercussions to the Jandakot Water Mound with yet more infill of concrete and steel over the precious mound. They particularly have concerns re the loss of golf course vegetation and the resultant additional noise impact from the ever increasing overhead air traffic from the nearby Jandakot Airport.



The character of the area will certainly change, currently there is only a smidgen of group housing, land sites range up to over 1200m² in the current golf course estate, most blocks average around 700m², we fear for the loss of gardens, we are concerned about group housing parking issues, rear loaded garages, some of us have viewed Eastcourt's Providence Estate and were horrified at the standard they have set there.

Some images here are of small group sites at Eastcourt's Providence Estate, the group housing planned at the Glen Iris Golf Course Estate is very out of character of what was purchased into. This is what can be expected from average 300m² blocks of land, so out of character of what we currently have.:



The character of the current estate has driveways that allow for parking to be off street and on our own driveways. Our roads are not clogged up with cars/ safety issues, an issue that often comes with lots sizes that only average 300m², as per the planned group housing. Currently residents purchased in the estate knowing that there was no social housing, residents appear

concerned that some of the group housing is slated for social housing, especially as located on the future bus route. It must be remembered this was sold as a premium estate, with premium prices, due to the golf course being in place and integrated with the surrounding houses.

The members who live on the course enjoyed calling out to the members of the Lakes Glen Iris Golf Club, on their Scottish themed day, where many wore kilts. The Glen Iris Golf Course has been in existence since the 1960's. It is rich with history, there is an inaugural member of the Glen Iris Lakes Golf Club (Barry) who is a legend, he must now get up early to play with the Glen Iris Lakes Golf Club at Kwinana Golf Club, members have rapidly depleted due to travel times and early starts, Barry rolls out of bed to travel 35-40 minutes for tee off at 7.30am, as the course is so heavily booked. Unfortunately he must get up early to travel the long distance – all this sadly in his twilight years as he has been displaced by the Eastcourt Property Group..

Some of the residents living in the Glen Iris Golf Course Estate are golfers, feedback from many is that they miss strolling down to their golf course amenity, restaurant, and bar/ social hub. Eastcourt should never have closed these amenities. Nor should they have allowed the course to have looked so shabby.



Below is what Eastcourt Property Group's indicative Concept Plan offers.:



14. Implied Restrictive Covenants

Note to the City of Cockburn when reading this section

This section relates to the combined submission, including Structure Plan (4.3, 4.6.1, 5.2.5) Appendix 7 (1.13)

CoC Action Required: REJECT the developer's proposals as great weight should be given to the expectation of homeowners and the reliance they placed on the original common promotional materials.

Original marketing of a subdivision where the golf course is located plays a significant role in establishing an implied restrictive covenant.

Developers of integrated 'golf course estate' projects that include a golf course or other significant amenities integrated with residential housing should disclose in their marketing materials that these golf amenities may change or be discontinued.

If resultant homeowners were protected by legislation and proper planning laws in place in Western Australia, the previous landowner who held the land from inception of the integrated housing and golf course estate until its sale in 2020 (in this case the Wilson Family) should have been forced to advertise/sell the golf course as a 'golf course going concern' in perpetuity. The original landowner was well aware of the Restrictive Covenants that it placed on the integrated housing (a large portion of which – 240 lots) still have an ongoing (in perpetuity) Restrictive Covenant in place and registered with Landgate) yet these were not lifted prior to the sale.

Regardless of the previous long term landowner attempting to gain a higher sale price selling the golf course land/ amenities to a Property Developer (i.e., Eastcourt Property Group) for potential development, the Purchaser knew the details of the current zoning that has been in place for many decades. The Proponent is now attempting to apply for scheme zoning approval 'SU1' to 'development' simply in order to carve up the golf course land into lots for massive future profit. Having no regard to the negative effects it would be imposing on the Community both within the estate and the broader Statewide community.

The original Property Owner (Wilson Family) is clearly double dipping on profit taking as it already received premium prices for the Golf Course land, as residents paid premiums to live in the Glen Iris Golf Course Estate, or to overlook the Glen Iris Golf Course, either directly or with secondary views. They are having no regard to their very well publicized/implied undertaking to the Purchasers of the blocks about the future ongoing operation of the Glen Iris Golf Course. Those Purchasers could end up with an estate plonked within another estate.

There should be a flow on effect to purchasers, protecting those that purchased into a golf course estate, i.e., from purchaser to purchaser. IF NOT, GOLF COURSE ESTATES SHOULD NEVER HAVE BEEN ABLE TO BE DEVELOPED IN THE FIRST PLACE IN WESTERN AUSTRALIA, as it clearly rips off the good people who purchased into the golf course estate in the first place. In the Glen Iris Golf Course Estate there are golf-themed street names/ parks and golf-related easements and restrictions in the restrictive covenants that encumbered the lots - to the advantage of the golf course. I.e.: no washing lines or sheds visible from the course, 6m setbacks from the course boundary which allowed some leniency for stray golf balls etc, these and other restrictive covenants changed the way that Glen Iris Golf Course Estate residents built their 'own' homes on their 'own' blocks of land in the premium marketed estate.

It also changed the materials used in construction of their 'own' homes, i.e., more glass at the backs of the homes adjoining the Glen Iris Golf Course etc.

Notably the 220 homes that directly 'surround' the Glen Iris Golf Course are not just neatly tucked up one corner. Many more homes within the golf course estate have secondary pleasant views of the 54.9ha golf course amenity/ nature reserve.

Original subdivision marketing materials re the Glen Iris Golf Course Estate included numerous references to the golf course, i.e., 'Magnificent quality blocks with glorious golf course views for sale' / 'Invest in an Exciting New Lifestyle etc.'

The golf course amenity (and associated amenities) importantly was also advertised as being just a short stroll from our front doors. The golf course and associated amenities were clearly used as a hook for residents to pay premium prices for the land/ houses. It is all so very wrong to now be in this position, that is causing great distress to residents of the estate, as well as golfers who have currently lost their local golf course amenity, the only one in the quickly growing City of Cockburn!



City of Cockburn were certainly aware that the blocks were originally being marketed as a 'Golf Course Estate' as evidenced by the words 'Golf Course Estate' which are included in the various zoning Amendments approved and adopted by the City.

Demonstrably the restrictive covenants that exist, as evidenced by Landgate registrations on homeowner lots in the Glen Iris Golf Course Estate, the presence of the Glen Iris Golf Course was integral to JRRAs members' decision to purchase in the golf course subdivision, mid 1990's on.

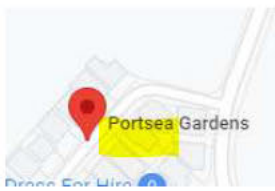



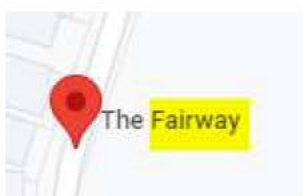
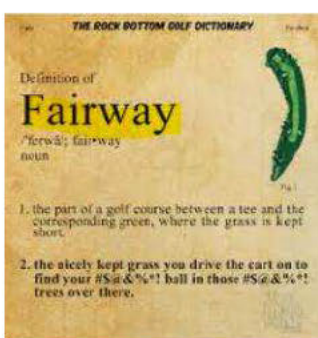
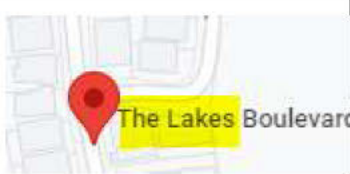

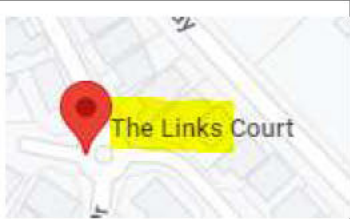

Great weight should be given to the expectation of homeowners and the reliance they placed on the original common promotional materials. Promotional materials that are still used today.

Great weight should also be given to the fact that the streets and parks were allowed to be named golf course themed names, which absolutely demonstrated that it would be a 'golf course estate' in perpetuity.





Examples of Glen Iris Golf Course Estate, golf themed street names and parks. Strongly suggesting that residents were purchasing into a 'golf course estate' in perpetuity.:

Glen Iris Golf Course Estate Golf Course themed 'road names':	Famous Golf Courses with the same names	
Bonville Glen		

Glen Iris Golf Course Estate Golf Course themed 'road names':	Famous Golf Courses with the same names	
Coolum Mews		<p>Mount Coolum Golf Club mtcoolumgolf.com</p>
Kingston Heath Mews		<p>Kingston Heath Golf Club Austadiums austadiums.com</p>
Kooralbyn Valley Cr		<p>Review: The Kooralbyn Valley National ... golfaustralia.com.au</p>
Kooyonga Cross		<p>Top 100 Spotlight Kooyonga Golf Club ... australiangolf Digest.com.au</p>
Laguna Grn		<p>Laguna National Singapore Golf Course lagunanational.com</p>
Par Ct		<p>GolfPracticeGuide.com</p>

Glen Iris Golf Course Estate Golf Course themed 'road names':	Famous Golf Courses with the same names	
Portsea Gdns		 <p>Portsea Golf Club</p>
Riversdale Pass		 <p>Riversdale Golf Club in Mt Waverley ... golfpass.com</p>
The Fairway		
The Lakes Blvd		 <p>Review: The Lakes Golf Club - Golf ... golfaustralia.com.au</p>
The Links Ct		 <p>What is a Links Golf Course?</p>

Glen Iris Golf Course Estate Golf Course themed 'road names':	Famous Golf Courses with the same names	
The Pines Gr		<p>The Pines InterContinental Sanctuary ... intercontinentalsanctuarycove.com</p>
Turtle Point Cove		<p>Turtle Point at Kiawah Island Golf ...</p>
Twin Waters Pass		<p>Twin Waters Golf Resort in Twin Waters ...</p>
Warragul Glade		<p>Warragul Country Club - Golf Course ... hole19golf.com</p>
Woodlands Way		<p>Woodlands Golf Course All Square Golf allsquaregolf.com</p>
Glen Iris Golf Course Estate Golf themed 'park names':	Golf Course related meaning	
Bunker Gardens		<p>What is a Bunker on a Golf Course? livesabout.com</p>

Glen Iris Golf Course Estate Golf Course themed 'road names':	Famous Golf Courses with the same names	
Fairway Park		 <p data-bbox="995 562 1259 595">The Fairway on Golf Courses: Definition ... liveabout.com</p>
Yarra Vista Park		 <p data-bbox="987 864 1241 902">Yarra Yarra Golf Club - Golf Property ... golfproperty.com</p>

14.1. Advertisement Inducements

JRRA have received many calls and emails from the community saying they were attracted to purchase at Glen Iris Golf Course Estate via various advertising/ marketing inducements, no doubt advertising/marketing material scripted as a result of the following statements made in various Amendments, including Amendment #82, which the City of Cockburn adopted in 1992.

“The subject land which is only 18km from the Perth GPO is strategically placed to offer home buyers a homesite in a very desirable golf course setting.”

“In wanting to effectively guide and co-ordinate the development proposals in this area, Council in 1991 prepared a Concept Plan which involved reducing the golf course to 9 holes surrounded by residential development.”

“Council at its ordinary meeting held on 1 September 1992 resolved to support in principle a revised integrated Residential /Golf Course (18 hole) Concept prepared by Chappell & Lambert Planning & Design Consultants. Plan No.5 depicts the Concept Plan endorsed by Council.”

Objective:

“It is the landowners objective to create a desirable residential environment that capitalises on the natural abilities and characteristics of the site and an integrated 18 hole golf course.....”(page 7)

Golf Course / Club House:

“It is proposed that the residential estate be developed around an international standard, 18-hole public golf course. The design and layout of the golf course seeks to:

... utilise part of the existing fairway on the existing Lakes Golf Course

....maximise integration of the golf course throughout the estate;

... create an international standard 18-hole golf course;

“The golf course will be complemented by a Country Club/Tavern which will incorporate a range of sporting and recreational facilities and amenities.”

Residential:

“As clearly indicated in the **Concept Plan the residential estate has been integrated with an 18-hole golf course.** The design of the residential precincts seeks to maximise the number of residential homesites with direct aspect of the golf course and provide a number of homesites with secondary views of the golf course.”

“By locating the entry roads to the residential cells with direct views across the golf course, all residents within the residential villages will benefit from the proximity of the golf course **and the ‘feeling’ of being within a golf course estate.** Recent research indicates a strong demand for residents to live within a golf course estate.”

Conclusion:

“As clearly demonstrated within the **Concept Plan, the Lakes Golf Course Estate will be developed as an exciting upmarket residential estate established around an attractive 18-hole golf course.**”

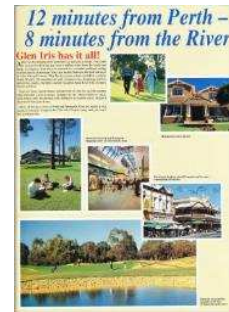
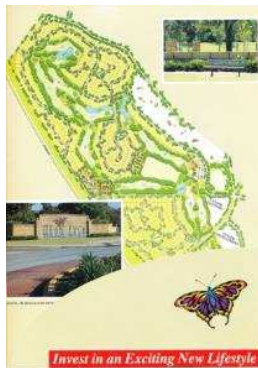
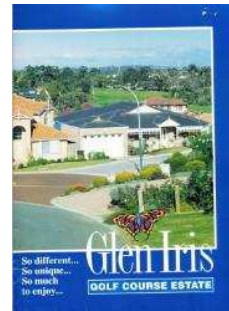
“Council and PDUD are therefore requested to support this development by initiating the necessary amendments to the Metropolitan Region Scheme and City of Cockburn District Town Planning Scheme No. 2.”

The golfing estate and attached amenities were a significant drawcard for residents to pay premium prices, even though the suburb was located nearby lower economic areas, had the nearby noisy air traffic from Jandakot Airport. To this day there is still a sign warning about air traffic noise on the entry road to the northern side of Berrigan Drive of the current Glen Iris Golf Course Estate (Dean Road) warning potential purchasers of the potential air traffic noise.

This drawcard of living on a “golf course estate” continued to attract purchasers right up to the sale of the golf course in 2020.

The advertising inducements of the Glen Iris Golf Course Estate are as follows:

Brochure 1






Brochure 2



Brochure 3

 <p>So different... So unique... So much to enjoy...</p>	<p>So different...</p> <p>Glen Iris is a unique and exciting development... The course is a masterpiece of design... The clubhouse is a landmark building... The estate is a beautiful and peaceful... The location is perfect for a family... The price is right for the quality...</p>  
	<p>So unique...</p> <p>Just 12 minutes from Perth</p> <p>A unique and exciting development... The course is a masterpiece of design... The clubhouse is a landmark building... The estate is a beautiful and peaceful... The location is perfect for a family... The price is right for the quality...</p>  
	<p>So much to enjoy...</p> <p>The clubhouse is a landmark building... The course is a masterpiece of design... The estate is a beautiful and peaceful... The location is perfect for a family... The price is right for the quality...</p> 
	 <p>PRO DEV REALTY</p>

Brochure 4

	<p>LAST 6 GOLF COURSE BLOCKS</p> <p>These blocks have been specifically placed to complete the last 6 blocks of the course... The course is a masterpiece of design... The clubhouse is a landmark building... The estate is a beautiful and peaceful... The location is perfect for a family... The price is right for the quality...</p>  
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It is usual practice for people to rely on advertising/marketing material as an inducement to consider purchasing a property; just in the same way that we use real estate agents today to advertise and market a property we may wish to sell, or scan the real estate section of the newspaper/website for a property to purchase.

The fact that the original property developer did not disclose that the golf course land was privately owned and could be sold (and possibly rezoned in the future) could be considered misleading/misrepresentation and/or a lack of a duty to disclose such vital information. However, equally, the City of Cockburn, in approving and adopting various Amendments to allow for the creation the Glen Iris Golf Course Estate should have protected prospective purchasers by ensuring it was mandated that this disclosure was included either in any advertising/marketing material and/or (especially in) subsequent formal documentation, such as the Offer & Acceptance, and/or included in any Restrictive Covenants imposed thereon which formed part of the O&A, just in the same way that the City mandated the developer to disclose to prospective purchasers (in Restrictive Covenants) that they were aware they lived in close proximity to the Jandakot Airport with resultant aircraft noise.

Signage regarding 'noise' is still evident within the Estate today.

Excerpt from CoC Minutes re Amendment #119 dated 28 May 1996 – see (2) conditions 1 and 2 below.

- (2) require as a condition of Amendment No 119 that:-**
- 1. all residential lots within the estate are to have a memorial on title to make residents aware of the potential noise impact from the operation of the Jandakot Airport;**
 - 2. the requirements of the Federal Airports Corporation identified as a)-d) in its letter to the City of Cockburn dated 31st August 1995 be applied by the developer to all residential development within the estate;**
- (3) advise the Hon Minister for Planning of the Council's decision and request that final approval be granted without the need to re-advertise the proposed modifications.**

No memorials were placed on Certificates of Title. However, Restrictive Covenants (i) stated: "these properties are within the vicinity of the Jandakot Airport and may be subject to aircraft noise/activity."

If the CoC considered that noise/activity from the Jandakot Airport was important enough to mandate, one would assume that the CoC would have also determined it was even more important to mandate disclosure that the land was privately owned and could be sold in the future (and possibly rezoned).

Not only has the original developer failed us, but equally, it could be said, so has the City of Cockburn.

This can be rectified now by REJECTING the proposed rezoning of the land from Special Use 1 to development.

15. Win-Win

The current building once housing the Glen Iris Golf Course Estate Clubhouse and Pro Shop should and must be left to the City of Cockburn community as a whole.

This building and amenity it provides would make a wonderful asset which could be offset by the amount of rent earned for the City and a wonderful space for meetings. It is disability approved and meets all government standards to lease this property and obtain another liquor licence, thus turning over more money for the future upkeep of the building if leased to private enterprise.

This building is double brick, air conditioned and not badly maintained up until the sale in 2020. The building was internally painted in 2018 and new carpet and tiles were installed. All the furniture is currently sitting in the building covered in dust and could be reused at next to no cost.

Internal lighting was upgraded to LED in 2018.

The car park is adequate and meets CoC standards for a restaurant and reception centre with toilets and changerooms for both male and female patrons. It was re linemarked during 2018 at the cost to the then tenant.

The restaurant kitchen was upgraded by retiling all the walls, upgrading and replacing coolroom machinery and renovating the ducted cooking hoods in 2019 when the previous owners decided to reopen the bar area and sell quick food. This upgrade was instigated by the COC Health Department as part of their application for the liquor licence to be returned. The external area had new outside shade coverings installed in 2018 with a shelf life of some 10 years.

The bar and restaurant up until late 2017 had a turnover in excess of \$2.5million dollars and paying rent and outgoings in excess of \$300,000.00 per annum not including electricity and gas.

The previous owner stopped advertising the golf course and let the course become sub standard. Bunkers were left to seed and grass overtook the sides. For special golf days members actually cut and sanded the bunkers themselves. Private golf days for businesses became rarer and rarer as corporate businesses did not want to pay top dollar for a substandard course. The restaurant including the bar was open 7 days per week from 8.00am until late. Sundays was a special family day and families from far and wide attended the club house for live music and kids special events 12 months of the year.

We would encourage the CoC to ensure the clubhouse remains in the hands of the City and investigate leasing out the building to private investment. A ground Lease would ensure the tenant would maintain the building whilst ensuring adequate money coming in from a restaurant/bar being open. With the "clubhouse" remaining the Pro Shop could be easily and cheaply turned into a function centre for the CoC Residents Associations to utilize, for play groups to attend, for Chamber of Commerce events and for private enterprise to use for Corporate conventions. This building is a wonderful event space with weddings being held at the South or North Lakes currently full of artesian water and the Receptions being held in the

function centre. With a Funeral Parlour being planned for South Lake, this is an ideally suitable location for many wakes to be held.

This building is in a prime location and should and must remain for the Community.

- Estimated ground rent per annum: \$100,000.00 ex GST
- Lease Term: 10 year with a 10 year option
- Rent Reviews : annually to 2.5%. Market review at Option
- Turnover rent to be paid at an unnatural breakeven of \$2,000,000.00 at a % of 1.5%.
- Casual rent to community groups at a discounted rate. Casual rent to be part of turnover.

16. Other Points of Significance for CoC absorption

16.1. Planned Orchestrated Degradation

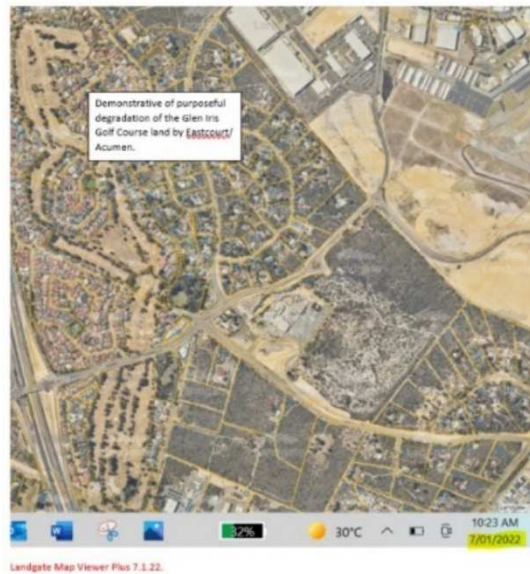
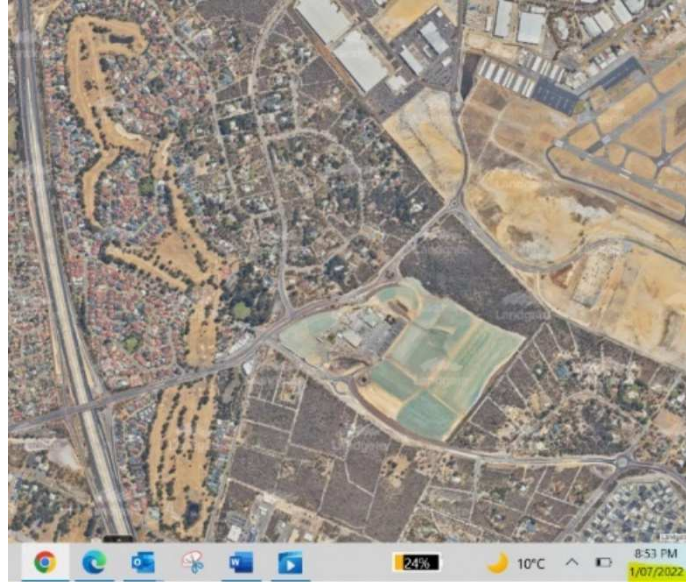
Purposeful 'significant' seemingly orchestrated degradation of the 54.9ha 18-hole championship Glen Iris Golf Course Jandakot amenity.

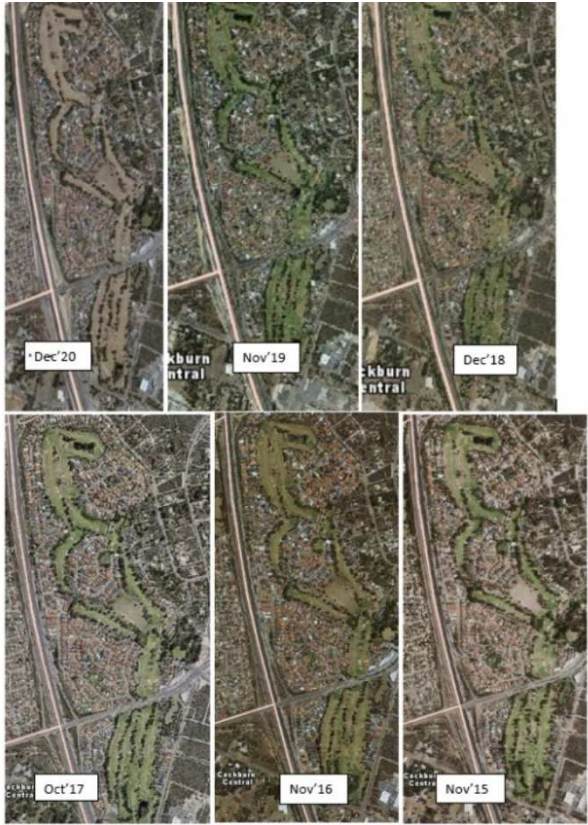
Has manipulation 101 of the threatened species/ Priority species habitat happened? It certainly appears so!

1. Settlement date of the Glen Iris Golf Course land to Eastcourt Property Group (EPG) was 6.4.20
2. Landgate records note that the agreement to purchase the site occurred in January 2020.
3. In 2022 Environmental Protection Authority WA (EPA) assessment was done on the already significantly degraded golf course land, i.e., assessment done approximately two years after EPG purchased the golf course land and after Eastcourt had ceased all watering/maintenance of the land..
4. EPA assessment decision to not go to public consultation was published April'22.
5. Note important point: When the EPA assessed the golf course land, EPG at that stage had already significantly impacted the threatened species/ priority species habitat for almost two years by removing water infrastructure, additionally purposely draining five out of seven golf course lakes that were water habitat for the federally protected black cockatoos, matter of national environmental significance (MNES). Both Carnaby's and Forest Red-tailed black cockatoos' habitat and the P4 Quenda significantly impacted. Please refer to the comprehensive flora and fauna survey report provided as an annexure with this JRRR submission.
6. The April'22 EPA assessment included that planting should be designed to reduce the risk to fauna of vehicle strike!! These threatened species/ Priority species never used to be subjected to vehicle strike on the golf course.

7. Two resting trees removed from the golf course land, one of which was located nearby roosting trees (Twin Waters Pass), and of which the Property Owner purposely drained the golf course lake in 2020, which significantly (negatively) impacted the nearby black cockatoos' roosting - as black cockatoos often roost nearby water sources, in tall trees.
8. The EPG report noted that there were approximately 20 Carnaby's Black Cockatoos recorded perching in trees during the site assessment on 11 March 2020 within the central portion of the site.
9. EPA Advice: Carnaby's Cockatoo in Environmental Impact Assessment in the Perth and Peel Region: *Flocks show site fidelity to a particular area, but will move between roost trees from day-to-day apparently in response to environmental factors (i.e., distance to food and water, influence of wind and predators).* Berry 2008; Berry and Owen 2009; Berry and Owen 2018; Finn et al. 2009; Groom 2015; Shah 2006
10. EPA Advice: Carnaby's Cockatoo in Environmental Impact Assessment in the Perth and Peel Region: Roosts are preferred in close proximity to water (100m – 1km) and within 6km of potential feeding habitat. Glossop et al. 2011; Le Roux 2017
11. Federally Protected matters of national environmental significance black cockatoos/ P4 quenda are important to existing residents and the wider Perth community, their habitat has to be protected - or they will become extinct.
12. The current plans anticipate **up to 8** of the 11 black cockatoo breeding habitat trees **could be** retained on site in public open space and road reserve, subject to detailed engineering and earthworks design. Once the detailed designs have been progressed to subdivision and/or development application stage, a "self-assessment in accordance with the Commonwealth Department of Agriculture, Water and the Environment (DAWE) Matters of National Environmental Significance Significant Impact Guidelines will be undertaken to determine if the confirmed impact extent raises any issues that will alter the current view that any impact to the Black Cockatoo species." (Note DAWE agency name changed to DCCEEW see below).
13. JRRALnc maintains that the proposed 'self-assessment', if it gets to the stage that Eastcourt's detailed designs are finalised, is certainly NOT SATISFACTORY and JRRALnc is of the opinion that there should be a mandatory requirement for a referral to the Department of Climate Change, Energy, the Environment and Water (DCCEEW). As the DCCEEW website states the federal department established 1.7.22, is responsible for environmental protection and conservation of biodiversity.
14. If Eastcourt are found in breach of purposeful significant degradation of the MNES habitat at the Glen Iris Golf Course Jandakot, JRRALnc would expect that federal authorities would take the matter very seriously, and that Eastcourt should face the consequences of any breaches, and there should be reinstatement of habitat, i.e., all water habitat.

THE REFERRAL TO DCCEW CLEARLY SHOULD BE MANDATORY AND NOT LEFT UP TO EASTCOURT'S OWN DISCRETION as we all know what that 'discretion' will lead to.*****





Course in 'immaculate green condition' - aerial view 2006



16.2. Procedural Fairness

That there has been an absence of procedural fairness afforded to residents of the Glen Iris Golf Course estate. A proper and fair process of community consultation must not predetermine or be designed to procure a particular outcome. RATIONALE - The principles of procedural fairness are well established in Australian law. The principle established in *Annetts v McCann* (1990) 170 CLR 596 held that the duty of procedural fairness persists even where private or professional interests may be affected by findings of any process of inquiry.

There is also a perception based on responses from Council officers in their responses to residents.

13 October 2021 JM email to Peter Ikstrums – Streetscape Officer re the damaged fence

CoC were advised that there had been damage to a fence along the golf course land. His reply (in part) to JM was: “I believe the fence is likely to be removed **and replaced with the development**”. (Emphasis added by author of this JRRR correspondence)

This demonstrates a pre-determined outcome especially as CoC Councillors did not vote to initiate the complex scheme arrangement until 9 December 2021, yet Peter Ikstrums confirmed this in October 2021 to the resident.

16.3. “STATE OF THE ENVIRONMENT REPORT”

(COMMENTS ON A FLAWED PROCESS)

Initially I refer to an article in The Guardian 19 July 2022 by Morton and Readfearn:

“State of the environment: shocking report shows how Australia’s land and wildlife are being destroyed” – excerpts below:

“The health of Australia’s environment is poor and has deteriorated over the past five years due to pressures of climate change, habitat loss, invasive species, pollution and mining, according to a government report that warns the natural world holds the key to human wellbeing and survival.

The state of the environment report – a review completed by scientists last year but held back by the Morrison government until after the federal election – found abrupt changes in some Australian ecosystems over the past five years, with at least 19 now showing signs of collapse or near collapse.

“I won’t be putting my head in the sand,” Minister Plibersek said. “Under Labor the environment is back on the priority list.”

The report quoted the World Economic Forum in finding that environmental degradation was now considered a threat to humanity that could “bring about societal collapses with long lasting and severe consequences”.

Key points from the state of the environment report

- Since 2016, 202 animal and plant species have been listed as threatened matters of national environmental significance, following 175 being added to the list between 2011 to 2016. This has happened while the rate of discovery and description of new species has slowed considerably over the past decade. There remain many more species that are unknown than those known.
- While a government threatened species strategy had improved the trajectories of 21 priority species, many others did not show improvements. The list would increase substantially in coming years as the impact of the catastrophic 2019–20 bushfires – which killed or displaced between 1 billion and 3 billion animals – became clearer.
- Australia has lost more mammal species than any other continent, and has one of the highest rates of species decline in the developed world. More than 100 Australian species have been listed as either extinct or extinct in the wild. The major causes of extinction were introduced species and habitat destruction and clearing.
- The report found improving the state of the environment would require national leadership, integrated management across federal, state and territory systems, new forms of funding and improved monitoring and reporting.
- Plibersek told the ABC on Tuesday that the country’s environment laws were not working, authorities did not have adequate data on the scale of the problem and change was needed. “If we stick with what we’re doing now we’ll keep getting the same results,” she said.

The minister said she expected to introduce changes to environment laws, including the creation of the Environment Protection Agency, to parliament next year after consulting “very widely”, building on the work of a statutory review by the former competition watchdog chief Graeme Samuel.

The Greens’ environment spokesperson, Sarah Hanson-Young, said the report showed “this is an emergency and in an emergency you take emergency action”.

She said it described a “litany of environmental wreckage fuelled by climate change and years of denial and neglect”, and environment laws needed to be changed, including to consider the climate impacts of proposed fossil fuel developments.

“If the minister is really alarmed by this report, then she will take immediate action to ensure no more critical habitat is cleared and polluting projects that are fuelling the climate crisis are stopped,” Hanson-Young said.

The president of the Australian Academy of Science, Prof Chennupati Jagadish, said the report was sobering reading and the outlook for the environment was grim, with critical thresholds in many natural systems likely to be exceeded as global heating continued.

Jagadish said the report showed there had been “significant underinvestment” in the scientific knowledge and capacity needed to understand the state of the environment and called for the creation of an independent agency to manage wildlife and biodiversity data. He

said Australia should also revisit its emission reduction commitments to more rapidly respond to the climate crisis.

Prof Euan Ritchie, from the Centre for Integrative Ecology at Deakin University, said the report was authoritative, long overdue and confirmed “Australia’s utter failure of environmental and conservation stewardship”.

But he said it was not too late to change the trajectory. “If we act now and strengthen and enforce environmental laws, provide far greater investment to aid the protection and recovery of the environment and threatened species, and better engage with communities, we stand to gain substantial social, cultural, economic and environmental benefits.”

oOoOoOoOoOo

JRRA now present a current example of how the “system” fails, not only the environment, but the very animals it is supposed to protect:

A report on the Glen Iris Golf Course Estate land/eco-system was written over a two-year period (August 2020 – May 2022) regarding the process whereby the animals and environment were ignored and 54.9ha of climate enhancing golf course land was destroyed and even ignored by the so-called “protective” departments. The report “Sanctuary for the Protected Fauna (other wildlife) and Protected Flora on the Glen Iris Golf Course Estate, Jandakot, WA” is attached.

The report refers to the Glen Iris Golf Course Estate situated 19km from central Perth, Western Australia. The course is partially situated on the Jandakot Groundwater Mound which is an unconfigured aquifer supply drinking water to Perth.

The golf course contains abundant Priority 4 Quenda and in June 2020 it contained flocks of over a hundred federally protected Carnaby’s and Forest-red tailed black cockatoos. (See attached report - pages 19, 20, 41, 42, 43, 46)

In April 2020, a developer (Eastcourt Property Group) purchased the land and are currently making application to rezone the land (from Special Use 1 to development) with +/- 550-600 new houses. If approved the proposed infill involves destroying the habitat for the animals and a fragile walled ecosystem that has existed for over 65 years, destroying 750 of the 1,250 mature trees, compromising the drinking water aquifer, and seriously affecting the quality of life for the existing homeowners (770 residences) facing and integrated into the golf course.

The developer purchased the land in April 2020 and immediately removed the golf course pumps that irrigated the golf course. Five of the seven golf course lakes were immediately drained with the linings physically removed under the cover of clandestine, early morning weekend work, to Eastcourt states “prevent people drowning”. (despite the lakes never having been fenced and having survived for many decades without any single person drowning therein) The two lakes that remain are probably left to remain with water because they may be artesian and presumably “drown-proof”.

Emerge Associates, Eastcourt’s environmental consultants, have written in other reports that protected Carnaby’s cockatoos require water adjacent to roosting trees, plus the duck -

breeding season had commenced, ducks requiring water to escape danger and predators because the ducklings could not fly. (See page 38). Whilst ducks are not an endangered species, all native animals are legally protected <www.dpaw.wa.gov.au>

Adverse reports to the City of Cockburn Council were ignored by the City on the basis that "it is private land."

The Environmental Protection and Biodiversity Conservation Act 1999 states "if a matter of national environment significance (54.9ha) is on or near your property then you are in a position to help protect it."

The golf course contains 2ha of "good" classified Banksia's which provide food for roosting Carnaby's plus the Banksia trees come under federal jurisdiction.

Having drained the golf course of water areas, the developer installed fire breaks for "resident safety and requirements" and at the same time cleared the "debris" which comprised bush for the animals inclusive of 60 species of native birds.

The golf course continued to deteriorate from their purchase date in April 2020. In December 2021 the City of Cockburn Councillors voted to initiate a complex scheme amendment and we are now currently in the 60-day public consultation period which closes on 25 July 2022.

Emerge Associates (environmental consultants) had completed a Level 1 Desktop Fauna and Flora Assessment. The Survey ignored the documented roosting trees (see page 50) for the cockatoos and two afternoon walk-throughs recorded four digging sites for Priority 4 quendas, which are nocturnal.

In January 2022, the Environmental Protection Authority in Perth was advised regards the prolific quenda (73 individual sightings by residents' survey - see pages 19/20) plus the flocks of black cockatoos (see page 24).

"The resultant EPA report based its decision on the Scheme Amendment documentation provided by Eastcourt Property Group to the City of Cockburn and "having considered this matter, the following advice is provided. Advice under Section 48A (1) (a) Environmental Protection Act 1986. Advice given: 'not to be assessed' and (Not appealable)."

City of Cockburn's letter "Notice of Advertising" dated 23 May 2022 stated: "On 20 April 2022, the Environmental Protection Authority determined that the likely impacts associated with the development are unlikely to have a significant impact on the environment and do not warrant formal assessment under Part IV Division 3 of the Environmental Protection Act 1986." (emphasis by writer)

The EPA did not acknowledge or even mention the word "quenda" in their determination and do not encourage any correspondence.

City of Cockburn were advised of quenda numbers with the following reply on 4 July 2022:

"Emerge visited the site to identify areas considered to be natural fauna habitat. Five areas were identified as suitable quenda habitat. These were identified as scattered native woodland, planted trees and shrubs with low understory and vegetation around the artificial

lakes. Much of this habitat is to be retained in the current structure plan. I can see no information within the fauna assessment that indicates the ecologist from Emerge recorded seeing any quenda on the site visits. Only diggings were recorded. The report does indicate that some quenda were captured on cameras. Emerge make no reference to the quantity of quendas on site. The City has not made any reference to the number of quendas on site.

In relation to the assessment of the environmental impacts by the Environmental Protection Authority, they make the determination as to what constitutes a significant impact when proposals are referred to them”.

The EPA in Perth does not enter into correspondence plus any bird matters must be from a recognised Ornithologist (directions from EPA Perth).

With regard to the black cockatoos, the EPA included in its determination “Potential Significant Effects” – Clearing of Native Vegetation and black cockatoo habitat and then quoted “In addition to structure planning provisions, it is recommended that the scheme provision are modified to include reference to future development being required to prioritise black cockatoo habitat for retention.”

Upon enquiry by a resident who lives in Glen Iris in a communication to the City of Cockburn as a result of Eastcourt’s Indicative Subdivision Plan showing proposed housing along Hartwell Parade where the entire street contains “good” Banksias, plus mature roosting trees, the reply was:

“Upon receipt of the EPA’s advice, the proponent was offered but declined the opportunity to update the Structure Plan proposal in response to the EPA’s advice. The City has referred both proposals to the Department of Water and Environmental Regulation, and the Department of Biodiversity Conservation and Attractions seeking their advice on this (and other) matters.” (underlining added)

There are 2ha of “good” rated Banksia trees on the golf course which come under federal jurisdiction.

Is this further evidence that the EPA’s advice has again been completely ignored?

Possibly ignored by Eastcourt as it already believes that it has a predetermined outcome?

The attached report “Sanctuary for the Protected Fauna and Protected Flora...” was compiled over the period June 2020 to May 2022. It conflicts with the “official’ reports as the attached report relies on actual facts whereas the official reports are lacking in facts.

The Desktop Level 1 assessment relies on published data which is limited for many areas of Perth.

The Perth Community Quenda Survey 2012 by Dr. Geoff Barrett et al reports one quenda sighting from Glen Iris (page 18 attached report). Local Council has no records of quenda, thus scarcity of nocturnal animals would be confirmed by the Emerge “walk-through” during daylight hours. Similarly, the federally protected black cockatoos were driven away due to

lack of water, removed by the developer soon after purchase. What chance do the animals have when the protectors and the system fails and even works against them?

Independent reports not submitted by recognised zoologists, professors, and ornithologists are ignored by authorities. The qualified government advisors are cautious to discuss specific cases which may conflict with their appointment conditions.

So what chance do the animals have against politics, significant political donations, experienced developers (who know the system) and a Level 1 assessment that does not favour any animals, especially the “federally protected and Priority categories”.

As of July 2022 the Glen Iris Golf Course Estate residents (and wider community) are nearing the end of the Public Advertising period with little hope for the animals as the system ensures that they will not even be acknowledged (quenda) or observed as they have been driven away (cockatoos) plus any reports must be from qualified recognised ornithologists.

The attached report outlines many notable quotations by many notable people of the times, usually politicians who seemingly override their own environmental laws, and environmental scientists monitor the resultant decline and extinction of flora and fauna.

In the case of the Glen Iris Golf Course with its profusion of wildlife, there is hope, and included herein is a copy of a letter (below) to the Premier, of WA Mr. Mark McGowan dated 14 July 2022.

16.4. “URBAN INFILL vs A WORLD CLASS DEVELOPMENT?”

Eastcourt Property Group have purchased the 54.9ha Glen Iris Golf Course in Jandakot with its abundant wildlife, 1,250 mature trees and much needed anti-climate change open space to be replaced by concrete urban infill, increased pollution, more traffic, more stress attributing to mental health and wellbeing, and reduced quality of life.

In addition, a proven sanctuary for many protected species that has existed since 1965, will be lost.

The attached report outlines the abundant protected Priority 4 quenda and federally protected Carnaby’s and Forest Red-tailed black cockatoos (nearing extinction) which are currently being destroyed with the loss of open space on the golf course.

A wave park has been approved for development adjacent to the Glen Iris Golf Course, together with a hotel and potential conference centre. The City of Cockburn plans to double the size of the Gateway shopping centre and approve new high-rise apartments, all integrated with the new road system and freeway access plus a train station and nearby airport, to Rottneest and the south. Why not go further and integrate 54.9ha of golf course into the plan instead of Council developing a new 9-hole golf course at Coogee, currently costing at \$27m to be funded by ratepayers, with delivery in 2027/28 with greatly increased costs?

The Optus Stadium construction incorporated half of the Casino golf course and the Casino management investigated purchase of the (then) viable Glen Iris Golf Course. The previous

owner refused to sell. This new Cockburn Hub could be included with the new wave park development which could even attract day trips from Fremantle cruise passengers, especially as Fremantle has been named in TIME Magazine's 50 "Greatest Places of 2022." <Natalie Richards, Perth Now - 13 July 2022>

A brand new "integrated destination for the gold coast" - A Development Application has been lodged by Parkwood Golf Course for a large \$300 million integrated Surf Park Village located at the Pinewood International Golf Course on the Gold Coast.
<<https://golfandsurfgc.com.au>>

It includes:

- An 18-hole golf course
- 'Endless Wave Pool' and beach activities
- Five storey mixed use commercial and retail building 'Surf HQ'
- Short term accommodation over eight buildings and 12 Surf & Golf villas
- Three storey mixed use medical centre
- New events centre and wedding chappel
- Large Event Lawn and Event Plaza
- Food and beverage, including micro-brewery
- Childcare centre
- Bowling alley

The Jandakot 18-hole public golf course can be incorporated into a new night-time golf with computer reality golf and attractions. The already zoned R40 area with existing proven restaurant can also be incorporated into the scheme together with increased amenities. On the basis that the land is not rezoned, I am aware of two potential buyers for the Glen Iris Golf Course and with the financed wave park, a new tourist attraction can be developed at no cost to the government.

The "doggy" area at the junction of Dean Road and Berrigan Drive (Yarra Vista Park) can also be developed into attractive facilities to blend with the new "Cockburn Hub".

In addition to the vastly improved commercial area, the mature-age encompassing recreational activities are becoming so important in the urban sprawl as Perth, Cockburn and Western Australia develop, plus there is tourism potential.

The extensive commercial and proposed recreational activities will bring far greater income to the City of Cockburn and ratepayers than all the problems associated with a +/- 600 new home development which complements climate change and needs so much water on the

rates for all the new street saplings: thousands, as quoted in Eastcourt brochure, yet in July 2021 they say “70% reduction in groundwater use.”

Since 1965 the (then) Lakes, now Glen Iris Golf Course, has been a proven animal sanctuary for protected species.

The attached report documents the survival of some of our fast-disappearing species (the federally protected cockatoos will be extinct by 2030). Glen Iris, with its protective wall (pages 14, 15), has created a sanctuary for many years to protect our Australian protected fauna. The report outlines what we had before the lakes were emptied and the flocks (100+) of protected cockatoos flew away. They can return by refilling the lakes and retaining the mature roosting sites plus the 2ha of Banksia Woodland food, currently under threat by the developer.

Cockburn can have the first successful animal sanctuary to slow the extinction of our wildlife – if we care! We know it can work and it is more effective than a cockatoo memorial at the Cockburn train station.

“While the number of ratepayers increases, the City needs to build and maintain more high-quality infrastructure and amenities for our residents and find additional resources to achieve this.” <Mayor Howlett, Perth Now 7 July 2022>

A vibrant world-class “Cockburn Hub”, coupled with a workable sanctuary for wildlife, would be more internationally attractive than a +/- 600 suburban “dormitory” to be added to the following urbanisation on our doorstep:

- The continued development of the Calleya estate.
- The development of the Kara estate.
- The development of the Lake Treeby estate.
- The continued expansion of the Verde industrial estate
- The continued expansion of the Jandakot Airport industrial estate.
- The development of the industrial area at Berrigan Drive/Jandakot Road.
- The development of residential units at Berrigan Drive/Lakelands school.
- Bushland turned over to a four-lane road (Jandakot Road) which ends at Warton Road – where a further residential development is underway.
- The quasi freeway of the Armadale Road and the acres of land that has been concreted over as it connects development after development all the way to the hills.
- The continued development of the land around Cockburn Central train station (including the development of the Thornlie line Metronet).
- The expansion of Cockburn shopping centre.

URBAN INFILL OR A WORLD CLASS DEVELOPMENT?

Mike Smith

B.Sc. (University of Wales, Cardiff)

Resident Glen Iris Golf Course Estate, Jandakot

0403 574 815

14 July 2022

Attached report (Appendix A) : Sanctuary for the Protected Fauna (other wildlife) and Protected Flora -on the Glen Iris Golf Course Estate, Jandakot, Western Australia (August 2020 (updated to May 2022))”

oOoOoOoOoOo

In conclusion, many words have been spoken and many promises have not been kept, plus there are questionable doubts regards the motives of many so-called government departments and environmental groups.

The politicians of course say what is necessary for the moment plus the “experts” are a voice in the wilderness and, of course, the animals cannot speak.

Result? – Shamefully - “Australia is a world leader in the extinction of species.”. Confirmed by the recent report referenced already herein via an article in The Guardian 19 July 2022 by Morton and Readfearn:

“The quenda is a protected species under the Western Australian Wildlife Conservation Act 1950”. “Environmental Protection Authority 2004. “In 2019 upgraded to Priority 4”.

“The quenda has declined significantly since the 1960’s (Kitchener et al 1978)”

“Along with predation by exotic species, habitat loss is among the ultimate threats to quenda populations because an area of native bushland is cleared, most resident animals perish.”
<Australian State of the Environment Committee 2006, Johnson et al 2007 Coughley and Gunn 1966> – 14 and 24 years ago (sepage 12 in report).

“The number of quenda sightings is already low and has declined further in most consolidated suburbs since 1993” <City of Cockburn webpage – native animals> – yet continue to authorise the clearing of habitat, as evidenced in the list of urbanisations stated above.

“I’m pretty annoyed to be honest with you. This is one of those things I hold dear. The preservation and conservation of endangered species is one of the things that are core to my belief system.” <Premier of WA, Mr. Mark McGowan – Channel 9 – 6 o’clock news - 10 July 2020>

And commentary from our current Prime Minister - "The health crisis in which we are now living has only reiterated the need for community spirit: open green spaces and affordable leisure activities" <Mr. Anthony Albanese on Marrickville Golf Course 16 September 2020>

Etc etc – AND NOW....

"I won't be putting my head in the sand. Under Labor the environment is back on the. Priority list. If we stick with what we're doing now, we'll keep getting the same results." <Minister Tanya Plibersek, ABC News, July 2022>

Politicians seemingly override their own environmental laws for maximised urban development.

Environmental scientists monitor the resultant decline and extinction of fauna and flora.

THE ANIMALS CANNOT SPEAK - DOES ANYONE REALLY CARE?

16.5. Joined up Sporting Developments

Our members have contacted JRRA asking why those in power have not looked at the benefits for WA with a sporting corridor comprising the Golf Course and Wave Park.

A wave park complex with an international standard 18-hole public golf course, restaurant and amenities will cost the City of Cockburn zero, and will be a major sporting hub. Along with the Cockburn Arc recreation centre and the Fremantle Dockers training facility at Cockburn, the City will be the envy of the rest of the State.

16.6. Planning Inconsistencies

Why don't WA Planning authorities have legislation in place, to protect golf courses in 'golf course estates'?:

How can 220 homes directly surround/ adjoin the Glen Iris Golf Course Jandakot WA, of which Property Owners have vested their life savings to purchase into a premium 'golf course estate', to then find that WA legislation does not protect them regarding the golf course land remaining in place in perpetuity?

How can WA golf course owners in golf course estates be allowed to simply sell to the highest bidder, rather than as a going concern? Isn't this called double dipping when they have already received premium prices for the sale of the initial blocks of land in a Golf Course Estate, such as ours in Glen Iris Jandakot?

How can residents in good faith have been forced to build their homes with six metre setbacks (changing the way they constructed their homes, i.e., more glass at the back of their homes) from the Glen Iris Golf Course boundary to then find that the golf course is no longer going to be there if the WA Planning Minister decides such? Currently proposed to be infilled with circa 550-600 houses, some of which are only on 300m² average lot sizes.

When will Council run public golf courses be told by the Government the open space now being utilized is more beneficial as housing? When will governments make local council or

more so ensure the WAPC rezones public open space to residential areas like with the City of Melville? Furthermore, if the zoning approval gets the green light current Glen Iris Golf Course Estate residents will be overlooking satellite dishes, fencing, metal roof tops, solar panels, streetlights etc, rather than 54.9ha of lush open green space golf course land, of which is currently habitat to the Federally Protected Carnaby's and Forest Red-tailed black cockatoos, as well as Priority 4 Quenda and other wildlife/ birdlife.

220 residences that adjoin the currently closed 18-hole championship Glen Iris Golf Course boundary, were expected since the mid 90's to abide by restrictive covenants (registered on our Certificate of Titles), of which benefited the enjoyment of the Glen Iris Golf Course owners land. I.e., homes abutting the course could not having washing lines on display to the golfers, had to maintain non opaque fencing, couldn't have sheds visible from the golf course land etc

How is this at all fair City of Cockburn, WA Planning Commission, Ms Rita Saffiotti (WA Planning Minister)?

As per Government of WA legislation guidelines re 'Making good planning decisions' in considering an application for development approval the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application — the amenity of the locality including the following:

- environmental impacts of the development;
- the character of the locality;
- social impacts of the development;

The above are all important points that relate to the plight of current Glen Iris Golf Course Estate residents and golfers in the City of Cockburn and wider community. The above should also be considerations for 'all authorities' to seriously consider, as all points are certainly applicable.

JRRA hopes that the CoC as required above places great emphasis on actually documenting those matters listed that are relevant to the proposed development. Sadly to date it has not done so – alarmingly a comprehensive statement/summary of Community views/expectations was absent from the CoC recommendation to its Council on 9/12/21 at the OCM.

OTHER STATE PLANNING GUIDELINES FOR DEVELOPMENT OF GOLF COURSES: Why is it that other states of Australia have planning guidelines in place that have to be considered if any golf courses are proposed to be infilled in their state? WA should embark upon setting up the framework for those development guidelines to be reviewed and appropriate ones established for this State.

<https://www.planning.vic.gov.au/policy-and-strategy/guidelines-for-golf-course-redevelopment>

i.e. excerpt: The following questions should be addressed in establishing whether golf course land should be converted to another use:

- Does the land tenure allow for conversion?
- Is the golf course surplus to golfing?
- Are there economic alternatives to conversion?
- Should the land remain as open space?

We understand that the Glen Iris Golf Course land is privately owned, however it was a public golf course for the enjoyment of the Western Australian community for many decades. The New Owners purchased it full well knowing that it was zoned SU1 meaning: *Golf Course Estate, Private Recreation, Hotel, Convention Centre and associated uses - means land used and designed for a golf course, integrated with residential development and associated commercial and community facilities.* (Underlining emphasis).

Without approval to change from 'SU1' to development, the Property Owner will have to work within what they purchased 'SU1' zoned land. The Proponent has the ability to do so.

The WA State Government should have policies in place re golf courses and in particular strong legislation protecting golf courses in 'golf course estates'.

Legislation that binds that the course will be in place for perpetuity, if sold as integrated, i.e., a golf course amenity adjoining/ integrated with residential development.

JRRA represents over 600 community members, these are largely people that purchased in the Glen Iris Golf Course Estate in good faith due to the presence of the Glen Iris Golf Course, some are the golfing community that live in the current estate, bottom line the golf course amenity was integral to the residents' decisions to purchase into the 'golf course estate' subdivision. Many would not have purchased here without the key amenity feature.

Taking away the very essence of why they purchased into the golf course estate will ruin the 'character of the area', particularly with the planned loss of 750+ mature trees and seven picturesque golf course lakes (five of which have already been drained by the current Property Owner). It must be remembered that with the currently closed golf course, the Property Owner also closed the successful restaurant and bar facility of which was the community's social hub. Also closed was the putting green and driving range facility etc.

What has Eastcourt Property Group offered in return – next to nothing, certainly massive net loss.

Photos below are demonstrative of how the Glen Iris Golf Course is 'integrated with residential housing' (773 homes total) - homes of which are not just neatly tucked up in one corner.



Further problem of golf courses being infilled in Western Australia/ Golf Courses are a benefit to the general community.:

It is not just Western Australian 'golf course estates' that are under siege by Property developers.

This April'20 news article makes mention of some of the WA golf courses in the last 20 years that have been infilled by residential, commercial, industrial and even sporting stadiums etc



Golf is a sport that can be played at almost any age. It is good for overall physical and mental well-being. How many other sports can you still play in your eighties? Remembering that golf is great for social interaction, both on the course and on the 19th hole.

The 54.9 ha golf course produces enough oxygen annually for 135,000 people. (University of Maryland, Environmental Science and Technology, October 2018, Golf benefits to the environment).

The Glen Iris Golf Course has 1258 mature trees, of which Eastcourt are planning to cull 750+ (roughly 60%.)

- How will this help Climate Change?
- How will this help the heat island effect?
- How will this help City of Cockburn's urban forest canopy?
- Importantly how will this help to mitigate the noise from the overhead light aircraft and helicopters from the nearby located Jandakot Airport inclusive of the noisy overhead circuit training?
- How will the removal of 750+ mature trees help the wildlife and birdlife, including the threatened species that inhabit the golf course?

The Banksia woodland of which the Glen Iris Golf Course has around 2ha of 'quality' banksia, is an ecological community that provides ecosystem services and contributes to the health and wellbeing of local residents. For example, the woodlands help cool temperatures in the surrounding region; store carbon; filter and maintain aquifers, including those supplying drinking water for Perth; mitigate local flooding, soil loss, and pollution; and provide amenity. (Excerpt from Australian Govt - Banksia Woodlands of the Swan Coastal Plain: a nationally

protected ecological community). Importantly the Glen Iris Golf Course is located on the Jandakot Water Mound.

16.7. Jandakot Resident and Ratepayers Association (Inc) ‘independent’ Survey vs Eastcourt Property Group’s ‘pre-determined’ Survey.

Towards the last quarter of 2020 Jandakot Residents and Ratepayers Association (Inc) (“JRRA”) commissioned an ‘independent’ Survey from its members.

The Survey questions asked did not have ‘pre-determined’ responses - unlike Eastcourt Property Group’s earlier survey which only geared questions towards redevelopment of the Glen Iris Golf Course.

For example, there were no options in Eastcourt’s survey that allowed for current residents to say they did not want residential infill of the 54.9ha green-lung golf course, and instead wanted the golf course retained and revitalised.

In true clandestine fashion, on the back of each envelope containing the Survey from Eastcourt was an individual number (in very small print), done to identify where the resident lived as the person delivering the Survey also took note of the person’s address. Glen Iris residents were under the (mistaken) belief that this was an anonymous Survey.

Similarly, the back of the actual Survey had the same identifying number as the envelope, which then clearly identified the homeowner’s address and provided crucial demographic and other important information for Eastcourt’s future planning purposes.



It was also of concern that these Surveys had a return address to the Property Developer’s Project Manager, rather than to an independent survey company, meaning they could well bin any Surveys that did not include the result they were seeking.

Many questions asked by Eastcourt appeared irrelevant i.e.:

D4 Which of the following best applies to you?

Own my home (no mortgage)

Paying off my home (have a mortgage)

Renting

Other (e.g. live with parents/ boarding)

Prefer not to answer

D4 Which of the following best applies to you?

Own my home (no mortgage)

Paying off my home (have a mortgage)

Renting

Other (e.g. live with parents/ boarding)

Prefer not to answer

In contrast JRRA’s Independent Survey results were refreshingly ‘independently’ analysed and at “arms-length” from any JRRA influence and were drawn from a significantly higher return rate of 40.8% of people surveyed when compared to the previous Survey conducted on behalf of Eastcourt that only received 25.4%.

The results overwhelmingly confirmed that there is a HUGE opposition to the proposed residential infill development of the Glen Iris Golf Course and its fragile ecosystem. See Appendix J herein.

16.8. What’s Changed?

Good Golf Course management, coupled with good management of the existing Clubhouse Restaurant and Bar social amenity, will see a thriving golf course exist in the Community alongside a thriving environment of flora and fauna and a clubhouse that is a magnet for the ever-increasing number of people within the community who choose to call this part of our City of Cockburn/WA State home.

“While the number of ratepayers increases, the City needs to build and maintain more high-quality infrastructure and amenities for our residents and find additional resources to achieve this.” <Mayor Howlett, Perth Now 7 July 2022>

It is clear from the requisite requirements to be considered by the CoC that if some or part of City of Cockburn management do not support the original decisions around the Scheme No 2. Amendment No.64, amended 18 December 1991 and adopted 5 November 1991 that they/it must be transparently communicated to the community. JRRRA is of the view that it is all of the ratepayers' democratic right as Glen Iris Golf Course Estate residents who have vested their life savings, as well as the wider City of Cockburn community that utilised/ patronised the golf course amenity to be made aware of their reasons, which to date (despite having been sought) have not been provided by the CoC.

Email 21 March 2021 addressed to the Mayor and Elected members, is as follows, and is still valid today as most of the points have not been addressed.

At the City of Cockburn Ordinary Council's meeting on the 11 March 2021, and a public question posed by a Glen Iris Golf Course Estate community member, **in relation to the Council standing by the original City of Cockburn District Zoning Scheme No 2. Amendment No.64, amended 18 December 1991 and adopted 5 November 1991.**

The response from Daniel Arndt was that

"The City of Cockburn may not honour their original decision rezoning decisions (adopted 5 November 1991) as the circumstances around that decision have changed since circa 1991"

Emphasis is on that "the circumstances have changed".

Eastcourt have failed entirely within its proposal to demonstrate in any way, shape or form that circumstances have changed. JRRRA on the other hand as a minimum herein have demonstrated:

- the Community outrage,
- the environmental destruction that will result and
- has clearly demonstrated (by publicly available facts) that golf is viable
- the viability of well maintained and managed golf courses

JRRRA's questions to the City of Cockburn are as follows:

1. Do these 'changed' circumstances and/or criteria relating to the original evaluation of the zoning cover any of the following and, if so, what is the reason for the change?
2. Any of the adopted criteria within the Structure Plan as adopted by City of Cockburn 5 November 1991?
3. The amenity – Environment, environmental impacts, the character of the locality; the social impacts of the development?
4. Natural environment and water resources?
5. Trees or other vegetation on the land?

6. The proposed means of access to and egress from the site?
7. The volume of traffic?
8. The impact of the development on the community as a whole?
9. An integrated residential golf course estate?

If none of the above circumstances and/or criteria has changed, what has changed since 5 November 1991?

Since 1991 a number of new criteria have been introduced locally, nationally and globally that appears to evidently support the retention of the 'current' scheme approval including:

10. Light pollution impact from new developments (houses and vehicles) contributing to obesity, reduced sleep quality and impaired memory.
11. Heat island effect impact from building materials, loss of trees and fauna, contributing to heat-related deaths and heat-related illnesses such as general discomfort, respiratory difficulties, heat cramps, heat exhaustion
12. Protection of wildlife and fauna (particularly the endangered Carnaby's black cockatoos, vulnerable Red-tailed black cockatoos & Priority 4 Quenda.)
13. Increased traffic, vehicle, truck, train & (Jandakot) airport pollution/noise. Glen Iris Golf Course Estate is surrounded in all directions by ever increasing trains, planes and automobiles, due to an increased Perth population.
14. Mental Health impacts caused by the loss of amenity, increased traffic, death and destruction of wildlife.
15. Loss of long-established amenity – trees, fauna, open spaces.
16. Higher pressures on the Jandakot Groundwater Mound due to further residential infill and a drying Perth climate.
17. Further reduction in green open space in Jandakot, that affects the local and wider community.
18. Environmental pressures (recognised by COC Climate Change strategy 2020-2030)
19. Environmental pressures (recognised by WALGA in a policy statement endorsed by State council both 2009 & 2018), inclusive of this statement on the WALGA website:

Local Government acknowledges:

- I. The science is clear: climate change is occurring and greenhouse gas emissions from human activities are the dominant cause.
- II. Climate change threatens human societies and the Earth's ecosystems.
- III. Urgent action is required to reduce emissions, and to adapt to the impacts from climate change that are now unavoidable.
- IV. A failure to adequately address this climate change emergency places an unacceptable burden on future generations.

20. The State Govt of WA have now recognised the threat of a changing Perth Climate by implementing a new minister's position of 'Climate Action' (announced 18.3.21)

21. An ever-growing City of Cockburn. Historical 1991 population figures reported as 50,217, fast track to 2021 estimated at over 120k. It is estimated that the City's population will grow even further to over 150k of residents by 2028. All the more reason to retain an important green space ecological corridor, so that the City of Cockburn residents don't become like parts of the eastern states squabbling over golf course land/ open green space. COVID-19, which is making the world sit up and listen intently to our broken relationship with nature (of which the 54.9ha Glen Iris Golf Course embodies the absolute positive aspects of nature/the environment.)
22. Increased non-tailpipe vehicle emissions to Glen Iris Golf Course Estate affecting residents' health.
23. The JRRA(Inc) undertook a survey (in 2020) of how many residents wanted the golf course to change to housing – a MASSIVE 98% of people said NO! Do you hear your ratepayers or are we just numbers on your ratepayer notices?
24. City of Cockburn virgin bushland is being decimated at an almighty frightening rate – apparently seemingly soon to become a concrete/steel jungle? The City has experienced rapid clearing of vegetation due to the massive recent urban development, i.e. Treeby, Calleya, and Kara estates etc. The eastern corridor being built out rapidly. More high-rise in Cockburn is planned.
25. In a recent national survey on the state of vegetation cover in metropolitan Australia the City of Cockburn had a large difference in green cover over the past seven years, witnessed as a 17% decrease since 2013 and the City's grassed area has dropped by 6.65% since 2016.
26. The City of Cockburn has developed a comprehensive Urban Forrest Plan which aims to create a healthy, diverse and thriving forest that contributes to the health and wellbeing of the Cockburn community:
 - a) The plan identifies six strategic objectives and targets, accompanied by 30 actions. Healthy and well-managed urban forests (i.e. what is already established over the years with mature trees and fragile ecosystem at the Glen Iris Golf Course Estate, some of which include nesting/roosting for the Carnaby's black cockatoos etc) have been shown to provide a wide range of social, economic, and environmental benefits to urban communities including:
 - i) Improving the health and wellbeing of residents
 - ii) Enhancing biodiversity and providing ecological corridors (which is an extremely important point re the threatened black cockatoos)
 - iii) Lowering maximum summer temperatures in urban areas
 - iv) Reducing household energy costs (up to 8%) and
 - v) Increasing amenity and property values (up to \$17,000)
 - vi) Reducing urban-heat-island-effect
18. The City of Cockburn has commissioned new artwork for the Cockburn train station – a beautiful Carnaby cockatoo has been chosen. Yet it is anticipated that these black cockatoos will be extinct

within the Perth metro area in the foreseeable future. Residents of the Glen Iris Golf Course Estate would like to ask how can the Council highlight a bird that lives within its City boundaries yet allow for the absolute destruction of the same bird's 65 year-old (or more) habitat?

19. Greg Norman's company is the consultant for the City of Cockburn and says if the 9 hole Par 3 course in Coogee is not built (at a current estimated cost of \$28m) within the next 3 – 4 years then it will become too environmentally sensitive and it will not be built on. There is already a conveniently placed golf course currently closed at Glen Iris Golf Course Estate. Glen Iris golf Course Estate residents say knock back zoning changes, instead with foresight Council purchase the land/ amenity and reopen it as a profitable enterprise/amenity and into the world class golf course that it once was!
20. The City of Cockburn also says in its Sports Report of the Western Suburbs - Golf is second to running/jogging as the major sport undertaken by its residents. Yet it tragically has no open public golf course for its 120k of residents? Why not we ask?
21. If the City of Cockburn is a so-called 'friend of the environment' as it purports to be on its website and Cockburn Soundings, it should be aware that it is underperforming drastically in its protection of both the Glen Iris Golf Course Estate protected and endangered flora and fauna, as well as the residents (who purchased homes at a premium prices immediately surrounding or near the golf course) and furthermore City of Cockburn are severely letting down the general environment as well as the wider community, if the change to zoning is given the green light. Per your original approvals in the mid 1990's the homes in Glen Iris were purposely integrated around the golf course, to maximise the golf course views.
22. A study compiled by the (University of Maryland, Environmental Science and Technology, October 2018, titled "Golf benefits to the environment" highlighted that "the average 18-hole golf course (80 acres or 32ha) produces enough oxygen annually to sustain 85,000 people. Turf grass and vegetation also have the effect of reducing the heat of an area – CRITICAL IN URBAN ENVIRONMENTS." Our Glen Iris Golf Course is approx. 55ha - extrapolated, this can annually produce enough oxygen for over 135,000 people annually. If the golf course land is rezoned how is the Council going to replace the lost oxygen?
23. There is a lack of large restaurant/social amenities in the City of Cockburn, the nearby Gate and former CYO O'Connor are/were often full to the brim and overflowing. The Community have lost its much-treasured restaurant and bar at Glen Iris for no realistic reason.

Therefore, JRRRA implores the CoCto take these (and other relevant points set out herein) into their evaluation of any zoning application put forward by Eastcourt Property Group.

The Community (whom the CoC work in the collective interests of not just the profit interest of one landowner) simply cannot let the fragile flora and fauna eco-system that has evolved and thrived for many decades within the golf course land to be decimated and lost forever. Protected species MUST be protected within the course protective boundary walls! The

Community MUST speak up for their protection as they cannot speak up for themselves. Australia is a world leader in the extinction of endangered animals. Certainly not something to be proud of.

The City of Cockburn/WA planning authorities need to intelligently preserve this important ecological corridor, not just for this generation, but for the future generations!!!

The City of Cockburn Council must be held accountable to stand firm on their original zoning decision that attracted the residents to live on and other Community members Statewide to enjoy this lovely part of this great State. The reasons why the land is zoned SU1 and the golf course has been there for 65 years have not changed - the only thing that has changed is that we now face the greed of one profit focused developer and its environmentally non-focused Project Manager who bought land with its current zoning and have collectively failed in their duty to provide any reason to change the current zoning.

JRRA on the other hand have, on behalf of the Community (residents and Statewide) provided significant reasons to demonstrate that nothing has changed since the original Council zoning decision.

There are no compelling or justifiable reasons put forward by the Proponent for the current zoning to change. The new land owner should work within the confines of what already existed when it bought the land.

The results overwhelmingly confirmed that there is a HUGE opposition to the proposed residential infill development of the Glen Iris Golf Course and its fragile ecosystem.

Appendix A - Sanctuary for the protected fauna (other wildlife) and protected flora - May 2022)

**SANCTUARY FOR THE PROTECTED FAUNA -
(other wildlife) AND PROTECTED FLORA - ON THE
GLEN IRIS GOLF COURSE ESTATE, JANDAKOT,
WESTERN AUSTRALIA, AUGUST 2020**
(Updated to May 2022)

Quendas, Carnaby's & Forest Red-tailed black cockatoos, Banksias



***REPORT PREPARED FOR JANDAKOT RESIDENTS AND
RATEPAYERS ASSOCIATION (INC.)***

***SUBMISSION AGAINST LOSS OF GLEN IRIS GOLF COURSE
HABITAT DUE TO PROPOSED INFILL HOUSING
DEVELOPMENT BY EASTCOURT PROPERTY GROUP***

City of Cockburn Town Planning Scheme No 3 Proposed Amendment No. 152

PREMIER OF WESTERN AUSTRALIA, MR. MARK MCGOWAN
(in response to a man's online photographs with animals killed in Africa)

Channel 9 - 6 o'clock news - 10 July 2020

"I'm pretty annoyed to be honest with you. This is one of those things I hold dear. The preservation and conservation of endangered species is one of the things that are core to my belief system."

Politicians override their own environmental laws for maximized urban development.

Environmental scientists monitor the resultant decline and extinction of fauna and flora.

Australia is a world leader in the extinction of species!

*Note: Quotes/sources in CAPS, underlined, in **bold**, or in *red* (author's emphasis)*

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Acknowledgement to Country

The Author acknowledges the Traditional owners of country throughout Australia and their continuing connection to land, sea and community, with respect paid to them and their cultures and to their Elders both past and present, giving particular acknowledgement to their use, knowledge and custodianship of Australia's native plants and animals over countless generations.

ACKNOWLEDGEMENTS

- Re the Community Quenda Survey 2012, sincere thanks to Dr Geoff Barrett for encouragement and permission to make reference to the WWF Howard et al (2012) Community Quenda Survey: Howard, K; Barrett, G; Friend, T; Hudson J; Boyland, R; and Wilson, B (2014). World Wide Fund Australia (WWF). Perth Western Australia.
- Thanks to all the residents of the Glen Iris Golf Course Estate and Turnbury Green who completed the "Community Quenda Survey 2020", supplied many photos and generally showed compassion and care for the resident quendas, with some older people having a very long (15 years+) association and treat the quendas as friends. Also, to those residents who completed the "Black Carnaby Cockatoo Community follow-up Surveys 2020 and 2021" plus supplied many beautiful photos, also the May 2022 follow-up Quenda Survey.
- Thanks to my wife, Jeanette, who spent many long hours typing and now knows a lot about quendas, Carnaby's cockatoos and banksias!
- Thanks also to those many residents who were interrogated regarding resident Carnaby's cockatoos, the lone fox, the owl families and crickets.
- All photographs were supplied by residents in the study area.

Thank you all!

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Jandakot WA 6164
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August 2020
(Updated to May 2022)



#27 - through back yard boundary fence

1. SUMMARY:

The Glen Iris Golf Course Estate is situated 19 km from central Perth and includes Glen Iris and Turnbury Green, both of which have houses that surround the golf course study area totalling approximately 54.9 hectares.

The Glen Iris Golf Course Estate is partially situated on the Jandakot Groundwater Mound which is an unconfigured aquifer supplying drinking water to Perth.

The northern end of the golf course is generally higher than the southern end, comprising an undulating topography of shallow hills which contain most of the Banksia vegetation. The southern end contains the last seven holes (11-17) on flatter, lower grassland with the water table very close to the surface.

A total of 723 homes participated in the Glen Iris, Turnbury Green survey with 200 homes, or 28%, adjacent to the golf course. Significant fauna was also located in small areas of vegetation away from the golf course within Turnbury Green. (Survey #'s 11, 19).

Some of the homeowners in the study area were golfers who provided wider coverage of the golf course than their residential address would imply.

Survey participants displayed a high level of accuracy in identifying quendas and the Carnaby's cockatoos, all submitted reports stated they were familiar with the quenda and participants were also contacted, where necessary, to ensure accuracy. This picturesque country club is described as "one of Perth's resort style golf clubs offering facilities to please the golfer and the diner" (*golf.org.au*).

Glen Iris Golf Course Estate was established in 1965 as the Lakes and re-designed in 1995 thus the eco system has been relatively undisturbed over a long period.

“In some nearby urbanized areas where conversion of bushland for development has been very recent, there were no obvious patterns of change in quenda sightings between 1993-2012 but patchy areas (eg Wellard) of decline (eg Jandakot) were observed. It is likely that the full effects of recent habitat loss and fragmentation on resident quenda populations may take some years to be fully realized.” (Community Quenda Survey 2012. Dr. Geoff Barrett et al).

Glen Iris/Turnbury Green sightings are very significant considering that “almost no quenda sightings were reported from the inner and most urbanised suburbs where there is little mature vegetation and the fragments that remain are highly isolated.” (Community Quenda Survey 2012. Dr. Geoff Barrett et al).

Quendas inhabiting the study area do not appear to be generally supplementing their natural diet with human and pet food. This was a question in the survey.

Quendas did, however, seek water from sprinklers, gardens etc with three reported adult drownings in swimming pools and one young quenda rescued from a pool, secured overnight, and released.

People in the study area are very aware of the native wildlife, especially the quendas and report that they refrain from feeding them so as to encourage a natural existence. (Reports of feeding or eating pet food: (Survey #'s 12, 19, 25, 37, 40, 41, 42, 43, 57, 58, 66)



Roadkill – quenda outside of protective wall



Damaged localised fencing

Mortality in the study area is mainly from traffic in unwallled and broken fenced areas. Survey #60 “Hit by car in front of us, dead. We took a baby from the pouch to Native Arc (wildlife rescue) in Bibra Lake”. Over 20 road deaths reported mainly on Dean Road plus over six swimming pool deaths.

There were no reports of deaths due to dogs.

Cats present a problem as they are allowed out during the night and quenda deaths are not reported. Two partially consumed quenda carcasses have been observed by the author (Fox?)

Due to the continuing loss of habitat quendas are at risk of losing more habitat due to urban development which, in most cases, is complete in that little provision is made for the native fauna. In many developments some mention is made of the native fauna but with limited effort to guarantee their survival.

There are many residents that walk their animals on the golf course and there is widespread awareness for the resident wildlife, including quendas.

Providence Estate in Wellard, and Treeby in Jandakot, are maximized as high-volume density with no real consideration for wildlife, particularly quenda. **Any efforts ignore “the relocation of quenda to other sites is not an appropriate or recommended option”.** (Source: Gov of WA, Department of Biodiversity Conservation and Attractions: fauna notes).

The high number of quenda sightings in the study area show it is possible to safely maintain small native mammals in the suburban environment.

Improvements in planning and design would be welcomed where serious practical consideration could be guaranteed for the co-existence of native endangered and protected fauna living together with dwellings.

Glen Iris/Turnbury already successfully co-exist with significant endangered wildlife so why not plan to continue this co-existence concept?

Many houses around the golf course itself are unique in that they are either raised (above golf course level) have a wall and fence, or both. Thus, there is a raised barrier around the course which isolates residents from the habitat below the wall. (See photos pages 14 & 15).

The animals inhabiting the bushy habitat are mainly molested by cats at night and, probably the lone fox?

New development with houses on the golf course will introduce many dangers to the quendas. New roads will kill many animals, plus pet animals especially cats will have easy access to the then unprotected wildlife. This unique “walled city” has protected the quenda by basically preventing them roaming onto the roads, which is a major killer, plus the containment has limited many predators from reaching them – except for cats, especially at night!

Quendas, Carnaby’s cockatoos, rabbits, owls, lizards, frogs, turtles, ducks, snakes and even a rare fox co-exist with humans in the study area which has not been maximized as “high-volume density urban living” to date due to the golf course.

Quendas are important ecosystem engineers that contribute to better bushland health and their continued existence should be safeguarded and incorporated into suburban development.

To date, any wildlife or surviving endangered species are “mentioned in despatches” but alas do not survive the commercial battle!

City of Cockburn website currently states “City population of 112,000 people expected to grow to over 170,000 by 2036. The City is progressive and community minded; it is about

discovering our way of life, lifestyles, coastal attractions, industry and commercial, bushland and wetlands and our urban hub”.

It is a sorry fact that currently development is often linked to rates revenue and developer profit with little room for the high negative cost to endangered fauna.

2. INTRODUCTION:



The quenda (*Isoodon obesulus fusciventer*) is a sub-species of the southern brown bandicoot endemic to southwestern Australia. In the study area it is found mainly in the vegetation surrounding the golf course. Communities do exist away from the main course in small areas of vegetation (Turnbury Green, Survey #11 and #19).

The quenda is a protected species under the Western Australian Wildlife Conservation Act 1950. It is listed as “Priority 5” on the WA Dept of Parks and Wildlife. Priority 5 species are taxa for which conservation is dependant upon ongoing management intervention. As such, it is also considered a significant fauna species by the WA Environmental Protection Authority to be taken into consideration during the land use planning and environmental impact assessment process. “(Environment Protection Authority 2004). In 2019, upgraded to Priority 4 – becoming increasingly endangered.

“The quenda has declined significantly since the 1960’s (Kitchener *et al* 1978) but to date has survived better than other bandicoots.” At Glen Iris it has been relatively undisturbed since the golf course was established in 1965.

“Quenda populations also significantly contribute to the wellbeing and long-term health of suburban bushland. An individual quenda has been estimated to turn over around 3.9 tonnes of soil each year.” (Valentine *et al* 2012) as it digs for food.

“The persistence of quenda in urban bushland should therefore be encouraged not just for the conservation of the species but also for the maintenance of broader bushland health and for the benefit of a suite of other species.” (*Community Quenda Survey 2012. Dr Geoff Barrett et al.*)

The obvious long-established quenda community at Glen Iris should therefore be protected and always integrated appropriately within the community.

3. AIMS:

The aims of the 2020 Glen Iris/Turnbury Green survey were:

- Collect data to locate quenda and other wildlife which will be affected without due care and attention by development changes.
- Collect and present data with a view to protecting the existing fauna, especially protected species.
- Provide additional data to the Community Quenda Survey 2012 prepared by WWF – Australia and the Dept of Parks and Wildlife WA.
- Raise public profile of the endangered quendas which currently are rarely successfully incorporated into development planning.
- Little practical attention is currently made to the presence of endangered quenda. Token effort is made to re-locate them with little regard for their family cohesion and the fact that they do not relocate well. **“The relocation of quendas to other sites is not an appropriate or recommended option”** (*Source: Govt of WA, Dept of Biodiversity Conservation and Attractions; Fauna Notes*)
- Collect data that may add to future studies about quenda habitat preferences and distribution, plus land use planning and conservation prioritization in WA.

4. DATA COLLECTION:



Reports of quendas plus other wildlife were received via the survey and, as interest increased, photos, videos and additional contact reports were received. All data, photos and comments pertain to the study area. (Quenda sighting reports shown as yellow dots on appended map).

Community Survey

The following questionnaire was asked of each household, as per survey, and #73 completed forms were returned.

COMMUNITY QUENDA SURVEY 2020
GLEN IRIS AND TURNBURY PARK

The Quenda is a subspecies of the Southern Brown Bandicoot, which is endemic to southwest, Western Australia. Similar to the Quokka at Rottnest, the Quenda is a **protected species**.

If you see an unusual small dome shaped mound of dead leaves and twigs in your garden, or have small cone shaped holes in the lawn, you may be lucky enough to have a native digger in your back yard – you have a Quenda!

“The Quenda is a protected species under the Western Australian Wildlife Conservation Act 1950. It is listed as ‘Priority 5’ on the WA Department of Parks and Wildlife (formerly Dept of the Environment and Conservation) Priority Fauna List” (*Dept of Parks and Wildlife 2013*.)

“It is considered a significant fauna species by the WA Environmental Protection Authority to be taken into consideration during the land use planning and environmental impact assessment process (*EPA 2004*). The persistence of Quenda in urban and peri-urban bushland areas should therefore be encouraged, not just for the conservation of this species but also for the maintenance of broader bushland and health and for the benefit of a suite of other species” (*Ref: Dr. Howard, K.H. et al. Dept of Parks and Wildlife WA 2014*).

HAVE YOU SEEN ANY QUENDA?

(They dig small holes in the lawn, both on the golf course and in your garden, looking for roots)

Q1: Can you recognize the animal?
(long nose, short tail, hopping gait, bigger than a rat)

Q2: Can you provide a photograph or show location for your photo(s)?

Q3: Where have you seen Quenda?
(garden, bush, next door, on golf course)

Q4: Was the Quenda alive or dead, and cause if known?

Q5: How many?
(adult, young, family)

Q6: What time of day?
(morning, evening, on a walk, on golf course etc)

Q7: What was the date seen and how often since?

Q8: Have you seen evidence of breeding?
(pregnant, young ones, family groups)

Q9: Do you feed them?
(do they eat/drink your pet's goodies?)

Q10: Have you seen any other animals?
(owls, galahs, white/black cockatoos, foxes, rabbits - lions, tigers, elephants! etc)

NAME(S) _____
ADDRESS _____
PHONE _____
SIGNED _____
(as a true record)

PLEASE RETURN BY 30 JUNE 2020 TO (address on original survey) OR EMAIL TO m7is@icloud.com

If you have any questions, please call me on 0413 837 282.

THANK YOU!
[signed] Mike Smith
B.Sc. UK (Zoology, Geology, Botany)

“The relocation of Quenda to other sites is NOT an appropriate option”
(Source: Govt of WA, Dept of Biodiversity Conservation and Attractions. Fauna Notes)

THIS INFORMATION COULD BE VERY IMPORTANT FOR THE FUTURE OF GLEN IRIS

Data vetting and processing:

The survey data was returned by the participant or, in some cases, collected. Each participant was contacted either by phone or visited to verify veracity of investigated areas of interest.



Quenda's calling card

Quenda Identification:

Physical characteristics of the quendas, combined with a consideration of their habitat preferences and behaviour, make them relatively easy to distinguish from other similar mammals, such as rats or possums. The long-term association and abundance of quendas around the golf course have made the animal very recognizable and, in many locations, tame! Some residents have not seen a quenda, however, they are aware of their presence due to the quenda diggings on their “prized lawns!” where access is possible.

5. LOCATION OF QUENDA SIGHTINGS:

When multiple reports were received from the same general location they have been grouped together as a populated area. It is apparent from the location map that there are several general areas of populations and some isolated family groups.

A total of 723 homes, of which 200 abut the golf course, participated in the Survey plus members of the Glen Iris Golf Club who played when the course was operational. Many photographs were supplied, and a representative number have been incorporated into the report. All reports were checked for content and numbered by writer. Originals are retained for reasons of participants’ confidentiality. Subject to consent by participants, the Surveys will be available to qualified recipients.

All animals reported are shown on the large master (plus the smaller A3 appended) aerial map and the numbers refer to the relevant report survey which is available to approved recipients.

Mortality and Perceived Threats:

The study area environment is protected due to the quendas basically living within the perimeter of the golf course, plus in some residents’ back yards. Some animals are found on the road killed by vehicle strike, mainly on the eastern side of the golf course, (Dean Road) or fenced areas. Apparent overall deaths are relatively low due to most homes having a continuous boundary wall onto the golf course.

Three quenda swimming pool deaths were initially reported but are higher; a small number of rescues were noted.

High deaths caused by cats are unknown, whereas dogs are usually restrained or just walking with their owner (observed over 24 years). Predation by birds has not been seen and one fox was observed January 2020 and 15 June 2020. Due to slow take off, one small eagle was killed by a car while feeding on quenda roadkill.

“Along with predation by exotic species, habitat loss is among the ultimate threats to quenda populations because when an area of native bushland is cleared, most resident animals perish.” (Australian State of the Environment Committee 2006, Johnson et al 2007, Caughley and Gunn 1996). (14 and 24 years ago!)

“Habitat destruction has been described as probably the most single factor in the decline of this species (Courtenay 1996) and the removal of native vegetation for urban development is clearly a major threat to quendas.”

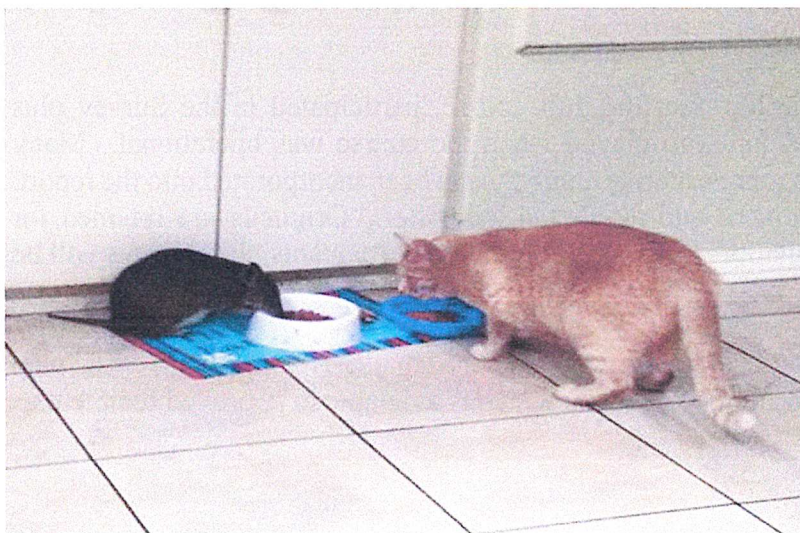
Breeding:

The initial Survey reported 38 sightings of family groups.

Quenda Behaviour:

Information on quenda behaviour and feeding was a question in the survey.

In the initial Survey only three people reported occasionally providing food to the quendas, however nine reported quendas obtaining food either from their pet’s food or the veggie garden where they only eat the tomatoes! Survey #12 said they ate the dog’s biscuits which were removed. Survey #19 allows them into the veggie garden. Survey #41 comments that they eat regularly with the cat.



Only a small percentage are given food, however, many people report sightings associated with water. Survey #58 Survey Q9 Do they feed them? - “yes, I could also hand feed them. They sit on the patio with us on summer nights.” Survey #66 “banana once a week.” Survey #73 “occasional tomato.”

Survey #41 "I'm watching you!" says Fred

6. DISCUSSION:

The 2020 resident Quenda Survey was highly successful due to the intention from a developer who plans to build on the purchased golf course. Within the Glen Iris/Turnbury Green

community there is a genuine awareness of the quendas and thus a close association has existed for many years.

The animals have cohabited with many residents in that they do not readily run away and, in a few cases, this includes the owner's pet dogs and cats.



Survey #3 - Millie's daily "chat" with the quenda!

Quenda Distribution:

In both the 2012 and 1993 surveys, quendas were entirely unreported and therefore almost certainly absent from the most established and older suburbs surrounding the city centre. Quenda sightings were also much scarcer in the middle-ring outer suburbs north of the river compared to the south of the river.

The presence of a suitable habitat is clearly critical, and it is not surprising that quendas are absent from the city centre and innermost suburbs where little or no native vegetation remains.

*"In 2012, quendas were persisting in Perth urban environments where large areas of remnant vegetation and/or wetland or riparian areas were still present and connected in the landscape."
(Community Quenda Survey 2012. Dr Geoff Barrett et al)*

*"There were also noticeable declines in quenda sightings in the suburbs of Jandakot, Bibra Lake and Yangebup (City of Cockburn), Hope Valley (City of Kwinana) and Wattleup (City of Cockburn) east of Rockingham Road, where areas of ideal wetland habitat remain but where there has also been considerable clearing and urban residential or industrial development."
(Community Quenda Survey 2012. Dr. Geoff Barrett et al)*

Glen Iris/Turnbury Green are thus unique in preserving a large population of breeding quendas since at least 1965.

The Protecting Wall:

The draft National Recovery Plan for the subspecies of the southern brown bandicoot lists the major threats to this species as “continued habitat loss or modification, inappropriate fire regimes, introduced predators and isolation of populations.” (Brown & Main 2010).

“The high number of quenda road-kill events (168) reported to this survey is still concerning.” (Community Quenda Survey 2012. Dr. Geoff Barrett).

The unique construction of the Glen Iris dwellings with their continuous rear walls and, for some parts, fences, is unique in that the rear boundary wall protects many fauna from the roads at the front of houses.



Glen Iris protective boundary wall next to Banksia Woodland



Protective boundary wall enclosing the fauna



Protective boundary walls surrounding majority of residences abutting Glen Iris Golf Course

“Habitat destruction has been described as probably “THE MOST IMPORTANT FACTOR IN THE DECLINE OF THIS SPECIES” and the “REMOVAL OF NATIVE VEGETATION FOR URBAN DEVELOPMENT IS CLEARLY A MAJOR THREAT TO THE DECLINE OF THIS SPECIES” (Courtenay 1996). **THIS WAS REPORTED 24 YEARS AGO!!**

Public Attitudes Towards Quendas:

Residents within the study area during each interview were asked how they felt about the quenda families. Generally, the response was good with reports of rescuing animals from pools, helping injured animals, with two residents taking sick animals to the local vet. A small number were not happy about the diggings in their lawns, but none expressed any serious ill-will to the quendas.



Survey #44

The Department of Parks and Wildlife has a set of Translocation Guides for quendas (Inprep) providing standard operating procedures for trapping, relocating and the ongoing monitoring of the translocated quendas but this is only intended to inform approved translocations by suitably qualified individuals. Does not allow for roosting/feeding trees and water sources for other protected species.

Relocation results in losses and to date has been economically undertaken by developers only so as to appear to be complying with regulations and ticking environmental boxes.

“The relocation of quendas to other sites is not an appropriate or recommended option”
(Source: Dept of Parks and Wildlife WA)

“THE NUMBER OF QUENDA SIGHTINGS IS ALREADY LOW AND HAS DECLINED FURTHER IN MOST CONSOLIDATED SUBURBS SINCE 1993.” (City of Cockburn webpage: native animals) – **(27 YEARS AGO!)**

“The quendas are a Priority species, that have also developed nesting sites on the grounds under the banksias. As per Environmental Law, as stated on the Department of Biodiversity, Conservation and Attractions’ website “all fauna native to Australia, including fauna that naturally migrates to Australia, are afforded protection under both State and Commonwealth legislation.” The Department of Biodiversity, Conservation and Attractions also states **“the relocation of quenda to other sites is not an appropriate or recommended option.** Quenda released into new areas may have to compete with other wildlife for resources and increase their chances of being killed by vehicles, cats, foxes and dogs in their new environment” (Dept of Biodiversity, Conservation and Attractions (2017), Fauna Notes – Living with Quenda. Retrieved from <http://dbca.wa.gov.au>)

At Glen Iris/Turnbury Green, we have a long-established community of quenda living within and around the walled golf course. Efforts to relocate, however well intended, are not 100% successful. As the quendas are protected, why not create an integrated community of dwellings plus quendas. The current practice is to bulldoze the entire area and then maximize with dwellings.

Eastcourt’s Project Managers, Acumen Development Solutions, has stated that they are going to design (for Glen Iris) a boutique estate with quality homes, public parks and leafy streets – the kind of community where people feel safe, happy and connected.

Why not design and build an integrated community with protected species, the first one in Perth, or even Western Australia, because to date revenue and developer profit has ruled supreme!

7. STATE AND LOCAL GOVERNMENT RECOMMENDATIONS AND LAND DEVELOPERS COMPLIANCE:

- Wherever possible, retain and protect areas and vegetation where quendas live, when making planning decisions;
- Enforce conditions on habitat clearing to reduce damaging effect on known quenda habitats;
- If quenda must be relocated, enforce a comprehensive strategy using qualified personnel and appropriate environmental assessment rather than a Level 1 desktop assessment. At present “efforts” are made which, on paper, only satisfy the regulations;
- Currently there appears to be laws to protect endangered species but such laws are not enforced or are overruled for political or financial reasons. Strengthen the Western Australian Cat Act 2011 to provide meaningful protection to wildlife. In

Glen Iris the main hazard to quendas are cats which are let out at night to stalk and kill the wildlife;

- Maintain and protect the low, dense vegetation and mature trees at Glen Iris so that the fauna (especially protected) can survive as they have since at least 1965 when the golf course was established;
- If we really want to seriously protect wildlife, stop the practice of overriding nature conservation for commercial or political gain. Glen Iris and Turnbury Green have viable families of protected quendas (See Appendix Map). What reasons will be found to “relocate” them when the experts say that they do not relocate well, plus how many will survive, possibly only the larger animals in the traps. Who assesses the efficiency of the “relocation?” – the developer? Who checks to ensure some of the babies are not left behind, or in fact even survive?
- Why not treat the quenda with the same protection as the quokkas at Rottneest? No doubt due to lack of development potential. Glen Iris/Turnbury Green is a unique small animal sanctuary. The old golf course has ideal habitat around the periphery protected from roads by rows of houses, most with high garden walls which act as a barrier. Natural predators keep away due to the habitation, residents keep their dogs under control and the only serious predators are cats which inconsiderate owners allow to stalk and kill fauna every night;
- If the environmental laws have any teeth, make the old golf course into a sanctuary or an integrated estate where any development cohabits with existing fauna, protected or not. The practice of clearing the area, maximizing dwellings and installing token perimeter cycle path “green spaces” with new saplings is not a commendable current practice, eg Providence Estate in Wellard, and Treeby in Jandakot.

It will cost money in that Councils’ may have less rateable value income per hectare and developers will reduce their profit margin by a few percent. We can all, however, invest in the future wildlife and possibly have less endangered and/or extinct species for future generations!

8. SUMMARY AND ‘QUENUNDRUM’:

“Under the Western Australian Biodiversity Conservation Act 2016, quendas are now considered a **Priority 4 species**. This means they are in the category of “rare, near threatened and another species in need of monitoring” (*Department of Justice 2019*).

“Like many small-to-medium sized Australian marsupials, quendas have suffered a drastic population decline post European settlement and it is estimated that their historical range distribution has contracted by 40%” (*Abbott 2008*). (**What percentage 2020?**)

- and, in the beginning, the early settlers around the river complained of the high number of rats with long noses, pouches and a hopping gait and very soon they “removed” them, thereby solving their problem.
- as the settlement, now known as Perth grew, the funny rats were pushed out into the suburbs where there was plenty of bush for them to thrive.
- then in 2012 there were pockets of “quenda”, the funny little rat-like creatures. Learned scholars noted that these creatures were becoming less. (*Community Quenda Survey 2012 Report prepared by WWF – Australian Dept of Parks and Wildlife, Western Australia*) reports: -

Quenda sightings per suburb:

Selected suburb:

Suburb	Number of sites	Suburb	Number of sites
Attadale	1	Atwell	2
Darling Downs	1	Duncraig	1
Glen Iris	1	Jandakot	16
Karnup	1	Kings Park	1
Maddington	1	Melville	2
Morley	1	Naval Base	1
Palmyra	1	Perth Airport	4
Wellard **	18*		

*Note – Wellard with 18 sites.

** The report for Wellard (east) 170ha Job ref P02016-001 prepared by Amana Holdings, October 2015, shows: Table 12 ‘Significant fauna species occurring or potentially occurring within the site. Southern brown bandicoot (quenda) Priority 5 - PRESENT LOSS/MODIFICATION OF SMALL AREAS OF MARGINAL NATURAL HABITAT, NO SIGNIFICANT IMPACT LIKELY.”

- Finally, in the future, the funny little rat-like creatures could be seen at the zoo, next to the picture of the extinct Tasmanian Tiger - last seen 1936! - thereby solving the problem.

* * * * *

ENVIRONMENTAL GUIDELINES

“Relocation – **the relocation of quenda to other sites is not an appropriate or recommended option.** Quenda released into new areas may have to compete with other wildlife for resources and increases their chance of being killed by vehicles, cats, foxes and dogs in their new environment”. (*Department of Biodiversity Conservation and Attractions, Quenda Notes*).

COMMERCIAL REALITY

“Although quendas are locally common around Perth and parts of the southwest, so the survival of the species as a whole would not be compromised. Prior to clearing vegetation for the road construction, quenda could be trapped and relocated, as they are easily trapped and respond well to translocation.” (*City of Cockburn – Verde Drive Extension Report by Focused Vision Consulting*) - 2019

CITY OF COCKBURN

“The number of quenda sightings is already low and has declined further in most consolidated suburbs since 1993.” (*City of Cockburn webpage: native animals*).

THE FACTS!

“At least 90 species have become extinct in Australia over the past two centuries, and the country now has the inglorious honour of holding the record for the most mammalian extinction in the world, including the first mammal declared extinct from climate change - The Bramble Cay melomys” (*by Tara Lohan, deputy editor of The Revelator, 13 Jan 2020*). On February 18, 2019, Australia’s environment minister officially declared the Bramble Cay melomys (*Melomys rubicola*), a tiny rodent native to an island in the Queensland province, extinct.

QUENDA – “QUANDRY”

“Quenundrum” reflects the view of the writer who has cohabited with quenda at Glen Iris for over 24 years. During that time, he has come to love the funny little critters.

Protected fauna and flora on the Glen Iris Golf Course Estate, Jandakot, WA. August 2020 (updated to May 2022)

9. SUMMARY QUENDA SIGHTINGS - GLEN IRIS GOLF COURSE, JANDAKOT

SURVEY #	LOCATION (per street grouping)	BY GLEN IRIS RESIDENTS AS AT JUNE 2020		REPORTED DEATHS	FEED THEM?	BY EMERGE ASSOCIATES AS AT JUNE 2020	BY GLEN IRIS RESIDENTS AS AT MAY 2022 **
		INDIVIDUAL QUENDA	FAMILY QUENDA				
9	THE LINKS COURT		✓		NO	4 sights south side of golf course	✓
42	THE LINKS COURT		✓		PET FOOD		✓
32	LAKES WAY		✓		NO		✓
19	AYLESBURY CLOSE		✓	ROAD	VEGGIE GDN	no sightings north side of golf course	✓
22	WARRAGUL GARDENS		✓	ROAD	NO		✓
11	MILLCROFT ELBOW	✓		ROAD	NO		✓
28	LAGUNA GREEN	✓		ROAD	NO		
7	LAGUNA GREEN	✓			NO		✓
65	LAGUNA GREEN	✓		CAT	NO		✓
72	RIVERSDALE PASS	✓			NO		
35	RIVERSDALE PASS		✓	CAT	NO		
54	PORTSEA GARDENS		✓		NO		Advised left Estate
8	PORTSEA GARDENS	✓			NO		✓
68	THE PINES GROVE	✓			NO		✓
71	WOODLANDS WAY	✓		ROAD			✓
64	WOODLANDS WAY		✓				Advised left Estate
4	PAR COURT	✓		CAT	NO		✓
67	PAR COURT	✓			NO		✓
25	GLACIER WAY	✓			BIRD SEED		
63	GLACIER WAY	Incomplete					✓
66	KINGSTON HEATH MEWS		✓	ROAD	BANANA WKLY		✓
26	KINGSTON HEATH MEWS	✓			NO		Advised left Estate
60	KINGSTON HEATH MEWS	✓		ROAD	WATER		✓
40	KINGSTON HEATH MEWS		✓		DOG FOOD		✓
38	KINGSTON HEATH MEWS	✓			NO		✓
58	HARTWELL PARADE		✓		HAND FEED		
59	HARTWELL PARADE		✓		NO		Advised left Estate
41	HARTWELL PARADE		✓		PET FOOD		✓
6	TURTLE POINT COVE	✓		POOL	YES		✓
13	TURTLE POINT COVE	✓		POOL	NO		✓
2	TURTLE POINT COVE	✓			NO		
51	MAGINUP DRIVE*		✓		NO		
69	DEAN ROAD	✓			NO		
17	DEAN ROAD	✓			NO		
21	DEAN ROAD	✓			NO		
56	KOONYONGA CROSS		✓		NO		
53	KOONYONGA CROSS		✓	CATS	NO		✓
44	KOONYONGA CROSS		✓		NO		✓
30	KOONYONGA CROSS	✓			NO		✓
29	KOONYONGA CROSS	✓			NO		✓
NEW	DEAN ROAD				WATER/DOG FOOD		✓
57	KOORALBYN VALLEY CRES		✓		GDN TOMATOES		
16	KOORALBYN VALLEY CRES		✓		NO		
12	KOORALBYN VALLEY CRES		✓		DOG FOOD		✓
49	KOORALBYN VALLEY CRES		✓		NO		
14	KOORALBYN VALLEY CRES		✓	CAT	WATER		
61	KOORALBYN VALLEY CRES		✓		NO		
62	KOORALBYN VALLEY CRES		✓		NO		
3	KOORALBYN VALLEY CRES		✓		NO		

**May 2022 Survey conducted to verify quenda sightings after loss of reticulation/drainage of lakes in 2020

SUMMARY QUENDA SIGHTINGS - GLEN IRIS GOLF COURSE, JANDAKOT (cont'd)

BY GLEN IRIS RESIDENTS AS AT JUNE 2020						BY EMERGE ASSOCIATES AS AT JUNE 2020	BY GLEN IRIS RESIDENTS AS AT MAY 2022
SURVEY #	LOCATION (per street grouping)	INDIVIDUAL QUENDA	FAMILY QUENDA	REPORTED DEATHS	FEED THEM?		
70	KOORALBYN VALLEY CRES (Physical address N to S)		✓	ROAD/POOL	NO	4 sights south side of golf course	✓
45	GLEN IRIS DRIVE	✓			NO		Advised left Estate
39	GLEN IRIS DRIVE		✓	ROAD	NO	no sightings	✓
47	GLEN IRIS DRIVE	✓			NO		Advised left Estate
37	GLEN IRIS DRIVE	✓		ROAD	GDN TOMATOES	north side of golf course	
55	GLEN IRIS DRIVE		✓		YES		
50	GLEN IRIS DRIVE	✓			NO		✓
34	GLEN IRIS DRIVE		✓		YES		
43	GLEN IRIS DRIVE		✓		CAT FOOD		
24	GLEN IRIS DRIVE	✓			NO		✓
1	GLEN IRIS DRIVE		✓		NO		
23	GLEN IRIS DRIVE		✓		NO		
33	GLEN IRIS DRIVE		✓		NO		✓
18	GLEN IRIS DRIVE	✓			NO		✓
36	GLEN IRIS DRIVE	✓			NO		
27	GLEN IRIS DRIVE		✓		NO		✓
5	GLEN IRIS DRIVE	✓			NO		✓
48	GLEN IRIS DRIVE		✓		NO		✓
10	GLEN IRIS DRIVE	✓			NO		✓
73	GLEN IRIS DRIVE		✓		NO		✓
15	GLEN IRIS DRIVE		✓		NO		✓
46	GLEN IRIS DRIVE		✓		NO		
52	GLEN IRIS DRIVE	✓			WATER		✓
31	GLEN IRIS DRIVE	✓			NO		✓
20	GLEN IRIS DRIVE	✓			NO		
NEW	GLEN IRIS DRIVE						✓

**May 2022 Survey conducted to verify quenda sightings after loss of reticulation/drainage of lakes in 2020

LOCATION OF SURVEY NUMBERS ARE SHOWN ON MAP - PAGES 42-43 - (AS AT JUNE 2020)

ALSO AVAILABLE IN A-1 SIZE – QUENDA LIFE SPAN IN THE WILD UP TO FOUR YEARS

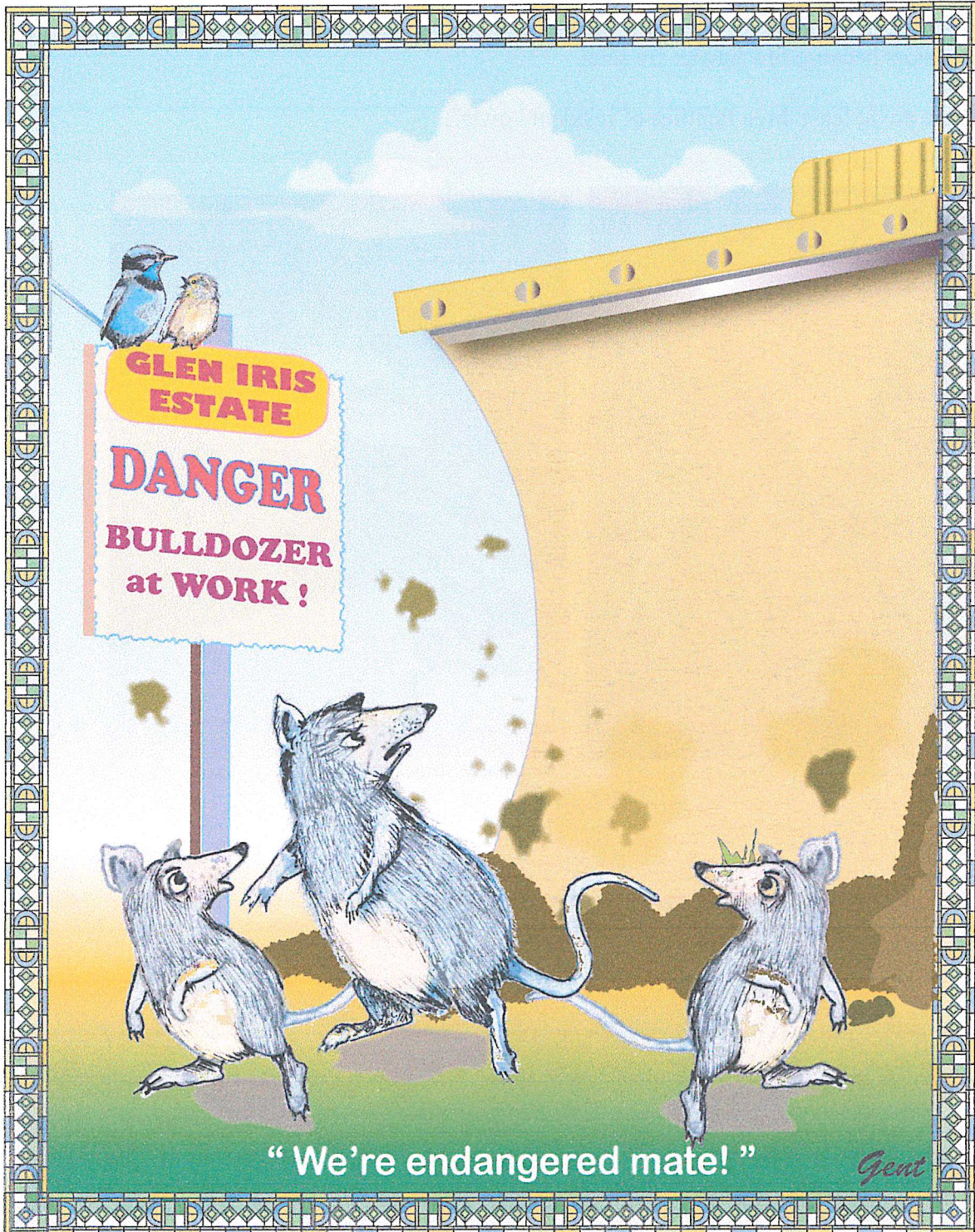
Summary of quenda sightings over several years (June 2020 – May 2022) compared to Emerge Associates’ Level 1 Survey (desktop study) undertaken by Emerge Associates on behalf of Eastcourt Property Group.

“The EPA has based its decision on the Scheme Amendment documentation provided by the City of Cockburn and having considered this matter, the following advice is provided. Advice under Section 48A (1) (a) Environmental Protection Act 1986. Advice given:

(Not appealable).” (emphasis by author) **No mention of any quenda – protected Priority 4.**

City of Cockburn’s letter “Notice of Advertising” dated 23 May 2022 stated: “On 20 April 2022, the Environmental Protection Authority **determined that the likely impacts associated with the development are unlikely to have a significant impact on the environment and do not warrant formal assessment** under Part IV Division 3 of the Environmental Protection Act 1986.” (emphasis by author)

See ‘Additional Information’ on page 57.



**“ The re-location of the Quenda to other sites
is NOT an appropriate option! ”**

**(Source: Government of W.A - Department of Biodiversity
and Attraction - Fauna Notes)**

The long-established quenda-friendly environment at Glen Iris has produced and preserved a healthy environment for the quendas. In addition, the habitation around the golf course has provided a deterrent to the more active carnivores (except one fox!) and even the flying predators because few hawks are seen.

There are at least three families of resident “owls”.



Nightjar owlet



Frogmouth Strigoides - Nightjar



Residents - “who gives a hoot!”

10. CARNABY'S & FOREST RED-TAILED BLACK COCKATOOS:

BLACK CARNABY COCKATOO COMMUNITY SURVEY 2020 GLEN IRIS AND TURNBURY PARK

Thank you all for your participation in the Quenda survey - the results have been very encouraging and we should rename the Estate QUENDAVILLE! Also discovered is that the black Carnaby Cockatoos (white and red tail) were nesting and roosting in the area. This is very significant hence the request for more information. Thank you again!

HAVE YOU SEEN ANY BLACK CARNABY COCKATOOS?

Q1: How many (roughly) black cockatoos have you seen? 20+, 30+ etc

Q2: Have you seen black cockatoos with:

- (a) Red tails?
 - (b) White tails?
-

Q3: When did you see them and can you provide a photograph(s) or show location for your photo(s)?

Q4: Have you seen any large holes in trees where black cockatoos may nest, type of tree?

- (a) Where?
 - (b) When?
-

Q5: Have you noticed black cockatoos "roosting"/sleeping overnight? If so, when?

Q6: Any other comments?

NAME(S) _____

ADDRESS _____ PHONE _____

SIGNED _____
(as a true record)

PLEASE RETURN BY 31 JULY 2020 TO XXX, JANDAKOT or EMAIL TO m7js@icloud.com.

If you have any questions, please call me on 0413 837 282.

THANK YOU!

Mike Smith
B.Sc UK (Zoology, Geology, Botany)

25 replies for the Community Survey, plus many pictures, have been excluded to keep the report relevant.



Feeding at Glen Iris

“Carnaby’s cockatoos nest in hollows situated in high trees with fairly large diameter, and generally Eucalyptus close to water, with much of its habitat usually lost to land clearing and development. Carnaby’s cockatoos are listed as an endangered species by Federal and West Australian Governments. It is also classified as endangered by the International Union for Conservation of Nature”. (“IUCN”).

“Live 40-50 years in the wild. A large part of the remaining population now is past breeding age. When these older birds die there will be very few younger birds to take their place.”

(www.environment.gov.au/biodiversity/threatened/pub)

“The cockatoo is under Federal Environment Protection and Biodiversity Act 1999 and as Schedule 1 fauna that is rare or is likely to become extinct”. (*Western Australia’s Wildlife Conservation (Specially protected fauna) notice 2008 (2) under the Wildlife Conservation Act 1950*). (70 years ago!)

Runway extensions at the nearby Jandakot Airport, industrial development and measures to keep birds away from flight paths have driven many birds from the area. The presence of high trees, water and Banksia food has, in the last few years, attracted large numbers of Carnaby’s cockatoos to Glen Iris.

Forest red-tailed black cockatoos and Carnaby’s cockatoos have been widely seen in the study area as shown by the green dots on appended map (pages 42 & 43). They occur as noisy flocks of 30+ and 70+ and even 100+ (as reported) birds foraging, roosting, and nesting within the Golf Course Estate.

“But while their range has increased, their numbers continue to decline and the species remains listed as endangered” according to Dr. Kristin Warren, an Associate Professor and black cockatoo researcher at Murdoch University.

With red tails now calling Perth home, researchers and community groups say preserving the last remaining habitat is crucial. Associate Professor Warren said “These are our iconic, charismatic species; if you can’t save these, what can you save?”



Red-tail black Carnaby's cockatoo resting at Glen Iris Sanctuary

Nesting:

Survey #37 has observed Carnaby's cockatoos nesting for several years in a tall tree on the golf course 4th fairway. The tree (see below) is large with two prominent holes high up from the ground. One additional hole is relatively small round and brown which appears to be a potential nest.

The second hole is large with clearly defined nesting material within and has been reportedly used as a nest for several years with one bird remaining on the nest and the other flying away for food. Note: nest is close to golf course lake (50m).





Survey #37 nest (centre of picture). Possible nest (enlarged top L)



Survey #37 nesting observed for several years

The observer is a retired farmer, very familiar with these birds which were common on his farming property. He has also reported the fox drinking from the lake which fronts his home. An additional possible nesting site was found close to this nesting location.



Possible nesting site

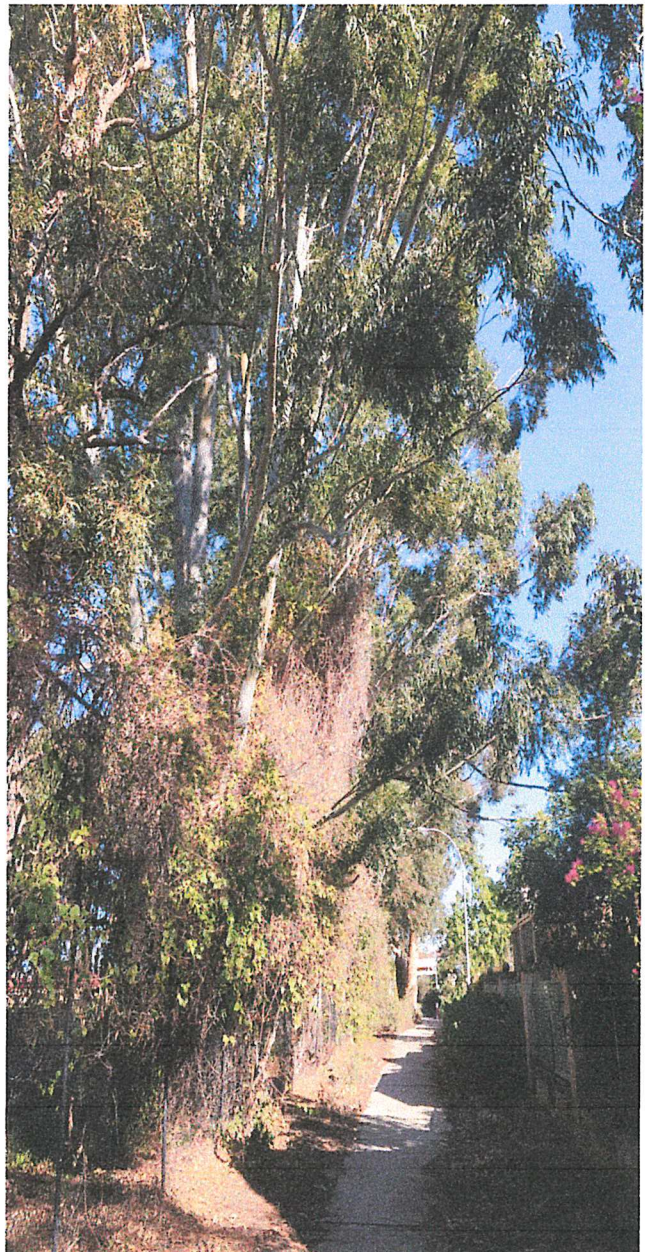
Roosting and resting:

Report #56 (next page) is adjacent to the roundabout at Twin Waters/Dean Road. At the junction are some very tall gum trees (close to water) which are reported to be a 'roosting' place for black Carnaby's (20+). The homeowners built their house in 1996 and the home has a raised balcony which has a good view of the trees. The homeowners are both very familiar with Carnaby's cockatoos and were questioned regarding "roosting". They replied that the birds flew in at dusk, settled noisily into the tall trees and "shuffled" for position and "slept in the trees overnight". Early in the morning they left.

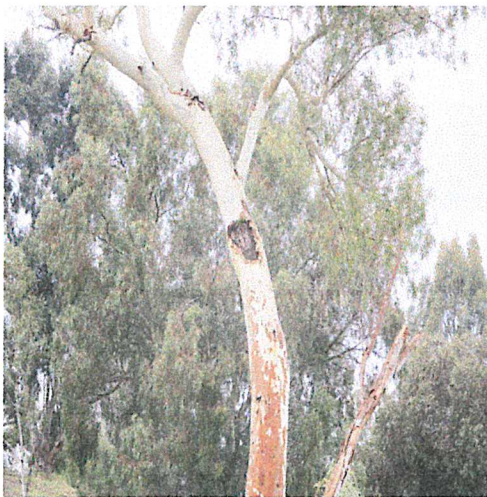
It is well known that many Carnaby's cockatoos visit Glen Iris to forage on the two hectares of Banksias before moving on.

Survey #37, completed by a retired farmer, has stated that nesting has occurred for several years.

Report #56 states that the birds "roost" overnight with tall gum trees and have done so for many years. More sightings have been seen in Glen Iris in recent years due to increased development within the nearby Jandakot Airport driving away the cockatoos to the tall mature trees (close to water) at Glen Iris Estate.



Tall roosting trees between ponds



Survey #66 - tree with possible nesting site



Resting tree – subsequently removed by Developer's Project Manager



Survey #56 Twin Waters/Dean Road tall roosting trees adjacent to pond

Survey #66 noted that the Carnaby's cockatoos also roosted in the large trees between the houses and the golf driving range, again close to water.



Survey #29

Two additional roosting trees (Survey #29) were reported to the south of Dean Road approximately 100m south from the pond. They are considered as part of the roosting area at Twin Waters Pass Bridge.

11. GLEN IRIS SANCTUARY – REPORTED FAUNA:

Replies to Community Quenda Survey Q10 “Have you seen any other animals?”

* Endangered

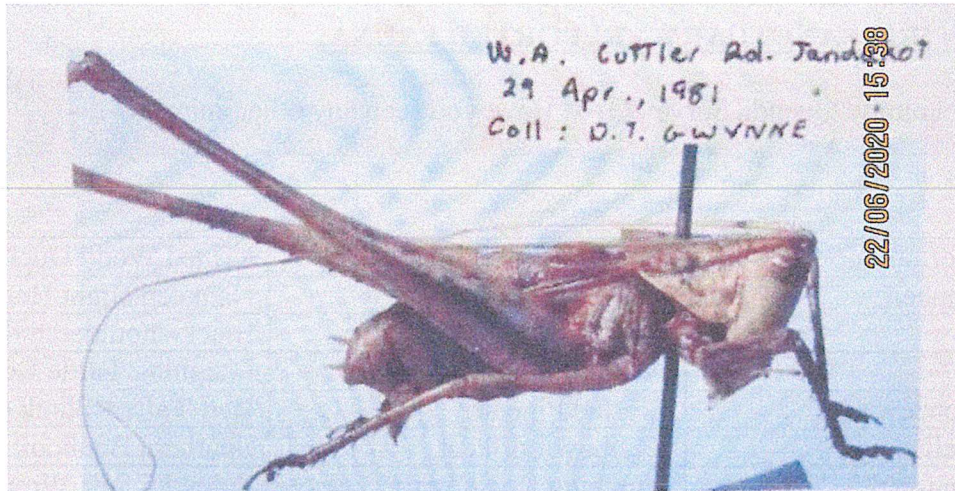
Little Pied Cormorant	Pacific Black Duck	Maned Wood Duck
Purple Swamphen	White Faced Heron	Nankeen Night Heron
Little Bittern	Sacred Ibis	Black-shouldered Kite
Little Eagle	Wedge-tailed Eagle	Laughing Turtle Dove
Common Bronzewing	Crested Pigeon	Red Tailed Black Cockatoo *
Western Corella	Rainbow Lorikeet	Southern Boobook
Tawny Frogmouth*	Laughing Kookaburra	Splendid Fair-Wren
Western Greygone	Red Wattle Bird	Singing Honeyeater
White-eared Honeyeater	New Holland Honeyeater	Hooded Robin
Willie Wagtail	Magpie Lark	Black-faced Cuckoo-Shrike
Black-faced Woodswallow	Grey Butcherbird	Magpie, Shags
Australian Raven	Welcome Swallow	Tree Martin
Galah	Herons	Falcon
Nightjar *	White Ibis	Long-billed black cockatoo *
Bats	Doves	Maron
Koi	Silver Perch	Turtles (in ponds)
Ducks	Crows	Finch
Fox	Frogs	Praying Mantis
Blue Wrens	Swallows	Dugite
Blue Tongue Lizard	Western Bearded Dragon *	Brolgas (Australian Crane)
Motorbike Frog (tree frog)	Blind Snakes	Eagle Hawk
Black Swan	Western Wattlebird	Moorhen or Coot
Mistletoe Birds	Mudlark	Bobtail Goanna

12. THROSCODECTES XIPHOS (CRICKET):

The cricket *T. xiphos* collected from Cutler Road in Jandakot, April 1981 is listed as **Priority 1** by DRAW on basis there is little known about the species.

Jandakot Airport Conservation Management Plan states “it is possible that it occurs in bushland at Jandakot Airport due to proximity (2km) from Cutler Road.”

As other Katydid's favour heath habitats it may well inhabit the varied bushland and golf course habitat at Glen Iris Estate, which is 150m from Cutler Road.



"Throscodectes xiphos"

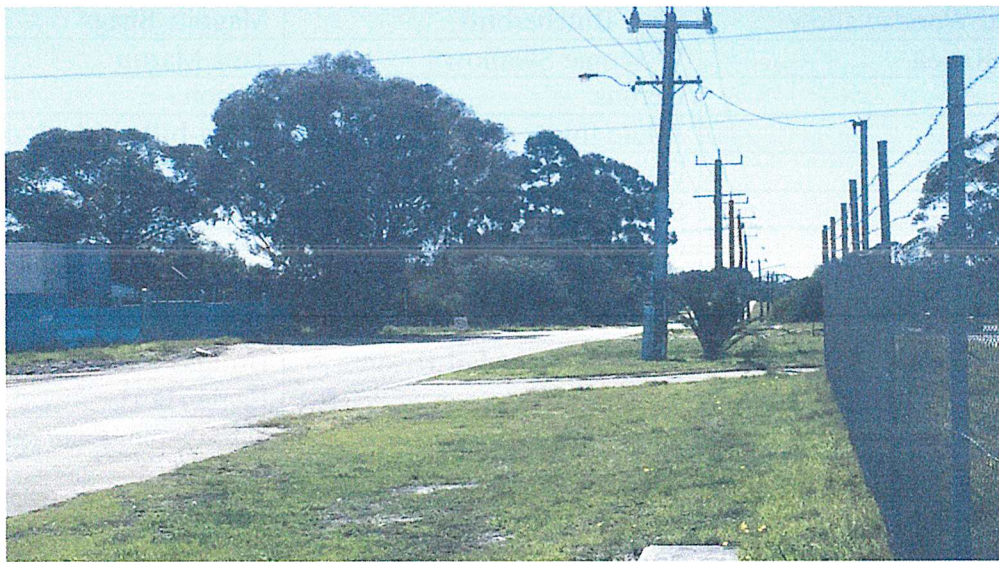


Photo taken at junction of Cutler and Princep Roads showing grass verge leading to golf course trees on the left

Photograph taken at the junction of Cutler Road and Princep Road, Jandakot. Note the grass verge which continues around the corner from Cutler Road down Princep Road to the golf course trees on the left across the road. The 'hopping' distance from Cutler Road to the southern end of Glen Iris golf course is less than 150m where abundant pastures occur.

A house on the northern end of the golf course reported a small undocumented cricket 'attacking' his avocados!

13. BANKSIA WOODLAND COMMUNITY:

The Banksia ecological community is a woodland associated with the Swan Coastal Plain.

Glen Iris has just over 2ha (estimate) of Banksia in the study area, scattered Eucalyptus gums and other tree species present within or above the Banksia canopy. The understory is species rich and has many wildflowers, including shrubs, sedges and herbs.

The ecological community at Glen Iris Sanctuary provides habitat for many native plants and animals that rely on Banksia Woodlands for their homes and food. With the increasing development of the nearby Jandakot Airport, more Carnaby's cockatoos are seeking alternate habitats. We are thus seeing more Carnaby's cockatoos foraging and roosting at Glen Iris, plus evidence of nesting.

In the study area, the Banksia occur in well drained, sandy terrain and the dune formations of the golf course. There are three major Woodland areas, one to the north, another along Hartwell Parade in the centre, and a smaller area to the south (see appended location map – page 53).

Banksia vary in structure and height and species composition within their specific region.

Four significant species of Banksia have been located by writer in the study area:

- Banksia attenuate (candlestick)
- Banksia menziesii (firewood)
- Banksia prionotes (acorn)
- Banksia ilicifolia (holly-leaved)

“Banksia Woodlands of the Swan Coastal Plain” community was listed as endangered under Australia's national environmental law, the Environmental Protection and Biodiversity Conservation Act 1999. (“EPBC Act”) on 16 September 2016.

The National Threatened Species Scientific Committee classified the ecological community as endangered as its extent has declined significantly. “It was once common and formed almost a continuous band of large bushland patches around Perth and other near coastal areas, BUT IT HAS BEEN LOST BY ABOUT 60 PERCENT OVERALL, WITH MOST REMAINING PATCHES SMALL IN SIZE. This fragmentation is leading to the decline of many plants, animals and eco system functions.”

“Therefore, it is very important to protect, manage and restore the best surviving remnants for future generations”. (*Australian Government, Dept of Environment and Energy*).

“The ecological community also provides ecosystem services and contributes to the health and wellbeing of local residents. For example, the Woodlands help cool temperatures in the surrounding region; store carbon; filter and maintain aquifers; including those supplying drinking water for Perth. (*Jandakot Water Mound*) irrigate local flooding soil loss, and pollution and provide amenity and recreation such as scenic areas for bush walking.” (*Australian Government, Department of the Environment and Energy*).

“A national Conservation Advice identifies current threats to the ecological community, INCLUDING LAND CLEARING FOR DEVELOPMENT.” Australian national environmental law, the EPBC Act, provides a legal framework to protect and manage Matters of National Environmental Significance (“MNES”) which include nationally threatened species and ecological communities”. (*Dept of the Environment and Energy*).

The Glen Iris Sanctuary with its many protected species of fauna and flora would satisfy this criteria.

“The EPBC Act defines an ecological community as an ASSEMBLANCE OF NATIVE SPECIES WHICH INHABITS A PARTICULAR AREA IN NATURE. In other words, ecological communities are groups of native plants, animals and other organisms that naturally occur together and interact in unique habitat”. (*Dept of the Environment and Energy*).

Here again, the Glen Iris Sanctuary fully complies in all respects.

“The Keighery vegetation condition scale which is widely used in southwestern WA is used to help determine condition of a patch.” (*Dept of the Environment and Energy*). [The Glen Iris Sanctuary can qualify for National Listing as an ecological community as the Banksia remain in “good” condition in patches greater than 0.5ha.](#)

Significance:

Under the EPBC Act, an action that has, will have, or is likely to have a significant impact on a matter of national significance, requires approval from the Minister. A significant impact is defined as an impact which is important or of consequence, having regard for its context of intensity (Commonwealth of Australia, 2020).

Matters of environmental significance include listed threatened species and ecological communities. For this proposal, there is a limited potential or impact on threatened species. Significant Impact Guidelines 1.1 (Commonwealth of Australia 2020) lists significant impact criteria for the assessment for activities which may impact on threatened species.

The Glen Iris Sanctuary has just over two hectares (estimate) of Banksia Woodland and would qualify for EPBC listing. A listed area would then require adherence to guidelines for impact, such as maintenance of fences, firebreaks, **maintenance of existing pumps**, control of weeds, of great significance with regards to habitat for conservation – significant fauna exist within the Banksia Woodland habitat which exceeds 0.5 hectares within the Glen Iris Sanctuary. This habitat is suitable foraging habitat for the threatened black Carnaby’s cockatoos which are also abundant in the study area. Clearing of any habitat greater than one hectare would require referral to the Commonwealth Department of Environment and Energy.

“The likelihood that an action will have a significant impact on the ecological community depends on local conditions, the quality of the patch, and upon the intensity duration, magnitude and geographic extent of the impacts.” (*Australian Government Dept of Environment and Energy, Commonwealth of Australia 2016*).

“Listing the Banksia Woodlands ecological community under the EPBC Act means that an activity that is likely to have a significant impact on the ecological community needs to be considered and approved at the national level before proceeding – activities such as major new developments, works or infrastructure. For example, **NATIVE VEGETATION FOR MINING OR RESIDENTIAL DEVELOPMENT** (*Australian Government, Dept of the Environment and Energy*).

In his letter dated 23 May 2022 to Glen Iris Golf Course Estate residents, Mr. Daniel Arndt, City of Built and Natural Environment, City of Cockburn, stated:

“On 20 April 2022 the Environmental Protection Authority determined that the likely environmental impacts associated with the development are unlikely to have a significant impact on the environment and do not warrant formal assessment under Part IV Division 3 of the Environmental Protection Act 1986.”

The author is of the opinion that the decision of the EPA contradicts the data included in this report.



Carnaby's cockatoo on Banksia menziesii at Glen Iris Golf Course Estate



Carnaby's cockatoos feeding on Banksia attenuata (candlestick) at Glen Iris Golf Course Estate



Banksia ilicifolia (holly-leaved) – on the golf course, taken by author

The golf course has significant expanses (totalling approximately two hectares) of protected Banksia Woodland as shown in the appended map (page 53). Many plants, including Banksia, are sensitive to water supply and the Banksia are less well developed in the southern part of the golf course as the water table is close to the surface. It should be noted that according to Landgate's Property Interest Report, the southern part of the golf course is listed as "Wetlands". All reticulated water was shut off and the pumps removed by Eastcourt's Project Managers, Acumen Development Solutions, on 31 March 2020. The system was installed over 25 years ago and all the pipes are asbestos (AC) coated.



Banksia trees on the golf course, taken by author



Banksia trees on the golf course, taken by author



Media Education - Sunday Times - 21 June 2020

14. OTHER “RESIDENTS” AT GLEN IRIS SANCTUARY



Pink and grey galahs – regular visitors for a drink



Western Spinebill – now rarely seen



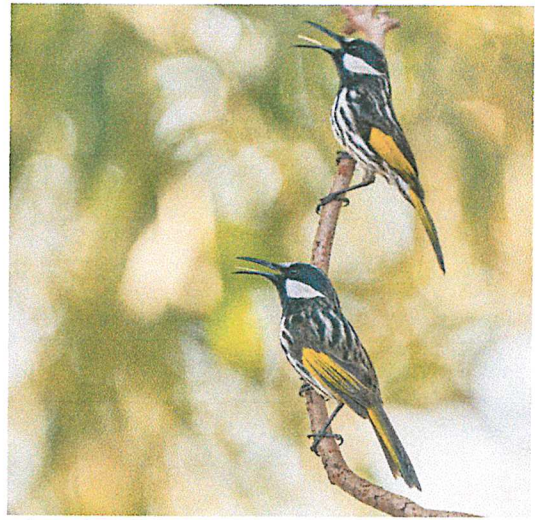
Bearded Dragon



Butcher Bird – found in leafy suburbs such as Glen Iris



Laughing Kookaburra - territorial throughout the year



White-cheeked Honeyeater



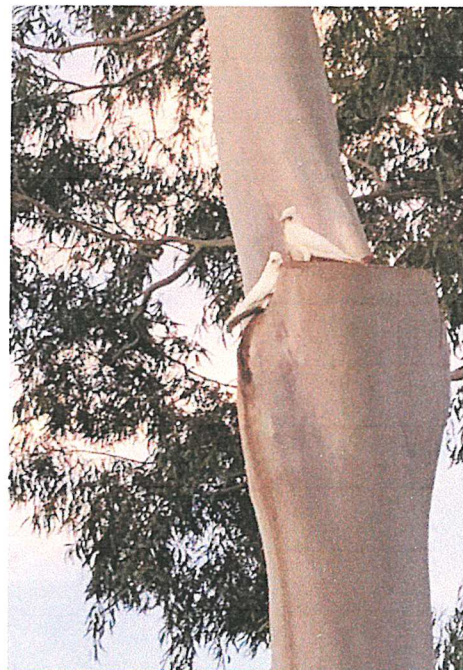
Ringneck Parrot



Red capped Parrot - endangered



Rainbow Lorikeets



White cockatoos nesting hollow site (gum tree)

... and many others!



On 6 August 2020 Acumen Development Solutions, Project Manager for Eastcourt Property Group, knowing the duck breeding season had begun (as evidenced by caution signs around the golf course which were installed by City of Cockburn in June 2020) commenced draining of the ponds, which provided use and refuge for the duck families from land-based predators.

While ducks are not an endangered species, all native animals are legally protected. (www.dpaw.wa.gov.au).

According to Acumen, one reason to drain the ponds was for mosquito control, yet little thought appears to have been given to the ducklings who are currently too young to fly from predators - the duck breeding season being from July to September and the mosquito season from September to May.

Also, the ponds are needed for the approaching Carnaby's cookatoos breeding/roosting season.

Note: Turtles in the ponds were not included in this report as, although being present, they were not visible.

15. REFERENCES:

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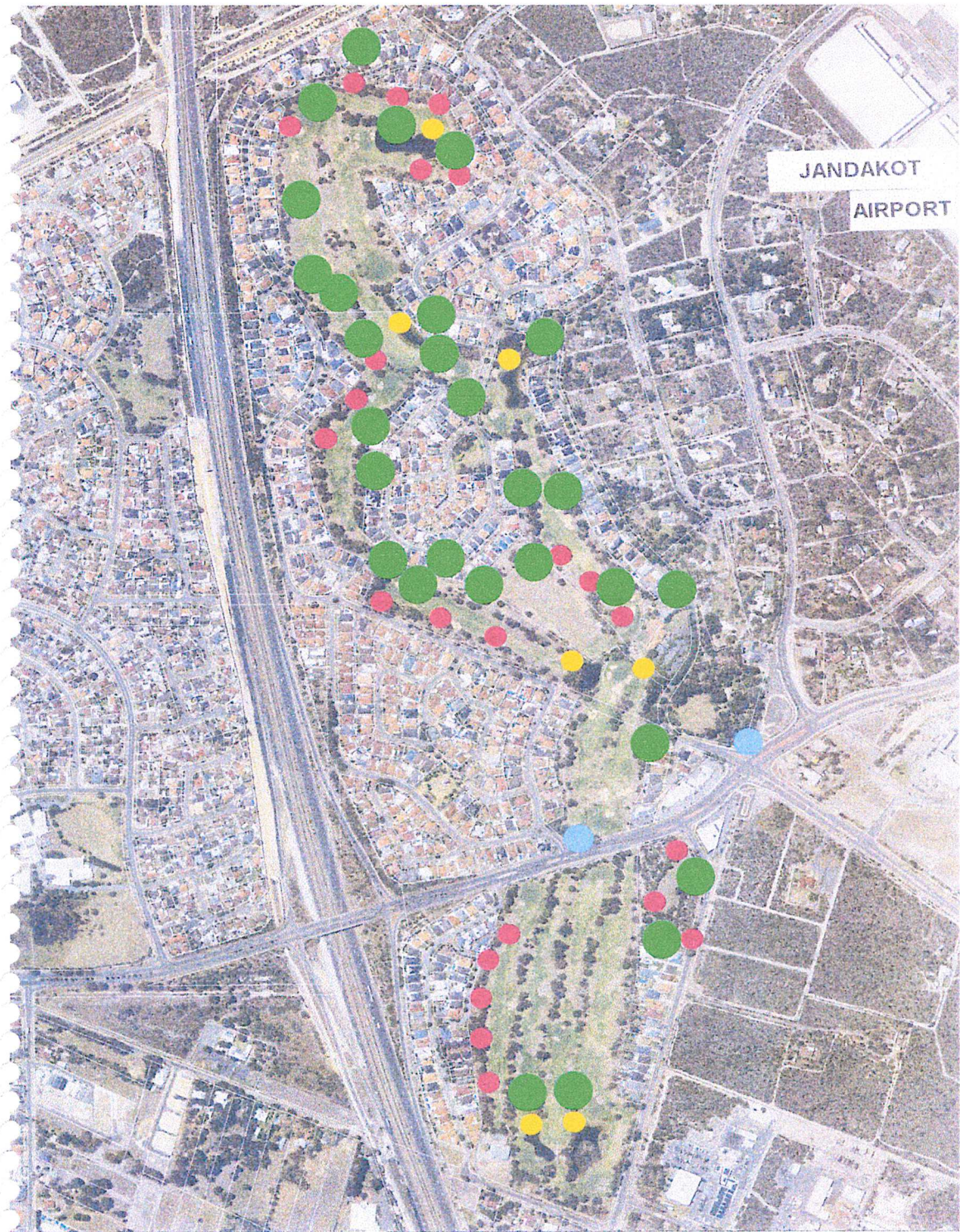
Courtenay. J (1996). *Status and Conservation of the Quenda (Isoodon obesulus fuscicenter): Conservation Statement prepared for the Conservation Council of Western Australia*. Department of Environmental Management, Edith Cowan University, Perth.

Kitchener, D.J., Chapman, A.R., & Barron, G (1978). *Mammals of the northern Swan Coastal Plain, Faunal Studies of the Northern Swan Coastal Plain – a consideration of past and future changes*. Western Australian Museum, Department of Conservation and Environment, Perth, Western Australia.

* * * * *



Memorial to the Carnaby's black cockatoos (reported to be extinct by 2030) and Quenda
Photo taken at Eastcourt's "Providence Estate", Wellard





Northern area of golf course showing quenda and cockatoo sightings – as at June 2020 LARGE MAPS AVAILABLE

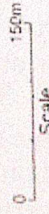


- QUENDA
- FOX
- RABBITS
- BLACK COCKATOO
- WHITE + REN TAIL
- OWLS

May 2020

Glen Iris Estate, Jandakot

FAUNA DISTRIBUTION



Southern area of golf course showing quenda and cockatoo sightings – as at June 2020 **LARGE MAPS AVAILABLE**

UPDATED CARNABY'S COCKATOO SURVEY TO MAY 2021

The Glen Iris Golf Course closed and was purchased in April 2020 by Eastcourt Property Group who plan to infill with housing.

In September 2020, Acumen Development Solutions, acting for Eastcourt, announced that a fauna assessment had been completed. They also announced that the golf course pumps and irrigation system was no longer operating. The seven artificial lakes would also be drained “to prevent drownings and curtail mosquito breeding.”

In August 2020 a resident Fauna and Flora Report was prepared based upon survey results from 73 golf course homes. The survey documented abundant Priority 4 Quenda and Federally protected Carnaby's black cockatoos plus over 60 species of birds as recorded in the Report plus over two hectares of “good” Banksia trees.

Initially the Report was undertaken to assess the quenda population, like the 2012 Community Survey, Dr Geoff Barrett et al.

The questionnaire was specific to the quenda population; however, the last question asked:

“Q10: Have you seen any other animals? – owls, galahs, white/black cockatoos etc”

The replies were significant regards flocks of the protected Carnaby's black cockatoos; thus, they were included in an expanded Report.

Reports of other bird species were significant, and they are tabulated on page 29.

From a total of 73 Quenda Survey reports, Q10 referred to protected Carnaby's black cockatoos, 62 people noted Carnaby's black cockatoos; 11 people did not note cockatoos. Considering this information, a further survey was conducted, specifically for the Carnaby's black cockatoos – June 2020 - sample page 23.

A total of 25 selected residents from an earlier Glen Iris survey replied giving flock numbers from 20+ to 100+ showing that large numbers of Carnaby's black cockatoos were visiting the golf course to feed with evidence of daytime resting and overnight roosting, always close to water.

Five of the seven golf course lakes were drained by Acumen commencing in August 2020, just prior to the seasonal arrival of the Carnaby's for the summer (December) period in Perth.

The environmental consultants who carried out the survey in September 2020 were aware and should have advised Acumen that Carnaby's black cockatoos roost adjacent to water. There were documented roosting sites at Glen Iris (Pages 27, 28 Roosting and resting).

“The Biodiversity Act – ACT 2016 (WA) (ACT) will come into effect in its full form from 1 January 2019 and will have changes with significant implications for landowners and developers. Thorough due diligence will be required to identify potential limitations on land use before acquiring a site with remnant native vegetation.”

The new Act will significantly increase individual and corporate penalties for the taking or unlawful disturbance of protected flora and fauna. (*Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)*).

Australian Government's central piece of environmental legislation provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities (Glen Iris 'Sanctuary') and heritage places, defined in the EPBC as matters of national environmental significance.

The Act states for City of Cockburn "If a 'matter' of national environmental significance (54.9ha) is on, or near, your property, then you are in a position to help protect it. There are nine matters of national significance that come under the EPBC Act." Relevant: -

- Listed, threatened species pertains to Glen Iris and ecological communities, to the status of the Glen Iris Golf course with species outlined August 2020 this Report.

From purchase in 2020 and shutting off all water and draining ponds, all available water was removed from the golf course, after which many smaller birds left as part of the food chain had been compromised. A link in the food chain for smaller species was removed and the birds disappeared.

The golf course decayed over summer with loss of fauna and flora. Onset of winter rains revitalised the parched course and with the greener aspect some birds returned.

In 2021, it was necessary to evaluate the "climate change" of the golf course relative to Carnaby numbers. Approximately two hectares of 'good' quality Banksia Woodlands food was available but zero water. Very few protected Carnaby's were seen compared with the abundance of previous years.

A survey of 25 original survey homeowners was carried out in February 2021 to evaluate the effect of removing water (lakes) from previously Carnaby visited tall trees on the old golf course.

It is a recognised fact that Carnaby's roost in trees, close to water, and this was documented in the initial Survey.

Acumen removed the reticulated water and drained the seven lakes; why not in consultation with their environmental consultants who had previously documented the importance of water to the protected birds.

The current decline of the Glen Iris "Sanctuary" is another sad example of loss of habitat due to political policy and "need for infill".

In the case of Glen Iris, as of May 2021 there is still hope. The quendas are still alive and well, even receiving extra attention due to the threat of potential infill and suitable water locations will bring back the protected birds.

**FEDERALLY PROTECTED CARNABY'S BLACK COCKATOOS
GLEN IRIS GOLF COURSE ESTATE**

SURVEY 2020
Jun-20

SURVEY 2021
Feb-21

SURVEY #	BIRDS
1	20
2	10
3	30+
4	4
5	100+
6	30+
7	30+
8	30+
9	5-10
10	100+
11	50+
12	40+
13	20+
14	30+
15	20+
16	20+
17	30
18	35-50
19	100+
20	0
21	30+
22	50+
23	70+
24	15-20
25	30

SURVEY #	BIRDS
1	20
4	22
12	20+
13	20+
14	14
15	0
16	10
17	0
18	0
19	0
20	0
21	2
22	0
23	12-40
24	50+
25	30+

The people surveyed in February 2021 are the same as in June 2020.

Most of the birds - pre water loss and lakes draining - have gone and the protected Carnaby's black cockatoos – as of May 2021 - still occasionally fly over in small groups, perhaps checking to see if the water has come back. If it does and the trees remain, they will return.

ROOSTING SITES – GLEN IRIS GOLF COURSE, JANDAKOT

DEFINITION roosting-birds, settle or congregate for rest or sleep (OXFORD LANGUAGES). At Glen Iris, roosting is defined as sleeping overnight as there are many trees on the golf course used for rests during the day.

A Glen Iris Fauna Survey was undertaken in August 2020 and 73 residents responded. The survey including questions re the following cockatoos:

Carnaby's Cockatoo, Short-billed Black-Cockatoo (listed as endangered under the EPBC Act)
Calyptorhynchus latirostris

Forest Red-tailed Black-Cockatoo (listed as vulnerable under the EPBC Act)
Calyptorhynchus banksii naso

The Carnaby's black cockatoos are also classified as endangered by the International Union for Conservation of Nature.

Runway extensions at the adjacent Jandakot Airport, industrial development, and measures to keep birds away from runway flight paths have driven many birds away from the area to Glen Iris.

The golf course, with many tall mature trees, water and Banksia food has, over the years, attracted many cockatoos to Glen Iris.

Prior to purchase of the golf course in April 2020, the birds were widely seen as noisy flocks comprising 30+, 70+, even 100+ birds foraging, roosting and resting within the golf course trees.

Following the loss of five of the seven lakes, fewer birds were seen and all roosting sites have been abandoned.

Excerpt from Targeted Black Cockatoo Assessment prepared by Emerge Associates for Grove Road Pty Ltd (Lot 414 Grove Road, Kenwick)*

“On behalf of Grove Road Pty Ltd, Emerge Associates (Emerge) were engaged to conduct a ‘targeted’ black cockatoo survey to provide information on the black cockatoo values within Lot 414 Grove Road in Kenwick (referred to herein as the ‘site’).

Black cockatoos nest in hollows that form in trees which are usually more than 200 years old.

‘Breeding habitat’ comprises ‘habitat trees’ which are trees of a species known to support black cockatoo breeding and which either have a suitably large enough nest hollow or have a large enough diameter at breast height (DBH) to indicate that a suitable next hollow could develop in time (DSEWPaC 2012). A minimum DBH for a habitat tree is defined as >50 centimetres (cm) for most tree species used by black cockatoos and >30cm for Eucalyptus wandoo (wandoo) and Eucalyptus salmonophloia (salmon gum) (DSEWPaC 2012).

'Roosting habitat' consists of groups or individual tall trees used for roosting. Roosts generally comprise the tallest trees in an area and can include native and non-native trees (DSEWPaC 2012). They are often located within 6km of water and food resources, with additional foraging ranges within 12km; DSEWPaC 2017). The use of a particular roost may vary depending on availability of food and water sources.

'Foraging habitat' is vegetation that contains plant species known to be foraged on by black cockatoos."

Despite this knowledge, the golf course lakes next to roosting sites were drained.

*Emerge Associates are the environmental consultants for developer, Eastcourt Property Group

The absence of water has also driven most of the smaller birds away (up to 60 recorded species) because part of the food chain was reliant on reticulated golf course water within the overall ecosystem.

A further survey was undertaken in February 2021 by writer to determine the effects of water loss on the cockatoos. A total of 25 survey reports confirmed the loss of the protected birds' roosting sites related to the shutting off of all water by Acumen acting for Eastcourt. This confirms published documented proof that the protected cockatoos' roost in tall trees close to water.

Roosting sites as of August 2020:

Recorded roosting has occurred in the Northern portion of the golf course for many years (19+). Two main areas exist: **Location site #1**, is the tall trees next to the lake at Twin Waters Pass/Dean Road. One adjacent resident has monitored the birds since 1996 due in part to their dusk-time settling-in noise.

This first Location Site #1 comprises a group of trees at the northern end of the lake at Twin Waters Pass/Dean Road bridge. Trees are a mixture of large and medium (see photos) which together comprise an attractive area next to the lake for the Carnaby's and associated fauna and flora. Tree numbers are from #319-331 inclusive – left to right of picture. Trees were numbered by Acumen's Arborist).



Location site #1: Twin Waters Pass/Dean Road comprising trees numbered #319-331 inclusive



Trees numbered 319-331 inclusive - taken from Kooyonga Cres.

Just over 100 metres to the south are two further large trees which comprise part of the roosting area (see photo) numbered #293-294 inclusive.



Roosting trees 100m south of first major site numbered 293-294 inclusive

Report from Bird Life Australia Great Cocky Count, 12 March 2021, (they received 2020 report and survey data and reports) “The main roosting point in the report seems to be the junction of Twin Waters/Dean Road. We do have at least one site quite close to the golf course that we continue to monitor which may reflect the impact of the drained lakes on the golf course.”

(Merryn Pryor, Officer, Bird Life Australia)



Reported nesting tree "for many years" – extreme north (Survey #37)

Location site #2 is located adjacent to the walkway off Hartwell Parade (with Glacier Way homes backing onto walkway) through to Kooralbyn Valley Road. See photo below. The tall trees are in a line along the walkway and numbered 480-483 inclusive.



Resting was reported in surveys at Dean Road (x2); Princep Road (x2); Hartwell Parade, Woodlands Way, Glen Iris Drive (x3), Par Court, Kooralbyn Valley Crescent.

These latter sites are considered as “resting” locations as opposed to overnight “roosting” habitats even though lakes are nearby.

In addition to understanding roosting behaviour is the question of what characteristics are associated with suitable roost sites.

Roost tree and roost site measurements found to be important for explaining roosting behaviour in bird species include tree height (Warburton and Perrin 2005, Boyes and Perrin 2009, Jaggard et al. 2014), tree size (diameter at breast height (DBH)) (Warburton and Perrin 2005, Boyes and Perrin 2009, Jaggard et al. 2014), density of trees (Warburton and Perrin 2005, Boyes and Perrin 2009), distance between roost trees (Cougill and Marsden 2004, Jaggard et al. 2014), distance to first branch (Jaggard et al. 2014), canopy extent (Jaggard et al. 2014), foliage density (Lindenmayer et al. 1996, Jaggard et al. 2014), branch architecture (Lindenmayer et al. 1996), tree crown connectivity (Davis 2013), bark colour (Lindenmayer et al. 1996), tree species identity (Lindenmayer et al. 1996,

Boyes and Perrin 2009), and roost tree landscape location (Jaggard et al. 2014).

<https://ro.ecu.edu.au/cgi/viewcontent.cgi?article=3019&context=theses>

*Location site #2 - adjacent to walkway off Hartwell Parade.
Trees numbered #480-483 inclusive*

A very significant nesting site was reported in survey #37 located in a tall tree in the extreme north, again close to a large water source. The tree hole contained nesting material and the nearby resident said one bird remained in the nest while the other flew away for food.

A map is appended (page 53) to show relevant locations of lakes and tree areas.

The recent tree count by Acumen recorded a total of 1,200 trees of which only 500 trees would remain. It is interesting that the Arborist observed that the trees 'were under stress' when observed just prior to the winter rains (May 2021).

The golf course had become very dry due to the lack of water.

Over many years the golf course flora had become reliant on the sprinkler system regularly providing water. Thus, the larger trees obtained water through their near surface 'lateral root system'.

By not developing a deep water-seeking tap root system which takes many years, it is doubtful whether any of these trees will be present after the Australian summers. Many trees, large and small, will die from lack of water, adding to the desolation of the golf course, preparing for infill.

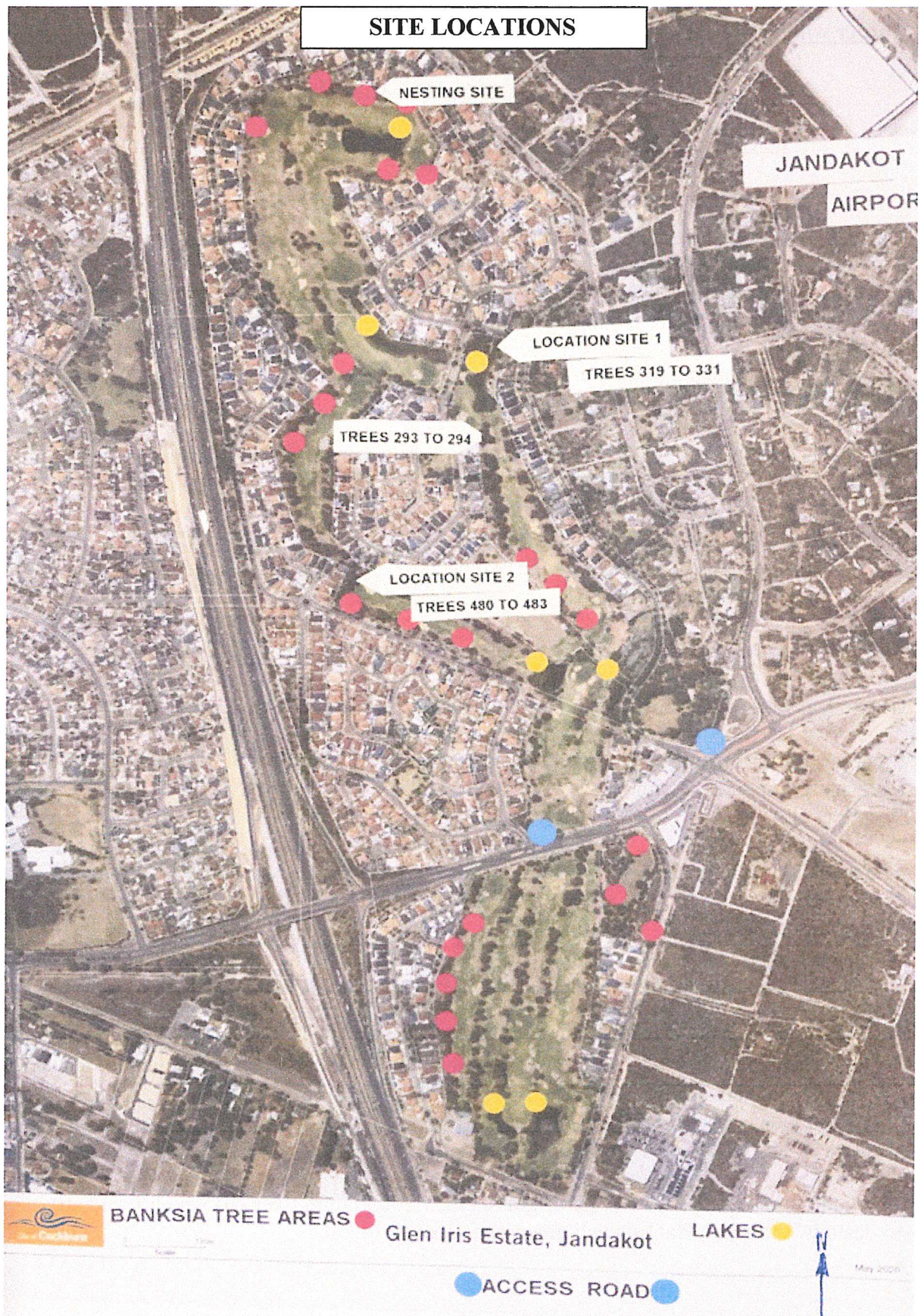
How many trees will actually continue to exist as time passes by and the developer continues his '.... counting' and maintains the golf course with his 'dead tree removal' service for residents, similar to the draining the lakes to prevent drowning and not giving the quenda any water because, apparently, they do not need it! (Source: Acumen's 'haveyoursayglenirisestate' website.)

Where are Eastcourt's/Acumen's "expert environmental consultants?"



Tree identification disc by Arborist for Acumen Development Solutions

Mike Smith B.Sc. (Geology, Zoology, Botany)
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25 May 2021



OVERVIEW
SANCTUARY FOR THE PROTECTED FAUNA -
(other wildlife) AND PROTECTED FLORA - ON THE GLEN IRIS GOLF COURSE
ESTATE, JANDAKOT, WESTERN AUSTRALIA, AUGUST 2020

(Updated to May 2022)

Quendas, Carnaby's & Forest Red-tailed black cockatoos, Banksias

The Glen Iris Golf Course, Jandakot (previously known as The Lakes) was established in 1965. It was redesigned in the mid 1990's by passionate golfer Bill Wilson and developed to integrate and include the many homes which now surround the golf course and comprise the Glen Iris Golf Course Estate.

Development included a perimeter boundary, mainly comprising a wall up to 3m high, plus a minor fenced area.

The wall created a "sanctuary" which encouraged and protected many animals into a watered, protected and balanced ecosystem.

The seven lakes encouraged the nearing extinction Federally protected Carnaby's and Red-Tailed black cockatoos which fed on the two hectares of Federally protected Banksias close to the lakes, as widely documented.

The cockatoos had two recorded overnight roosting areas and one recorded nesting tree.

Over 60 species of birds were recorded, plus many diverse animals and even a lone fox!

Most prolific in the Sanctuary are the Priority 4 Quenda with over 73 sightings by Glen Iris residents, compared with one documented in the Community Quenda Survey 2012 – Dr. Geoff Barrett et al.

The quenda are protected within the "sanctuary wall" by the residents and golfers, the main danger being cats at night, those that find the road, and a few drowning in swimming pools, looking for water.

The fauna was surveyed in August 2020 with follow-up confirmation surveys in May 2021.

Upon purchase of land in April 2020 the developer, Eastcourt Property Group, through its Project Manager, Acumen Development Solutions, shut off all the reticulated water and commenced draining five of the seven lakes, quickly destroying the small birds species habitat. The protected Carnaby's and Red-Tail black cockatoos left the area, confirmed by a follow-up survey.

The golf course comprises 54.9ha of grassland, 1,200 mature trees (of which Eastcourt plans to destroy 700 trees), Banksia and green open space.

According to the University of Maryland, Environmental Science and Technology, October 2018, Golf benefits to the environment - which includes research data from the University of Melbourne - the average 18-hole golf course (80 acres or 32ha) produces enough oxygen annually to sustain 85,000 people. Turf grass and vegetation also have the effect of reducing the heat island effects of an area – critical in urban environments.

Glen Iris Golf Course is 54.9ha - extrapolated, this can annually produce enough oxygen for over 135,000 people – essential to combat climate change.

Development of 600 planned homes will provide a poor quality of life for everyone with increase pollution (11,500 vehicle movements per day – as reported by Acumen) and poor quality of life with Glen Iris located in a topographical low, prone to fog and prevailing winds.

The profusion of protected quenda will be killed as they “do not relocate well and it is not a recommended option” (Gov of WA. Dept of Biodiversity, Conservation and Attractions). The currently absent Carnaby’s and Red-tail cockatoos will not return due to suitable habitation, as at Wellard, and this vital green 54.9ha space with the destruction of 700 mature trees will be lost forever.

As recognised by the City of Bassendean –

[https://www.bassendean.wa.gov.au/documents/909/tree-retention-and-provision-\(lpp13\)](https://www.bassendean.wa.gov.au/documents/909/tree-retention-and-provision-(lpp13))

The Town recognises the increasing importance of retaining trees due to their amenity, environmental and health benefits. Trees assist in mitigating the impacts of urban heat effect, reduce air pollution, improve groundwater quality, and provide important habitats for wildlife.

See Report for additional information.
26 October 2021

ADDITIONAL INFORMATION - RE LEVEL 1 FAUNA ASSESSMENT
UNDERTAKEN BY EMERGE ASSOCIATES

Eastcourt Property Group engaged Emerge Associates (“Emerge”) to undertake an environmental assessment of the Glen Iris Golf Course, Jandakot, for compliance regulations.

As reported on the ‘haveyoursaygleniris’ website, in June 2020, Emerge undertook a “Level 1 Fauna Assessment consisting of a desktop study and basic ground truthing through a reconnaissance survey. The purpose of the desktop study was to gather background information on the project area by searching literature and data sources and map-based information. The reconnaissance survey should verify the accuracy of the desktop study, delineate and characterize the fauna and flora assemblages present in the project area and identify potential impacts. This involves a site visit by suitably qualified personal to provide habitat description and habitat maps of the project area and undertake selective, low-density sampling of the fauna and fauna assemblages. The information will help determine if a Level 2 survey will be required and whether species or group of species” (*Technical Guidance Environmental Protection Authority December 2016*).

Background information regards the fauna and flora of Glen Iris Golf Course is limited and also underestimates the true environmental impact. For example, Dr. Geoff Barrett et al undertook a Community Quenda Survey in 2012 and one quenda site was reported at Glen Iris.

The Survey reported 18 daylight quenda sightings at Wellard and Eastcourt has erected a memorial to them at their development in Wellard (page 40). There were no reports of quenda or any other animals being relocated. The memorial also recognizes Federally protected Carnaby’s white tailed and Forest Red-tailed black cockatoos, driven away at Glen Iris due to removal of the lakes by Eastcourt’s Project Manager, Acumen Development Solutions.

It is reported that the City of Cockburn council is considering a memorial to the soon-to-be-extinct endangered black cockatoos erected at the Cockburn train station.

Leave the trees at Glen Iris, plus restore the drained lakes and the birds will return in their hundreds and further help combat climate change.

Following is a critique of Emerge’s full Environmental Assessment Report based on fauna and flora studies over several years at the 65-year-old The Lakes/Glen Iris Golf Course.

This critique was provided to the Environmental Protection Authority.

ASSESSMENT OF EMERGE ASSOCIATES' "ENVIRONMENTAL ASSESSMENT REPORT" INCLUDED IN EASTCOURT PROPERTY GROUP'S SCHEME AMENDMENT APPLICATION (REGARDING THE REZONING OF THE GLEN IRIS GOLF COURSE, JANDAKOT FROM SPECIAL USE 1 TO DEVELOPMENT)

(Assessment provided to Environmental Protection Authority)

Reference the proposed loss of the 54.9ha Glen Iris Golf Course to Eastcourt Property Group who plan to destroy 700 of the 1,258 mature trees and infill with +/- 600 new houses.

Concerns relate to the Environmental Assessment Report prepared by Emerge Associates included in the Scheme Amendment Application submitted by the developer to the City of Cockburn. The report comprises 340 pages Flora and Fauna Assessment and an additional 359 pages detailing the 1,258 mature trees on site, together with a photo of each tree.

The main concerns are for the animals, especially the protected wildlife, the federally protected Carnaby white-tailed black cockatoo and the Forest red-tailed black cockatoo, the Priority 4 Quenda, plus many recorded native birds.

Concern 1:

Factual Error:

The Level 1 Fauna Assessment (for the Glen Iris Golf Course) Section 6 "Conclusions" (page 292 of the overall set of documents) refers to Carnaby's cockatoo as 'threatened'. This is incorrect – the species is Endangered.

Concern 2:

The Environmental Assessment Report: Local Scheme Amendment; in Section 7 "Summary and Conclusions" (page 161 of the overall set of documents), under the dot point "Native Vegetation", makes the claim that:

"Any clearing of native vegetation within the site will not require a referral pursuant to the EPBC Act, as there would be no significant impacts to any Matters of National Environmental Significance".

Likewise in the same section, under dot point "Native Fauna", the consultants make the claim: "As no significant impacts to any MNES are presently anticipated, there is no requirement for a referral pursuant to the EPBC Act".

It is unclear how either of these claims can be supported, given that (a) this set of documents (pages 269/270 of the set of documents; 'Appendix 3') states that the site contains 4.76ha of foraging habitat for Carnaby's cockatoos and 4.88ha of foraging habitat for forest red-tailed black cockatoos – including high value foraging habitat for both species; and (b) the relevant referral guidelines ("*EPBC Act Referral guidelines for three threatened black cockatoo species: Carnaby's cockatoo, Baudin's cockatoo and Forest red-tailed black cockatoo*" – publicly available online) state that if more than 1ha of black cockatoo foraging habitat is likely to be cleared, the proposed project should be referred under the EPBC Act. This is because the loss of 1ha or more of foraging habitat may represent a 'significant impact' for black cockatoos, given that their ongoing declines towards extinction are being driven mainly by lack of habitat and ongoing clearing of remaining habitat (as stated in the national Recovery Plans for all three species).

Concern 3:

Targeted black cockatoo habitat assessment: Results section, Table 4, (page 383) says, re breeding sites "Breeding of forest red tailed black cockatoo has been recorded within 6km of the site in Bibra Lake and Murdoch, with the most recent breeding in spring 2020 (Birdlife Australia

database)". This proximity of the site to known breeding highlights the importance of this foraging habitat for those breeding birds and for the success of their breeding attempts. Black cockatoos require sufficient foraging habitat within just a few kilometres of their nests, without which, breeding will fail. (Papers to support the information in the previous sentence include lots of Denis Saunders' publications from his research into black cockatoo breeding populations, including Saunders 1982; Saunders 1990; Saunders et al. 1985; Saunders and Ingram 1987).

Concern 4:

Targeted black cockatoo habitat assessment: Results section, Section 4.4 Breeding habitat: states that 11 habitat trees (suitable DBH), incl two that have already formed hollows (not large). This is important because the Recovery Plans for WA's threatened and endangered black cockatoos (publicly available online; one for Carnaby's and one for Baudins and red-tails together) state that it is important to retain not only current but also future breeding habitat, to enable breeding habitat succession. 'Habitat trees' are trees which are already sufficiently large that it is likely that they may develop hollows and serve as breeding trees in the relatively near future: representing a new source of breeding habitat in the short to medium term. This is why the Recovery Plans recommend their retention. This will be particularly important near known breeding areas (such as this site; with known breeding of forest red-tailed black cockatoos occurring within 6km in 2020) as black cockatoos from the same flock will prefer to breed near each other.

Concern 5:

Targeted black cockatoo habitat assessment: Results section, Table 4, page 383 – states that there are a huge 42 known roost sites within 12km of the site – stressing the importance of the foraging habitat for flocks at those roosts.

This '12km' distance is significant: flocks need sufficient foraging sources within 12km of their roosts. The large number of known roosts within 12km of this foraging habitat indicates the high likelihood that this foraging habitat will be used by those flocks.

Emerge Associates' report understates the actual numbers of fauna present within the Glen Iris Golf Course, which is mainly bounded by a limestone wall, in places up to 3m high, with mesh fence in certain areas. The wall creates protection together with the mesh boundary fence and creates protection. This coupled with the adjoining residences deters predators; thus, an extensive sanctuary has developed over the decades.

The fauna, especially quenda, have always been prolific as have the abundant protected birdlife. The golf course contains tall mature trees adjacent to some of the seven golf course lakes, essential for the many roosting cockatoos.

Shortly after purchase by Eastcourt in April 2020, Acumen announced they were draining the lakes, supposedly to prevent drownings and for mosquito control. Five of the seven lakes were drained and two "drown proof" lakes remain!

Lakes adjacent to the known roosting sites were drained with subsequent loss of the roosting cockatoos. Acumen applied for permission to remove long neck turtles and koi fish from the lakes and immediately commenced draining the five lakes, with no fauna considerations being on "private property" as advised by Cockburn City Council. To my understanding, long neck turtles were removed from one lake on the south side and whether there are long neck turtles in the two remaining lakes is unknown.

On Eastcourt's "Glen Iris Estate" website there is a Project Information Sheet titled 'Fauna and Flora' that recognised "... and the irrigation lakes provided habitat for a range of animals and plants." The question then is why if this was recognised by the property owner of the Glen Iris Golf Course, did

they deliberately set about draining five out of seven of the golf course lakes and plan to infill all seven lakes, as reflected by the Concept Plan?

A fauna assessment was undertaken by Emerge Associates at the time of purchase and Emerge Associates have recognised the essential Cockatoo/water association at other locations.

WA's black cockatoos are threatened / endangered species and Matters of National Environmental Significance ("MNES"). WA's three black cockatoo species are continuing to decline towards extinction specifically because there is not enough habitat left to sustain their numbers. This is particularly the case in Perth and on the Swan Coastal Plain. These arguments are documented in the Recovery Plans for the three species. Given these facts, all remaining food sources for black cockatoo flocks in Perth is very important to retain, if we are to retain urban flocks.

Following is an excerpt from "Targeted Black Cockatoo Assessment prepared by Emerge Associates for Grove Road Ltd Lot 414 Grove Road, Kenwick", 6km from Glen Iris Golf Course Estate.

"Roosting habitat" consists of groups or individual tall trees used for roosting. Roosts generally comprise the tallest trees in an area and can include native and non-native trees (DSEWPac2012). They are often located within 6km of water and food resources etc"

From another source: *"Roosts are preferred in close proximity to water (100m-1km) and within 6km of potential feeding habitat. Glossop et al.2011; Le Roux 2017 (EPA Advice: Carnaby's Cockatoo in Environmental Impact Assessment in the Perth and Peel Region)"*.

Despite this knowledge, Acumen drained the lakes following an initial fauna assessment by Emerge. Just prior to the summer arrival of the cockatoos, the protected cockatoos have left, together with most of the native species previously abundant, due to the removal of water reticulation from the removed irrigation system.

The Emerge Report for Glen Iris in the Executive Summary states:

"Historical disturbance has compromised the fauna habitat value within the site due to the clearing of native vegetation and the current (December 2021) extent of bare ground with the site" (intentionally created by the developer in shutting off all water and draining five of the seven lakes in 2020).

"The proposed scheme amendment is unlikely to result in development that would significantly impact environmental attributes or values."

"Black cockatoos foraging habitat will be retained in the areas of Public Open Space" (which, in Eastcourt's Concept Plan is predominantly a peripheral cycle and pedestrian track all without suitable food, tall trees and water!) as specified by Emerge Associates

Following the closure of the golf course on 31 March 2020, I decided to assess the fauna population within our unique walled golf course sanctuary. I contacted Dr. Geoff Barrett who headed up the Community Quenda Survey 2012. He gave his blessing for a report to be undertaken following the 2012 report format, in which his report stated the number of quendas reported on the golf course to be one!

I hold a B.Sc degree in Zoology, Geology and Botany (University of Wales - Cardiff) so felt suitably qualified to undertake an independent survey. I have undertaken environmental surveys worldwide having worked in the petroleum industry for many years, including Woodside Australia.

The Report I authored is called *"Sanctuary for the Protected Fauna (and other wildlife) and Protected Fauna – on the Glen Iris Golf Course Estate, Jandakot, Western Australia, August 2020*

Protected fauna and flora on the Glen Iris Golf Course Estate, Jandakot, WA. August 2020 (updated to May 2022)

(updated to May 2022) - Quendas, Carnaby's & Red-Forest Black Cockatoos, Banksias."
("Quenda/Carnaby's Survey")

In May/June 2020 a 10-question survey was sent to all 773 homes in the Glen Iris Golf Course Estate, concentrating on the 220 homes that immediately about the golf course. The predominantly quenda survey included limited questions which referred to the federally protected cockatoos.

Participants were asked to return surveys by 30 June 2020. A total of 73 replies were received which all reported sighting quendas. Some reports probably sighted the same animals, however, many sightings reported quenda families which confirm the very large number of quendas existing within the golf course.

The Quenda/Carnaby's Survey contained questions regards the protected cockatoos and the response from 64 residents was such that a second survey was sent out concentrating on the federally protected black cockatoos and any other birds, with a request to return surveys by 31 July 2021. ("Carnaby's Survey")

25 responses were received giving flock numbers from 10+ to 100+ showing that large numbers of black cockatoos were visiting the golf course.

The Carnaby's Survey established the location of long-term roosting (sleeping overnight) sites associated with close proximity to water and the approximately 2ha of Banksias rated 'good' bushland. Emerge refer to two species of Banksia, whereas I have recorded four in my report, evidenced over the 23 years of residence at Glen Iris.

In February 2021 a second survey was sent to those residents who responded to the original Carnaby's Survey to evaluate what effect (if any) there was on cockatoo numbers since the water bodies were removed from the golf course in mid 2020. 16 residents responded reporting flock numbers, predominantly under 20, including six with 0, and two 50+ - notably a stark decline in numbers.

Large scale maps are part of the report showing the exact locations of reported animals, widely scattered as opposed to the limited four southern-side quenda locations reported by Emerge.

Emerge has many pages of 'desktop' bird species that states *"may and could possibly exist on the golf course."*

The Carnaby's Survey (results from my own survey) noted 63 named species which were sighted and recorded, including five species which were endangered.

The Quenda/Carnaby's Survey was updated in May 2021 to ascertain the damage and loss of species associated with the planned destruction of the golf course by the developer over the period April 2020 to December 2021 – all under the proviso of it being 'private land' as we are continually reminded by the City of Cockburn.

On many occasions residents have been told 'it is private land'; it was no surprise, therefore, when the following comment came from Mr Daniel Arndt, Chief of Built and Natural Environment, City of Cockburn in December 2021:

"In support of their request to initiate a scheme amendment to rezone the former golf course, Eastcourt has submitted an environmental report prepared by a suitably credentialed consultant that does not identify the land as an environmentally significant, fragile ecosystem."

Emerge Associates continue *"a zoologist and an ecologist from Emerge visited the site on 11 March and November during the day to conduct the 'Targeted Black Cockatoo Assessment'."*

Surveys at Glen Iris Golf Course Estate established that the two roosting sites for protected cockatoos awoke very early, drank from the nearby water bodies, breakfasted and foraged on the four species of

Protected fauna and flora on the Glen Iris Golf Course Estate, Jandakot, WA. August 2020 (updated to May 2022)

Banksia Woodland trees present and 'left before 9 o'clock' for daytime distant pastures, possibly just before Emerge Associates' office hours!

Emerge report (page 139) states: *"no signs of foraging or night roosting were recorded or observed."*

Protected cockatoos have roosted on the Glen Iris golf course for a recorded 25 years (Quenda/Carnaby Survey - Report #56).

On the property owner's "Glen Iris Estate" website - Flora and Fauna Project Information Sheet - there was recognition of federally protected black cockatoo breeding, foraging and roosting, which stated: **"It is anticipated that a substantial portion of breeding, foraging and roosting habitat at Glen Iris will be retained"** (emphasis mine) as part of the future development, thereby limiting the impacts on the Carnaby Black Cockatoos."

This is at total odds to what is now being stated in Emerge Associates' report that *"no foraging or night roosting were recorded or observed"*!

Notably planned in the residential infill of the golf course Concept Plan are only very small parklets. It appears the date of this fact sheet is either missing or has been purposely removed.

An example of Emerge Associates' questionable Environmental Assessment Report (page 388) is where they say cockatoos do not feed on Tipuana trees.



*Male Forest red-tailed Black Cockatoo feeding amongst a Tipuana tree (Prinsep Road tree).
Supplied by Glen Iris Golf Course Estate resident - December 2021*

Targeted Black Cockatoo Assessment

Former Glen Iris Golf Course



Table 9: Dominant primary and secondary black cockatoo foraging plants recorded within the site

Common name	Black cockatoo species and foraging habitat category	
	Carnaby's	Forest red-tailed
Candlestick banksia	Primary	Non-food
*Cape lilac	Secondary	Primary
*Eucalyptus spp.	Secondary	Secondary
Firewood banksia	Primary	Non-food
Grass tree	Secondary	Non-food
Jarraah	Primary	Primary
Marri	Primary	Primary
Sheoak	Non-food	Secondary
Swan River blackbutt	Primary	Primary
*Swamp sheoak	Secondary	Non-food
*Tijuanua	Primary	Non-food

*Denotes non-native species.

4.7 Overall quality

Overall habitat quality for Carnaby's cockatoo within the site scored three out of ten (low quality). The overall habitat quality for forest red-tailed black cockatoo scored five out of ten (moderate quality).

The outcome of the overall black cockatoo habitat quality assessment is provided in Table 10 and summarised in Table 11. The full results of the quality assessment are provided in Appendix E.

Table 10: Overall habitat quality assessment scores

Habitat category	Black cockatoo species and score	
	Carnaby's	Forest red-tailed
Breeding	N/A*	3
Roosting	1	1
Foraging	3	5
Overall Score	3	5

*No breeding habitat score was assigned as the site is located outside of the species breeding range. No habitat score was assigned for Baudin's cockatoo as the site is located outside of the species distribution range.

The report contains many downgrading phrases such as:

“result in significant impact”

“any impact to black cockatoo species will not be significant”

“no signs of foraging or night roosting”

“moderate or low values”

“representing a low score”

The report downplays many existing recorded facts and does not reflect the abundant fauna existing for many decades (since 1965) and especially since the mid 90's when the Glen Iris Golf Course Estate was established.

Emerge states *“the site is located outside the CBS's breeding range”*. However, there is one recorded nesting site at Glen Iris.

Emerge Associates' report reference to Quenda:-

“Quenda habitat on the site will be retained to ensure that this Priority 4 species can continue to occupy this site.”

Protected fauna and flora on the Glen Iris Golf Course Estate, Jandakot, WA. August 2020 (updated to May 2022)

Emerge located four quenda sites within the southern part of the golf course. There are, in fact, abundant Priority 4 quenda through the entire golf course, protected by the wall and fence. Emerge conclude their introduction with *"in conclusion, there are no significant environmental issues or constraints within the site to the extent that it would preclude the site being rezoned."*

I submit that Emerge Associates' Assessment Report does not reflect the true extent and numbers of protected species. Emerge Associates' report is a 'comprehensive desktop Level 1 review of available information' and as such does not represent a true picture or assessment of the recorded protected species actually existing within the Glen Iris Golf Course.

Emerge quote (page 129) *"Assessments were done to determine whether suitable habitat was present for conservation significant species identified as potentially occurring within the site."*

Regarding quenda *"an ecologist from Emerge visited the site on 11 March 2020* from 10.30am to 4.30pm and 28 May 2020 between 2.00pm to 6.00pm to determine fauna values associated within the site."* *Note: This was before the developer acquired the property on the 6 April 2020 (settlement date); however, the sale date of the golf course was recognised as 6 January 2020.

Quenda are predominantly secluded during daylight hours as they are classed as nocturnal.

The Quenda/Carnaby's Survey undertaken in August 2020 and updated in May 2021 located 73 sites for Quenda discussed in the report with locates plotted on large scale maps together with the Carnaby and Banksia sites.

The Quenda were so abundant on the golf course that the greenskeepers were plagued with "quenda digs" on the greens and patrons of the Bar and Bistro used to feed them.

The protected cockatoos were so prolific at times on the driving range that they had to be 'shooed away' for use of the range. Patrons of both the golf course and the Bistro were aware of the profusion of animal life on the Glen Iris Golf Course. Was it not beneficial for Emerge to be advised of this by the two previous owners who ran the pro shop next to the Bistro and who were well aware of the existence of fauna?

The Biosecurity Act – Act 2015 (WA) as from 1 January 2019 stipulates that any protected animals should be disclosed with the sale of land. Whether or not this was done by the sellers of the golf course land is unable to be verified; however, if it was disclosed, this would have provided Eastcourt (and ultimately Emerge Associates) with some indication of the actual fauna and flora (Banksia) present, resulting in more than a desktop evaluation. The environmental destruction of the golf course by the developer should, hopefully, then not have occurred.

Draining of the lakes knowing the roosting habits of protected species to water would invoke the Act which *"will significantly increase individual and corporate penalties for the taking or unlawful disturbance of protected flora and fauna Environmental and Protection and Biodiversity Conservation Act 1999 (EPBC Act)"*.

The Act also states if a 'matter of national environmental significance' is on or near your property, then you are in a position to help protect it. There are nine matters of national significance that come under the EPBC Act *"Relevant – Listed, threatened species pertains to Glen Iris and ecological communities to the status of Glen Iris Golf Course etc"*

With the 2ha of "good quality" Banksia, was the City of Cockburn correct in repeatedly ignoring the golf course as it was "private land"?

The developer has submitted an 871-page Scheme Amendment Application, inclusive of many hundreds of pages regarding the profusion of mature trees currently existing on the golf course. These trees, together with the 54.9ha of golf course land could no doubt help combat climate change. What

is not revealed is that long-time irrigation of the golf course has encouraged lateral near-surface root development. The trees have not developed deep tap roots to source water and the Eastcourt Arborist noted current winter stress in the trees. Summer heat may well assist the developer by creating more space for development. Of note the Property Owner's Concept Plan reflects removal of 700 mature golf course trees, to be replaced by roadside saplings.

Repeating Emerge Associates' comments that *"The proposed scheme amendment is unlikely to result in development that would significantly impact environmental attributes or values."*

Of major concern is that their report records only four sightings of Quenda vs what has actually been sighted by residents and the federally protected cockatoos have only diminished in number since the five lakes were drained, thereby giving the false impression to a first-time reader - i.e., EPA or EPBC – that the land is barren of fauna and therefore there would be no objection to developing the land.

We have documented proof that Emerge Associates' report has not presented the true facts. Maybe this report can supply facts, as opposed to existing abundant ineffectual emotion, to protect our remaining fauna and, particularly the endangered federally protected black cockatoos, which can return.

My wife and I volunteer at WA Wildlife. They have already treated injured quenda from the golf course; how many more if Eastcourt completely bulldozes the site when, according to Emerge Associates' report, there were only four sightings on the south side of the golf course?

Whilst the issue at hand mainly concerns the federally protected fauna, my inclusion of the Priority 4 Quenda is to demonstrate Emerge Associates' inadequate assessment. I also intend to submit this as part of community consultation submissions.

It would be wonderful if the powers that be actually enforced their co-called environmental laws.

"Politicians seemingly override their own environmental laws for maximized urban development. Environmental scientists monitor the resultant decline and extinction of fauna and flora."

Developers' money talks but animals can't.

Shamefully, Australia is a world leader in the extinction of species!

Mike Smith B.Sc. (Zoology, Geology, Botany)
University of Wales, Cardiff
22 December 2021

Appendix B - Quality of Life

May 2022

QUALITY OF LIFE ?

54.9 ha
Glen Iris
Golf Course

Jandakot Airport

Future infill ??

Future infill ??

*"The average 18-hole golf course (80 acres or 32 hectares) produces enough oxygen annually to sustain 85,000 people. Turf and vegetation also have the effect of reducing the heat of the area –

CRITICAL IN URBAN ENVIRONMENTS."

*REPORT PREPARED FOR JANDAKOT RESIDENTS AND
RATEPAYERS ASSOCIATION (INC)*

*SUBMISSION AGAINST PROPOSED INFILL HOUSING
DEVELOPMENT BY EASTCOURT PROPERTY GROUP*

City of Cockburn Town Planning Scheme No 3 Proposed Amendment No. 152

Excerpt from City of Cockburn, Mayor Logan Howlett' s candidate profile when seeking re-election - 16 October 2021 Council elections:

“Standing up for What is Right is my motto underpinned by proven, strong, transparent, and accountable leadership. Provision of world class community facilities, reducing traffic congestion and creating more cycle paths, and public transport options. Climate change mitigation, protecting wetlands, bushland, dunes, flora and fauna, increasing tree canopy and green corridors going forward will be a priority; as will a focus on safety and security...”

On 20 April 2022 the Environmental Protection Authority determined that the likely environmental impacts associated with the (Glen Iris) development are unlikely to have a significant impact on the environment and do not warrant formal assessment under Part IV Division 3 of the Environmental Protection Act 1986

On its own and in isolation a single development might not have a significant impact on the overall environment, but it seems the EPA are not considering all the other developments that are taking place/proposed that in combination will have a serious environmental impact and consequences. Adding all the following developments together, how can the EPA maintain that there is “unlikely to be a significant impact on the environment”?

- *The continued development of the Calleya estate.*
- *The development of the Kara estate.*
- *The development of the Lake Treeby estate.*
- *The continued expansion of the Verde industrial estate*
- *The continued expansion of the Jandakot Airport industrial estate.*
- *The development of the industrial area at Berrigan Drive/Jandakot Road.*
- *The development of residential units at Berrigan Drive/Lakelands school.*
- *Bushland turned over to a four-lane road (Jandakot Road) which ends at Wharton Road – where a further residential development is underway.*
- *The quasi freeway of the Armadale Road and the acres of land that has been concreted over as it connects development after development all the way to the hills.*
- *The continued development of the land around Cockburn Central train station (including the development of the Thornlie line Metronet).*
- *The expansion of Cockburn shopping centre.*

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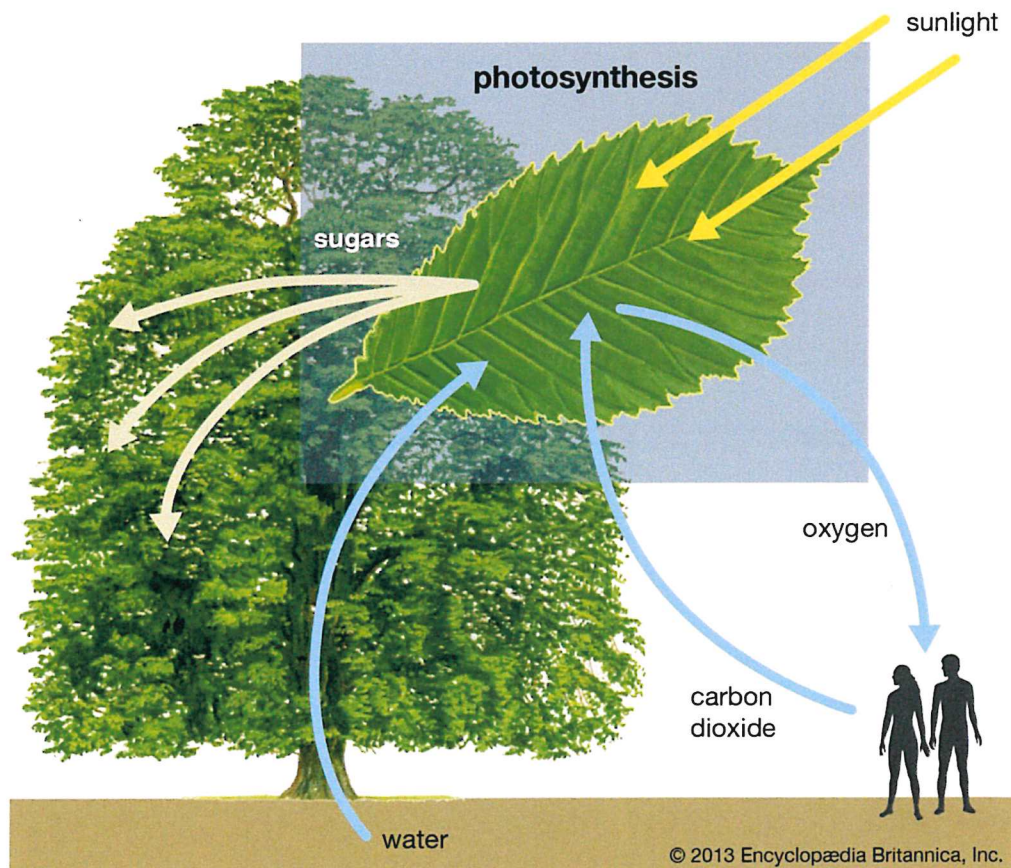
October 2021
(Updated to May 2022)

QUALITY OF LIFE FOR THE GLEN IRIS GOLF COURSE ESTATE,
JANDAKOT, AND THE WIDER COCKBURN COMMUNITY,
WESTERN AUSTRALIA

*“The average 18-hole golf course (80 acres or 32ha) produces enough oxygen annually to sustain 85,000 people. Turf grass and vegetation also have the effect of reducing the heat of an area – **CRITICAL IN URBAN ENVIRONMENTS.**”

*(University of Maryland, Environmental Science and Technology, October 2018,
Golf benefits to the environment)*

Glen Iris Golf Course is 54.9ha - extrapolated, this can
annually produce enough oxygen for over 135,000 people.



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QUALITY OF LIFE

INTRODUCTION

Quality of Life is defined by the World Health Organization (WHO) as “individuals’ perception of their position in life in the context of the culture and value systems in which they live, and in relation to their goals, expectations, standards and concerns”.

City of Cockburn Soundings magazine (December 2020) – Message from the Mayor (page 2) thanks each and every member of our community for their individual and collective contribution to the safety and wellbeing of those around us – this includes our quality of life.

Page 4 features that it is “Leading the way on climate change” and “Why do we need a climate change strategy?” explained by “Double the number of hot days per annum” ... “Increases in the number of high fire weather danger days and high-intensity storms”.

CITY OF COCKBURN GOALS

City of Cockburn goals list 14 objectives in its strategy roadmap, including:

- strong leadership (#1)
- smart city innovation (#7)
- education and collaboration (#8)
- increase the urban forest (#12)
- enhance health and wellbeing (#14)

The full strategy, including details on how each step will be achieved can be found at www.cockburn.wa.gov.au/ClimateChange.

Traffic

Congestion in Cockburn is not only frustrating, it is becoming a human health risk see report “Non-Exhaust Vehicle Emissions Especially in Urban Areas” (lodged with submission). The City is working with all levels of government to alleviate the severe congestion, with most of the projects forecast for completion by 2021. Growth of traffic, coupled with population increases are large, resulting as reported in Perth becoming the size of Brisbane around 2050.

Population forecast for 2020 is 120,417 and 2041 169,689, being a 40.92% change (*City of Cockburn*).

Currently around Berrigan Drive, Jandakot, there is increased traffic from the new subdivisions of Calleya Estate and soon to be Kara Estate Treeby, plus the proposed potential infill development at Glen Iris Estate of +/-600 new homes. Associated with the proposed development will be 11,500 daily traffic movements around Glen Iris Jandakot (as advised by GTA Consultants for Acumen at the Precinct Reference Groups) and the extra thousands of cars within Glen Iris associated with current and new homes.

Activity in the area will also be exacerbated by 300,000+ yearly visitors with the proposed URBNSURF wave park which is anticipated to be on a location site of 5.7ha near the intersection of Kwinana Freeway and Armadale Road, across the road from Cockburn Central, notably there are concerns of increased traffic cutting through Prinsep Road Jandakot, with a further potential 20 high-rise (up to 17 floor high) towers development (to be known as Cockburn Quarter) located around the Cockburn Shopping Centre on Beeliar Drive with even more cars! Furthermore, the masterplan involves the extension of the Cockburn Gateway shopping centre to 105,000sqm, which is remarkably 'double' its current size!

This will result in significant increased traffic congestion close to Berrigan Drive where traffic-controlled lights already cause regular periodic congestion. This will increase with the proposed infill development of +/-600 new homes within Glen Iris Estate only able to use Berrigan Drive due to the single road around the Estate.

In 1992, consulting engineers Cossill & Webley Pty Ltd, prepared a Scheme Report for The Lakes Golf Course Residential Estate for the main Planning and Design Consultants Chappell & Lambert (1992) reported as follows:

"The proposed development rises from RL 27.0m at the intersection of Berrigan Drive and Lakes Road in the south-west corner to RL 46.0m on the northern boundary. Gradients of up to 10 percent exist over the site.

Approximately 350 lots will be created within the development plus a golf course and associated facilities (*Note: Eastcourt's proposed infill is +/-600 lots in addition to already existing homes.*)

The primary road system comprises Berrigan Drive in the east-west direction connecting to the Freeway and Prinsep Road in the north-south direction between Berrigan Drive and Hope Road.

Road Requirements –

It is estimated that in the order of 450 to 500 dwelling units will ultimately be constructed in the Lakes Golf Course Development. The Perth 2000 Transport Study adopted an average of 10 trips per single residential household per day for the metropolitan area. Given the location of this subdivision a dependence on private vehicles can be expected and for the purposes of this assessment it is assumed that a trip generation rate of 10 per lot will be achieved. This rate equates to the area generating in the order of 4,500 to 5,000 vehicle trips per day.

In addition to the golf course development there will be traffic generated by the golf club/tavern of approximately 400 trips per weekday and by the proposed Wesfi development of 1,800 trips per weekday giving a maximum trip generation of 7,200 vehicles per day. The trip generation rate can be broken down into the following categories:

Home based work trip	2.73 trips per day
Home based education trip	0.80 trips per day
Home based other	2.73 trips per day
Non-home based trips	2.4 trips per day
Evening non-home trips	1.7 trips per day

Based on the road layout in the concept plan all external trips to and from the development will be via Berrigan Drive. Direct access to Lakes Way and Prinsep Road has been prohibited from the development." (end of report)

Big increases in traffic forecast

Extracts below from report dated 1.3.2019:

<https://banijup.webs.com/Road%20Safety/BRG%20submission%20Cockburn%20DTS%20final2.pdf>

The BRG analysis showed these multiples of increases in traffic for

Jandakot Road:

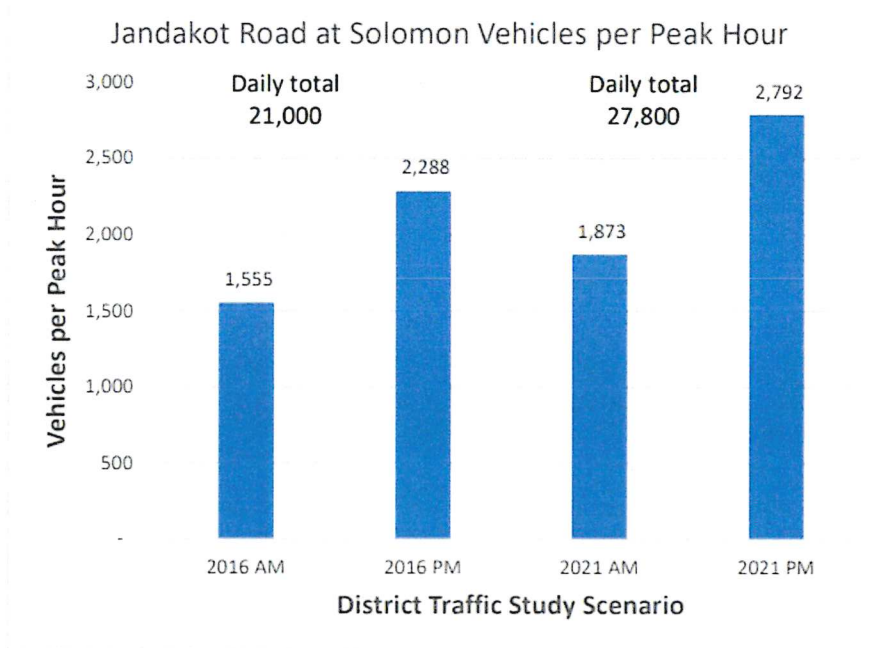
		vpd	Multiple
Actual	2017	12,300	
Forecast	2021	21,000	1.7
Forecast	2031	27,800	2.3

None of these large increases in traffic volumes is acceptable for any lifestyle rural area or welcomed by the community. According to the forecast weekday traffic volumes shown in the DTS, **Jandakot Road will be almost as busy as Stock Road in Hilton**, while Liddelow Road will be almost as busy as Spearwood Avenue in Beeliar, as is evident from this comparison table:

	2021	2031
Stock Road	23,100	31,600
Jandakot Road	21,000	27,800
Spearwood Ave	13,200	17,700
Liddelow Road	10,000	16,000

The volumes of traffic forecast for Jandakot and Liddelow Roads is totally inconsistent with the rural zone through which they pass. Without resolute action by the City of Cockburn, the amenity of its rural areas will be destroyed by busy highways running through their hearts.

Within the DTS report there are specific forecasts of the total daily traffic volumes on Jandakot Road. We show the peaks and the total volumes below:



Implications of DTS Forecast Volumes:

In 2021, the DTS forecasts 21,000 vehicles per day will use Jandakot Road. Of those, only 1,000 movements are due to rural residents. Hence, 20,000 vehicles will be due to through traffic. Similarly, by 2031 nearly 27,000 vehicles will be through traffic.

Comparison with Other Roads in Cockburn

The DTS shows these forecasts at 6.4 Average daily traffic (Jandakot and Liddelow Road forecasts are shown for comparison):

		2021	2031
Stock Road			
Winterfold Road to	northbound	9,300	14,300
South Street	southbound	13,800	17,300
	Total	23,100	31,600
Jandakot Road		21,000	27,800
Spearwood Ave			
Beeliar Drive to	northbound	6,300	8,300
Fancote Avenue	southbound	6,900	9,400
	Total	13,200	17,700
Liddelow Road		10,000	16,000

For decades, Stock Road and Spearwood Avenue have been main through roads in Cockburn. Meanwhile, Jandakot’s and Banjup’s roads served just the rural community, yet they are now forecast to be busy main roads.

Effects on Jandakot and Treeby Rural Amenity

We note that the actual traffic counts on Jandakot Road shown in IntraMaps over the past 22 years were:

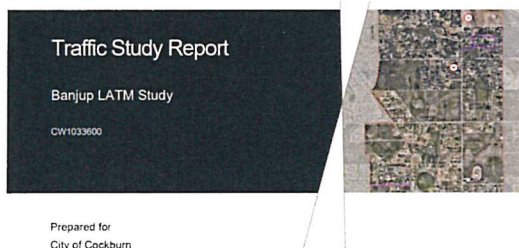
Year	Daily
1997	2,000
2010	8,200
2017	12,300

The DTS forecasts that these volumes will grow to 21,000 vpd in 2021 and to 27,800 vpd by 2031. Rural residents' traffic is less than 5% of the total volumes.

As if the imminent duplicating of Jandakot Road, the encroachment of urban development, and the ever-growing Airport commercial precinct behind them were not enough to ruin the rural amenity of Jandakot and Treeby, the doubling and tripling of the traffic volumes along Jandakot Road, and the extension of Fraser Road north will wipe out any residual rural amenity over the coming few years.

Extracts below from report dated 30.11.2019:

<https://comment.cockburn.wa.gov.au/44940/widgets/274549/documents/127623/download>



As per Infrastructure Australia's 'Urban Transport Crowding and Congestion, dated 13/08/2019', page 129: **"Perth's most congested corridors in 2016 are expected to worsen by 2031, including the Mitchell and Kwinana freeways. By 2031 peak users of these corridors can expect to spend up to 60% of their travel time stuck in traffic, up from 40% in 2016 for the worst-performing corridors."**

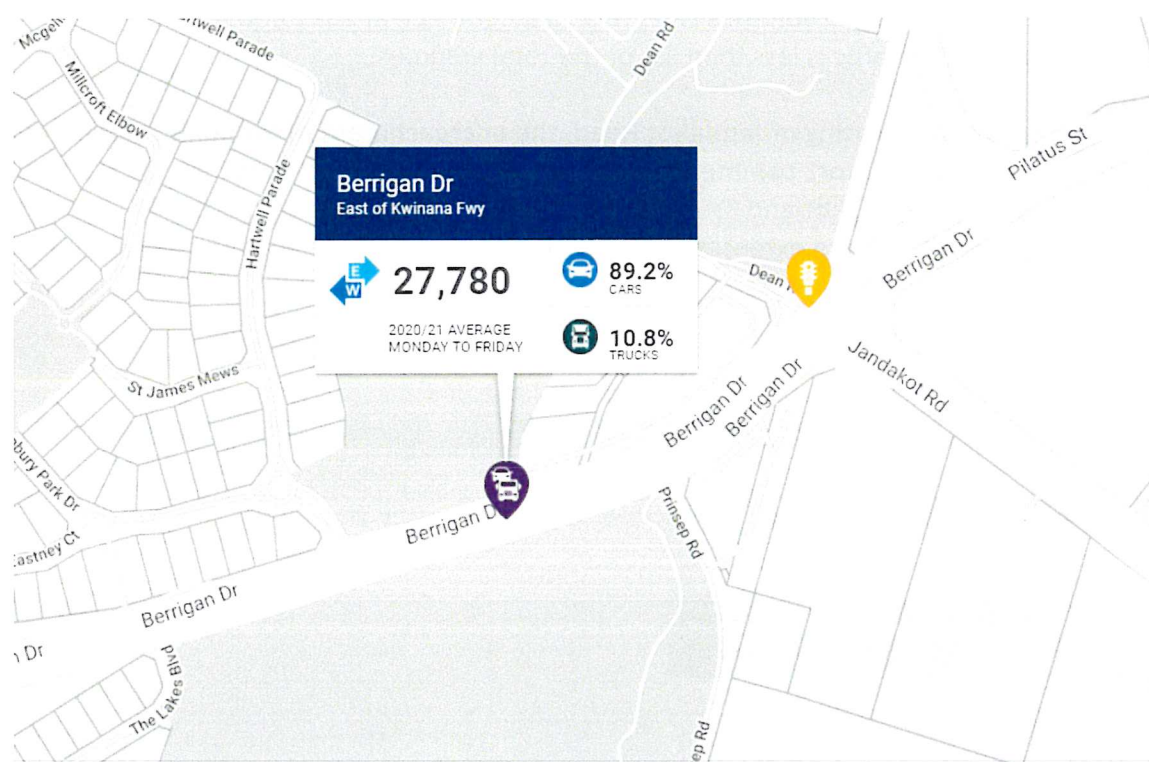
"Despite widening of the Mitchell and Kwinana Freeways, these roads will experience severe congestion in the citybound direction in the AM peak period, with the opposite expected in the PM peak period."

Based on the experience of Jandakot Road, where congestion on Main Roads and developments beyond the area (Harrisdale, Piara Waters, etc.) have led to a huge increase in traffic including heavy trucks, action has to be taken now to discourage rat-running and trucks from Banjup roads. If not the rural areas of Banjup will be similarly destroyed in the near future.

There are indications that these traffic predictions may be conservatively based upon the 2019 Australian Infrastructure Audit. “New analysis has revealed traffic across Perth is growing at an alarming rate – MORE THAN 12 times faster than forecasts made by Australian Infrastructure last year.”

<https://rac.com.au/about-rac/media/media-releases/november-2020/perth-traffic-growing-12-times-faster-than-forecast>

Berrigan Drive, East of Kwinana Freeway, as of 25.1.21 is demonstrating average movements per day of almost 28k (Mon to Fri) **concerningly, almost 11% of those movements are trucks (heavy vehicles).** Source: <https://trafficmap.mainroads.wa.gov.au/map>



The ‘Hourly Speed’ graphic is demonstrative of the same as the above, being Berrigan Drive (East of Kwinana Freeway). However, it is indicative of speed (km/h) Mon-Fri. The speed limit is 70km/h, but due to **congestion** on the road speed averages much lower, as per the graph shown. Reflective also are minimum and maximum extremes of speed:

https://reportingcentresources.mainroads.wa.gov.au/public/data/traffic_map/CS/Hourly%20Speed.6770.2020.pdf

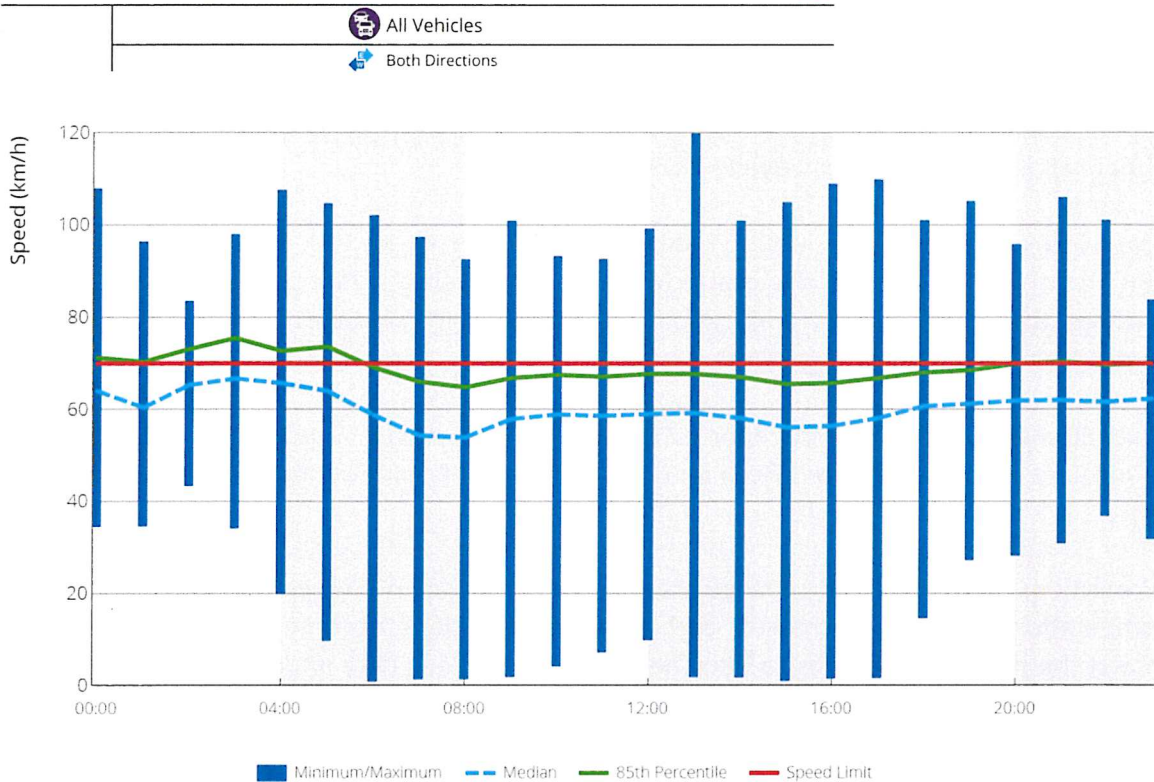
Congestion increases braking with associated increases in brake dust which affects human health. See submitted report: “Non-Exhaust Vehicle Emissions Especially in Urban Areas – (Effect of Particulate Matter on Human Health)”

Hourly Speed

Berrigan Dr (1030503)

2020/21
Monday to Friday

East of Kwinana Fwy (SLK 2.28)



[Why add thousands of cars associated with any developments in Glen Iris Estate Jandakot vs combatting climate change with the existing green threatened open space?](#)

ENVIRONMENT

MP Josh Wilson (Federal Shadow Assistant Minister Environment) made these statements in October'20 "We have an environment that has been hammered and is on a trajectory of decline. We cannot keep putting our environment, our native plants and animals, into profit – yielding stress positions." (Quality of Life?)

In a Biodiversity Study undertaken by Melbourne University in 2015, golf courses stood head and shoulders above other green spaces for the contribution to habitats re fauna and flora when compared to residential areas and nearby nature reserves. In fact, the Study found that golf courses supported almost twice the bird breeding activity of any residential and small park area. http://www.agcsa.com.au/public/49/files/Golf_Benefits_to_the_Environment_2020_Final_AGIC.pdf

From the same source:-

"3. BIODIVERSITY - Sound turf, environmental and land management practices means that golf courses are highly important ecologically, rich in biodiversity of plant and animal species, and act as WILDLIFE SANCTUARIES protecting flora and fauna."

“6. IMPROVE AIR QUALITY AND MODERATE HEAT – The average golf course sustains enough oxygen for around 85,000 people. Turf grass and vegetation also have the effect of reducing the heat of an area – CRITICAL IN URBAN ENVIRONMENTS.”

This is for an average 18-hole 32ha golf course. Glen Iris Golf Course is 54.9ha - extrapolated, can annually produce enough oxygen for well over 135,000 people.

This Jandakot 54.9ha green environmental jewel, so essential in combatting the CO₂ of climate change, is being destroyed – FOREVER!

Green space does not just provide habitat and biodiversity and O₂, it provides the pumps that removes salt(s) from the groundwater and prevents salinity problems in the soil. Without this green space, soil salinity increases, and biodiversity decreases and an increasingly saline aquifer has limited uses.

(Over 60 species of fauna were reported in the submitted report “Sanctuary for the Protected Fauna (and other wildlife) and Flora on the Glen Iris Golf Course Estate”, August 2020 – Page 29).

“Predictions of future climate change are based on elaborate numerical computer models. As computational capacity increases, and better observations become available, one would expect the model predictions to become more reliable. Are they improving and how do we know? Why and where scientists have confidence in their models, how uncertainty in predictions can be quantified and why models often tend to converge on what we observe but not on what we predict. Furthermore, it outlines some strategies on how the climate modelling community may overcome some of the current deficiencies in the attempt to provide information to the public and policy makers.” *Should we believe model predictions of future climate change?* <https://doi.org/10.1098/rsa.2008.019>

If the City of Cockburn is “leading the way on climate change” then there are some alarming potential detrimental human affects associated with planning and infill developments – Glen Iris Estate Jandakot. Aka City of Cockburn becoming a concrete jungle.

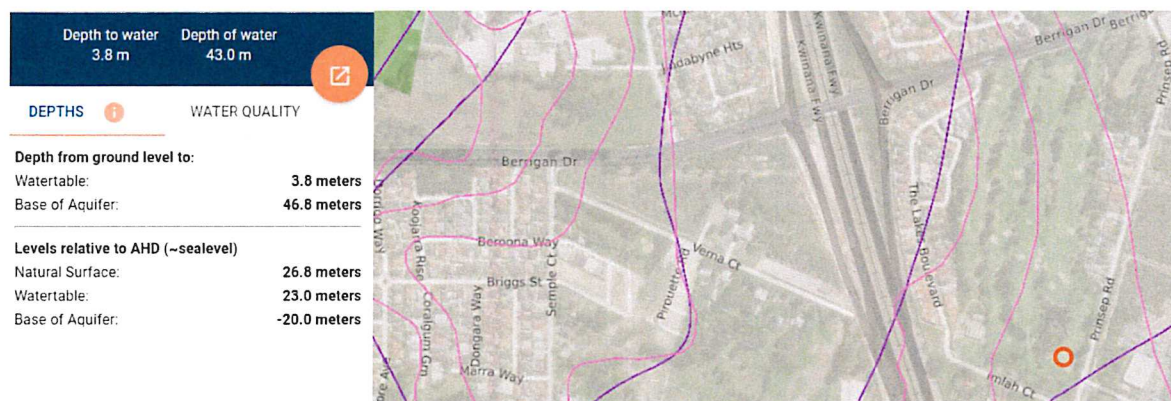
JANDAKOT GROUNDWATER MOUND/WELLHEAD PROTECTION ZONES

https://en.wikipedia.org/wiki/Jandakot_Mound

The Jandakot Mound is a sand aquifer with a saturated thickness of up to 40 m (130 ft). It contains an estimated 4,200 gegalitres (150 billion cubic feet) of fresh water, and the annual recharge can reach 76 gegalitres (2.7 billion cubic feet). It contributes 9 gegalitres (320 million cubic feet) annually to Perth's municipal supply of drinking water and is also heavily used for private supplies. Where it is close to the surface, it supports extensive wetland systems, the most important of which are Beeliar Wetlands, Forrestdale and Thomsons Lakes. It also recharges the deeper confined aquifers in the area, the Leederville and Yarragadee Aquifers.

Extra housing infill presents the potential for pollution through mishaps, accidents and chemical contamination (chlorine, pools and spas), illicit drugs etc.

Jandakot Underground Water Pollution Control Area has an area of about 74km² and is located within the Cities of Canning, Cockburn, Gosnells etc. **“The superficial aquifer at Jandakot is extremely vulnerable to contamination from inappropriate land uses because of the direct recharge that occurs from rainfall across the whole Control Area and the shallow depth to the water table.”** (*Jandakot underground water pollution control area. Drinking water source protection review. Water.wa.gov.au*). Using the Watercorp tool, the water table is less than 4m at Prinsep Road, southern part of the golf course.



Cockburn groundwater allocation plan recognises Climate Change and states an ambition for “cool, liveable, green and sustainable places.” (January’21)

The initiative is part of the State Government’s Waterwise Perth Action Plan that sets the direction for transitioning Perth to a waterwise city. **The ambition is for Perth to be cool, liveable, green and sustainable** – a place where people want to live, work and spend their time. **(DOES THIS INCLUDE COCKBURN?)**

How did the Resource zone come into existence?

The State Government has enacted a State Planning Policy for the Jandakot Groundwater Mound, which has a main purpose of “ensuring development over the Jandakot public groundwater supply mound is compatible with the long-term use of the groundwater for human consumption.” The Policy is named State Planning Policy No. 2.3 (SPP 2.3) and is prepared under Part Three of the Planning and Development Act 2005 by the Western Australian Planning Commission.

Under the requirements of Section 77 and 77A of the *Planning and Development Act 2005*, local government is required to ensure its Local Planning Scheme is consistent with State Planning Policy. The City does this through land designated within the Resource Zone. The Resource Zone accounts for a significant portion of the City of Cockburn, east of Kwinana Freeway, it predominantly encompasses the semi-rural landholdings of the suburbs of Banjup

and Jandakot. The City's Town Planning Scheme No. 3 (TPS 3) has therefore implemented the Resource zoning to State Government requirements.

What development can be supported in the Resource zone?

Planning provisions are in place controlling land use on the groundwater mound with the aim of minimising the risk of groundwater contamination. The most significant of these provisions is the State Government's SPP 2.3, which as mentioned above is adopted into the TPS 3 by reference and guides the determination of all proposals for land use and development. Much of the Resource zone is already subdivided for rural living purposes, where most lots average two hectares in area. (ie not high-density compacted housing infill with less than 4m water table to the south of Glen Iris golf course).

https://www.cockburn.wa.gov.au/getattachment/fd39618a-5e49-407e-b3c1-f367a731b5d6/ECM_4437426_v6_Information-Sheet-Resource-Zone-docx.aspx

Foreword below by Hon Dave Kelly MLA Minister for Water (page 3), of which states *that Cockburn is one of the places on the planet most affected by Climate Change.*

The Cockburn groundwater allocation plan is part of delivering the Government of Western Australia's (State Government) Waterwise Perth Action Plan **which responds to climate change by setting a direction for transitioning Perth to a waterwise city by 2030**. The south-west of Western Australia (WA), **including Cockburn and Kwinana, is one of the places on the planet most affected by climate change. As Perth has become hotter and drier our groundwater has been significantly reduced. Since 1975, Perth's average rainfall has declined by 15 per cent due to climate change, which means there is less water soaking into our aquifers, and less groundwater to share. Reduced groundwater availability has come at a time when the cities of Cockburn, Kwinana and surrounding areas have experienced rapid growth.** The expansion of the Western Trade Coast industrial area (including the Kwinana Industrial Area), Latitude 32 Industry Zone and general urban sprawl **has increased groundwater use and demand**. There are also unique and significant lakes and wetlands, with national and international protection status, such as the Ramsar-listed Thomsons Lake, located in the Cockburn groundwater allocation plan area. Balancing how groundwater is abstracted will minimise impacts on these sensitive and treasured environments. **Responding to climate change, protecting Cockburn and Kwinana's growth and productivity, and maintaining the health of our wetlands and urban landscapes is central to the development of this plan** which will:

- regulate and manage the abstraction of groundwater through allocation limits, licensing, monitoring and evaluation
- encourage groundwater use efficiency and the sourcing of alternative water supplies. The Cockburn groundwater allocation plan is one of a suite of groundwater allocation products being delivered under the Waterwise Perth Action Plan. Collectively, these allocation products contribute to two targets of the Waterwise Perth Action Plan:
 - **to reduce groundwater, use by 10 per cent across the Perth and Peel Region by the year 2030**

- to ensure recycled and alternative water supplies make up a total of 45 per cent of the projected gap between future water demand and water supply. **Our ambition is for Perth to be cool, liveable, productive, green and sustainable – a place where people want to live, work and spend their time.** We are calling on all groundwater users to become more climate resilient and protect our limited and precious groundwater resources. We all have a role to play to transition Perth to a leading waterwise city.

<https://www.watercorporation.com.au/Our-water/Rainfall-and-dams/Streamflow>

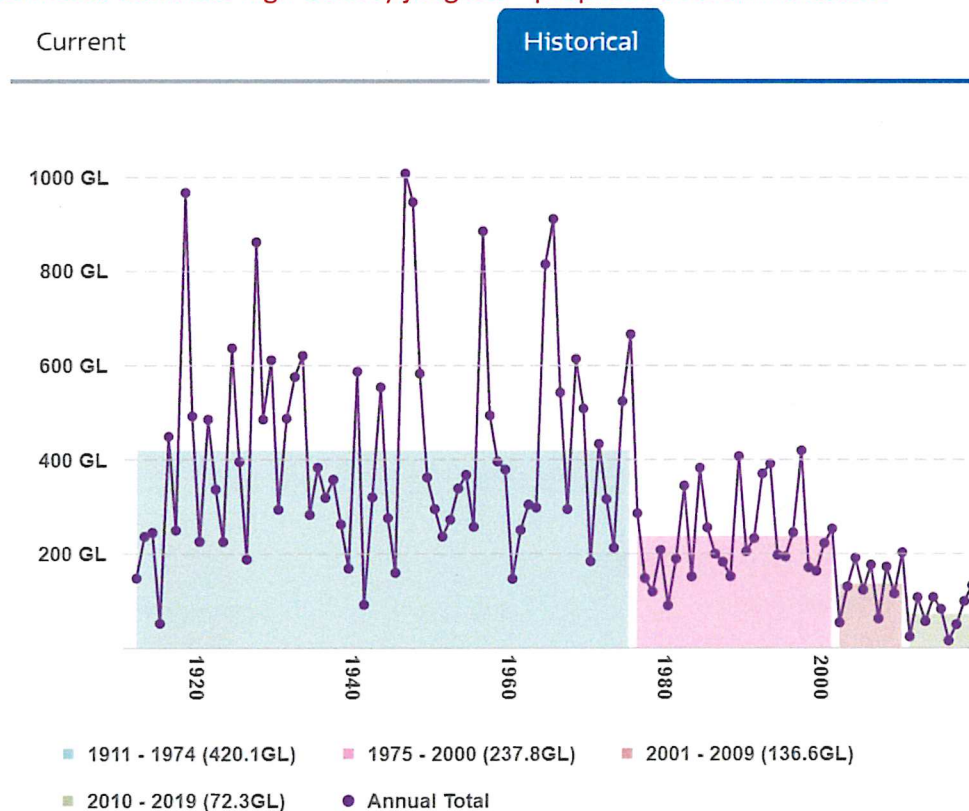
Problems with recycled water are the increasing levels of illicit drugs and the ability of desalination processes to eliminate them.

WA appears to be having a water crisis, as recognised by the Minister for Water re the ‘City of Cockburn’ being one of the places on the ‘planet most impacted by climate change’.

As an example, the below graph is demonstrative of Perth’s dams since the 1920’s - clearly on a massive and concerning downward trend.:

<https://www.watercorporation.com.au/Our-water/Rainfall-and-dams/Streamflow>

As we get less rain due to climate change, reduced replenishment ground water cannot permeate concrete high-density jungles! – proposed at Glen Iris Estate



With climate change we are getting less rain and water in our dams. Water therefore produced by desalination and crucial groundwater is being transferred into Perth’s dams. Glen Iris Golf Course receives 0.5GL of rainfall per annum.

The following graphic is demonstrative of WA’s reliance on desalination re our water supply and how climate change is greatly impacting our supply of water.:

<https://www.watercorporation.com.au/Our-water/Perths-water-supply>

In 2019-20 the breakdown of Perth's water sources (IWSS) consisted of:



As we get less rain as a result of climate change, we'll need to rely on desalination more. **Groundwater like at the Jandakot Groundwater Mound comes from rain trickling down through soils into the ground (it simply cannot permeate concrete high-density jungles).** As we're getting less rain, our groundwater supply is declining. **The Jandakot Groundwater Mound has a very important role to play and should be nurtured and protected by the City of Cockburn, housing and industrial estates should not encroach on it, bush forever should be bush forever, just as the Glen Iris Golf Course Flora and Sanctuary should remain in perpetuity, as it is so important for 'quality of life'.**

Our groundwater supplies are stored in natural reservoirs called aquifers, which get topped up by rainfall, as we know rainfall is being impacted by climate change!

Important point: The Glen Iris golf course can provide a 54.9 hectare rainfall catchment area sitting partly on the Jandakot Groundwater Mound. (Water table less than 4m in the southern flat area).

Climate change is having a profound effect on our water supply - **hotter summers and lower rainfall are impacting our future water supply.**

Well Head Protection Zones an overview With Chris Beaton



- These sites are particularly vulnerable to contamination risks.
- Minimisation of contamination risks important.
- Any development in these zones must have regard to the metropolitan water supply.



Wellhead protection zone is a defined area regulated to address contamination of public drinking water abstraction bores. It has a radius of 500 metres in P1 areas and 300 metres in P2 and P3 areas. Wetland has the same meaning as defined in Schedule 5 of the Environment Protection Act 1986.

Wellhead protection zones are based on the objective of providing maximum practical protection of groundwater. These zones surround water abstraction bores and are particularly vulnerable to water quality contamination risks.

Any development proposal in these zones is to have regard to the Metropolitan Water Supply, Sewerage and Drainage By-laws 1981 and Water Quality Protection Note 25: Land use compatibility tables for drinking water source areas.

Underground Water Pollution Control Area means an area constituted under section 57A of the Metropolitan Water Supply, Sewerage and Drainage Act 1909 for the protection of water quality.

Drugs of addition have been recognised as potential contaminants of concern to the environment. Effluent wastewater discharge is a major source of contamination to aquatic receiving environments. Green areas are major areas of water clean-up; plants act as water pumps and desalination units.

A year-long monitoring program was undertaken in Australia to characterise the fate of four emerging drugs of addiction: methamphetamine; MDMA, pharmaceutical opioids: codeine and morphine and a metabolite: benzoylecgonine: conventional activated sludge (CAS), membrane bioreactors (MBR), integrated fixed-film As (IFAS) and subsequent batch reactor (SBR).

The effect of subsequent tertiary treatment was also assessed.

Drugs were also detected in effluent samples <pubmea.ncbi.nlm.nih.gov>

Due to the increasing water needs, the use of recycled water has to be carefully monitored. Thus, human density over the Jandakot Groundwater Mound must be carefully assessed especially with the decreasing rainfall predicted with climate change. The need and importance of retaining a 54.9ha golf course soakaway cannot be ignored.

State Planning Policy 2.3 Jandakot Groundwater Protection

Description: The objectives of this policy are: - To ensure that all development and changes to land use within the policy area are compatible with maximising the long-term protection and management of groundwater, in particular for public drinking water supply; - To protect groundwater quality and quantity in the policy area in order to maintain the ecological integrity of important wetlands that are hydraulically connected to that groundwater, including wetlands outside the policy area; - To prevent, minimise or manage development

and land uses that may result in contamination of groundwater; and - **To maintain or increase natural vegetation cover over the policy area.**

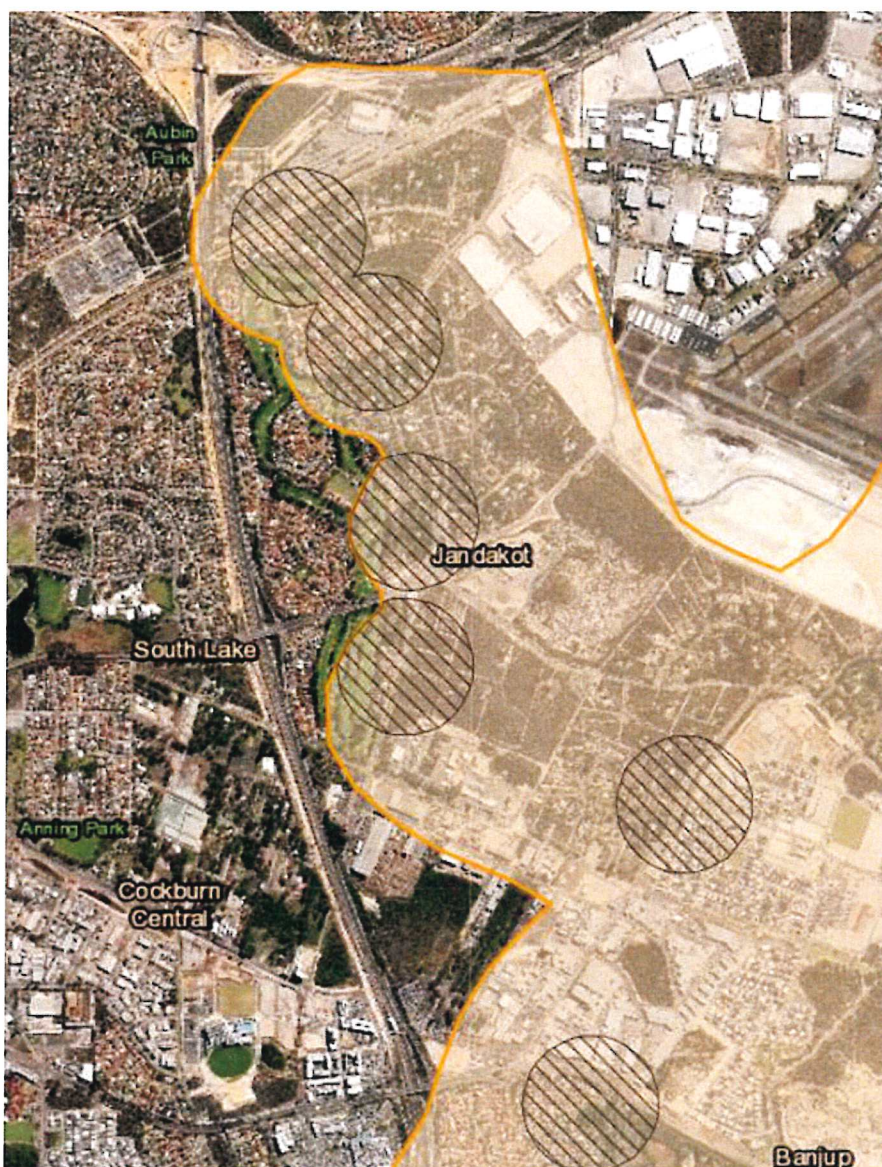
Reply to Glen Iris resident from Emma Hodson | Senior Planning Officer | Strategy and Engagement (dated 22 February 2021)
140 William Street, Perth WA 6000 - 6551 9059 |
www.dplh.wa.gov.au

"I can confirm that Lots 6, 7, 139, 509 and 512 on Dean Road, Jandakot (which make up the grounds of the former Glen Iris Golf Club) are currently zoned Urban under the Metropolitan Region Scheme and Special Use (SU1) under the City of Cockburn Town Planning Scheme No. 3. The site does contain four wellhead protection zones and parts of the lots are currently recognised as a Priority 3 area under the WAPC's State Planning Policy 2.3: Jandakot Groundwater Protection and State Planning Policy 2.7 Public Drinking Water Source Areas, and the Department of Water and Environmental Regulation's Water Quality Protection Note No. 25: Land use compatibility tables for public drinking water source areas.

Under these State Planning Policies and Water Quality Protection Note, priority areas are assigned within Public Drinking Water Source Areas to guide land use planning decisions. Priority 3 areas are defined and managed to maintain the quality of the drinking water source for as long as possible with the objective of risk management. They occur where land is zoned for urban (as is the case in this instance), commercial or light industrial uses, and need to co-exist with higher intensity land uses compared to P1 and P2 areas.

There is currently no active subdivision, structure plan or local planning scheme amendment (rezoning) application over these lots; however, if one were to be made, it would be referred to the Department of Environmental Regulation (the department that formerly ran the Water Source Protection Branch and is responsible for water regulation in Western Australia) for their assessment and referral advice prior to a decision being made on the application.

I hope the information I have provided has been of some assistance."



Map showing wellhead protection zones over Glen Iris Golf Course Estate

Groundwater Protection Principles - excerpt from *State Planning Policy 2.3, Jandakot Groundwater Protection – January 2017 (prepared under Part Three of the Planning and Development Act by the Western Australian Planning Commission)*

Land use intensification is associated with an increased risk of drinking water contamination. In recognition of this, groundwater protection is based on the following principles:

- The application of the precautionary principle through a presumption against development or land uses that pose a threat to the groundwater resource.
- Groundwater quality and quantity are inexorably linked and should not be managed in isolation.

- Groundwater for public water supply, environmental requirements, industry, agriculture, domestic use, recreation and aesthetics should be protected and promoted.
- Land use planning integrated with environmental, water, and health management processes is an appropriate mechanism for groundwater protection.
- Polluter pays - those who generate pollution and waste should bear the cost of containment, avoidance or abatement.
- Inter-generational equity (i.e. sustainable use) - the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations; and
- Groundwater dependent ecosystems, including native vegetation and wetlands, provide benefits, including maintaining groundwater quality.

The above principles are consistent with the principles contained within *National Water Quality Management Strategy - Australian Drinking Water Guidelines* (National Health and Medical Research Council, 2011), which is the main reference for the protection, management and supply of safe drinking water to consumers. These guidelines reflect best practice objectives and approaches and are endorsed by the State Government. The *National Water Quality Management Strategy Guidelines for Fresh and Marine Waters* are the main reference for ecosystem issues (National Health and Medical Research Council, 2000).

Wellhead protection zones

Wellhead protection zones are based on the objective of *providing maximum practical protection of groundwater*. **These zones surround water abstraction bores and are particularly vulnerable to water quality contamination risks.** Any development proposal in these zones is to have regard to the *Metropolitan Water Supply, Sewerage and Drainage By-laws 1981* and *Water quality protection note 25: Land use compatibility tables for public drinking water source areas*. A map of the wellhead protection zones within the policy area can be found on the Department of Planning website.

BUSHFIRES

The City of Cockburn appears to be warming before our eyes – the question is: will the trend be irreversible if further greenspace becomes concrete/ high density living?

The following is pictorially self-explanatory - the City of Cockburn featured across the main media channels (January 2021) for 'multiple' summer bushfires, fires raging on multiple fronts. Glen Iris Golf Course was also blanketed by heavy smoke from a nearby South Lake fire.

Under a changing climate it is expected that by the end of this century Cockburn will experience higher temperatures with double the number of hot days per annum and heatwaves twice as long. <https://www.cockburn.wa.gov.au/Environment-and-Waste/Climate-Change/Climate-Change-Impacts>.

Pursuant to Landgate 'Property Interest Report' Glen Iris golf course land is identified as being fully or partially within a designated bush fire prone area.

city of cockburn fires



W WAtoday

More than 80 homes saved after firefighters battle blaze south of Perth

Another blaze in Bibra Lake, south of Perth, was also downgraded to advice level on Wednesday afternoon. The fire forced the Cockburn Ice ...



January 2021

The West Australian

Emergency warning issued as Aubin Grove bushfire threatens lives and homes in Cockburn

The fire is moving in a north easterly direction, is out of control and ... Freycinet Court in Atwell, Aubin Grove and Banjup in City of Cockburn.



January 2021

The Australian

Perth bushfire at Bibra Lake forces families to evacuate Adventure World theme park during school holidays

The "packed" Adventure World and the Cockburn Ice Arena in Bibra Lake were ... "I've never been that close to a fire," one witness told 7News Perth. ... parts of Aubin Grove and western parts of Banjup in the City of Cockburn.



January 2021

The Weather Channel

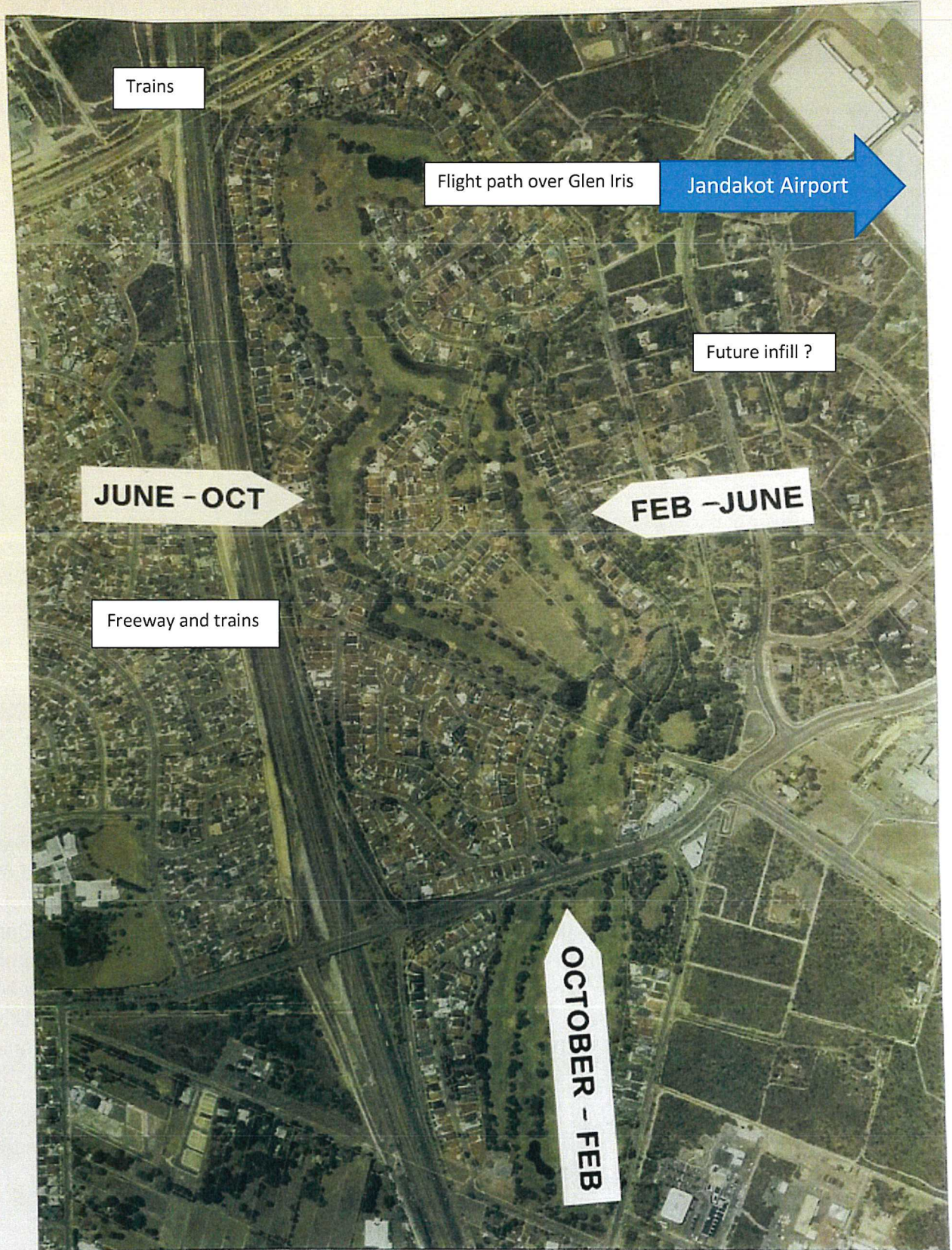
Theme Park Visitors Flee Australian Bushfire | The Weather ...

Another fire emergency was issued for a blaze burning about 6 miles away



House Fire – Glen Iris: On 12 January 2015, residence at 156 Glen Iris Drive, Jandakot, was totally destroyed by a fire which also ignited the adjacent golf course and the house had to be demolished and rebuilt, such was the damage. Due to water and access problems the six fire trucks attending the house fire could not extinguish the adjacent golf course fire. One appliance attempted access from Dean Road but as it was a heavy water truck it became bogged in the soft golf course sand. The inferno on the golf course was extinguished by an alert golf course greens-keeper who turned on the course reticulation and quickly extinguished the blaze. Glen Iris Drive was closed for six hours! causing extreme disruption.

FOG APRIL-OCTOBER



Glen Iris Estate, Jandakot

May 2020

PREVAILING WINDS (ARROWED) CARRY NOISE FROM TRAINS, PLANES, AUTOMOBILES - AND POLLUTION

WHAT ARE HEAT ISLANDS?

Australian cities are increasingly becoming concrete jungles as trees and canopy coverage disappear, according to experts who warn this is contributing to urban "heat island" effect. Researchers and urban planners say the way to make our cities more liveable is as simple as increasing the amount of greenery. (54.9ha golf course)

Refer: <https://www.abc.net.au/news/2020-02-13/climate-warning-over-heat-island-effect-as-city-greenery-decline/11923890>

Heat Islands are caused by Structures such as buildings, roads, and other infrastructure that absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies. Urban areas, where these structures are highly concentrated and greenery is limited, become "islands" of higher temperatures relative to outlying areas. These pockets of heat are referred to as "heat islands." Heat islands can form under a variety of conditions, including during the day or night, in small or large cities, in suburban areas, in northern or southern climates, and in any season.

A review of research studies and data found that in the United States, the heat island effect results in daytime temperatures in urban areas about 1–7°F higher than temperatures in outlying areas and night-time temperatures about 2–5°F higher. Humid regions and cities with larger and denser populations experience the greatest temperature differences. Research predicts that the heat island effect will strengthen in the future as the structure, spatial extent, and population density of urban areas change and grow.^[1]

Throughout Australia, Governments and Councils are waking up to the detrimental impact of Heat Islands. Perth predicted to be the size of Brisbane by 2050.

The NSW Government reported that Urban areas in Sydney are becoming significantly warmer than surrounding, vegetated areas, creating 'islands' of urban heat". Air temperatures in Sydney are expected to increase in the future as a result of climate change and increasing urbanisation.

Refer: <https://climatechange.environment.nsw.gov.au/Impacts-of-climate-change/Heat/Urban-heat>

In a report prepared for the City of Melbourne research has found that "Urban heat islands (UHIs) affect the functioning, liveability and health of our cities. Climate change is expected to exacerbate these effects through increased temperatures – particularly through increases to the frequency and intensity of heatwave events. The impacts of a changing climate have been determined by using a range of factors including demographic changes, economic development and the structure and urban form of the city itself."

Refer: <https://www.melbourne.vic.gov.au/sitecollectiondocuments/eco-assessment-of-urban-heat-island-effect.pdf>

A recent CSIRO report commissioned by the ACT Government identifies Canberra neighbourhoods are hotter due to the 'urban heat island effect', Results conclude that "The urban heat island effect happens when pavements, roads and buildings absorb the sun's heat and radiate it back day and night, increasing the temperature, and stopping the city from cooling down."

Refer: https://www.cmtedd.act.gov.au/open_government/inform/act_government_media_releases/rattenbury/2018/urban-heat-islands-the-heat-is-on

CAUSES OF HEAT ISLANDS

Heat islands form as a result of several factors:

- **Reduced Natural Landscapes in Urban Areas.** Trees, vegetation, and water bodies tend to cool the air by providing shade, transpiring water from plant leaves, and evaporating surface water, respectively. Hard, dry surfaces in urban areas – such as roofs, sidewalks, roads, buildings, and parking lots – provide less shade and moisture than natural landscapes and therefore contribute to higher temperatures.
- **Urban Material Properties.** Conventional human-made materials used in urban environments such as pavements, walls to buildings, and roofing tend to reflect less solar energy, and absorb and emit more of the sun’s heat compared to trees, vegetation, and other natural surfaces. Often, heat islands build throughout the day and become more pronounced after sunset due to the slow release of heat from urban materials.
- **Urban Geometry.** The dimensions and spacing of buildings within a city influence wind flow and urban materials’ ability to absorb and release solar energy. In heavily developed areas, surfaces and structures obstructed by neighbouring buildings become large thermal masses that cannot release their heat readily. Cities with many narrow streets and tall buildings become urban canyons, which can block natural wind flow that would bring cooling effects.
- **Heat Generated from Human Activities.** Vehicles, air-conditioning units, buildings, and industrial facilities all emit heat into the urban environment. These sources of human-generated, or anthropogenic, waste heat can contribute to heat island effects.
- **Weather and Geography.** Calm and clear weather conditions result in more severe heat islands by maximizing the amount of solar energy reaching urban surfaces and minimizing the amount of heat that can be carried away. Conversely, strong winds and cloud cover suppress heat island formation. Geographic features can also impact the heat island effect. For example, nearby mountains can block wind from reaching a city, or create wind patterns that pass through a city.

Glen Iris and Jandakot are situated in a topographical low or depression which affects the local temperatures and weather patterns, ie temperatures higher or lower than Perth, plus potential fog from April to October (See photo)



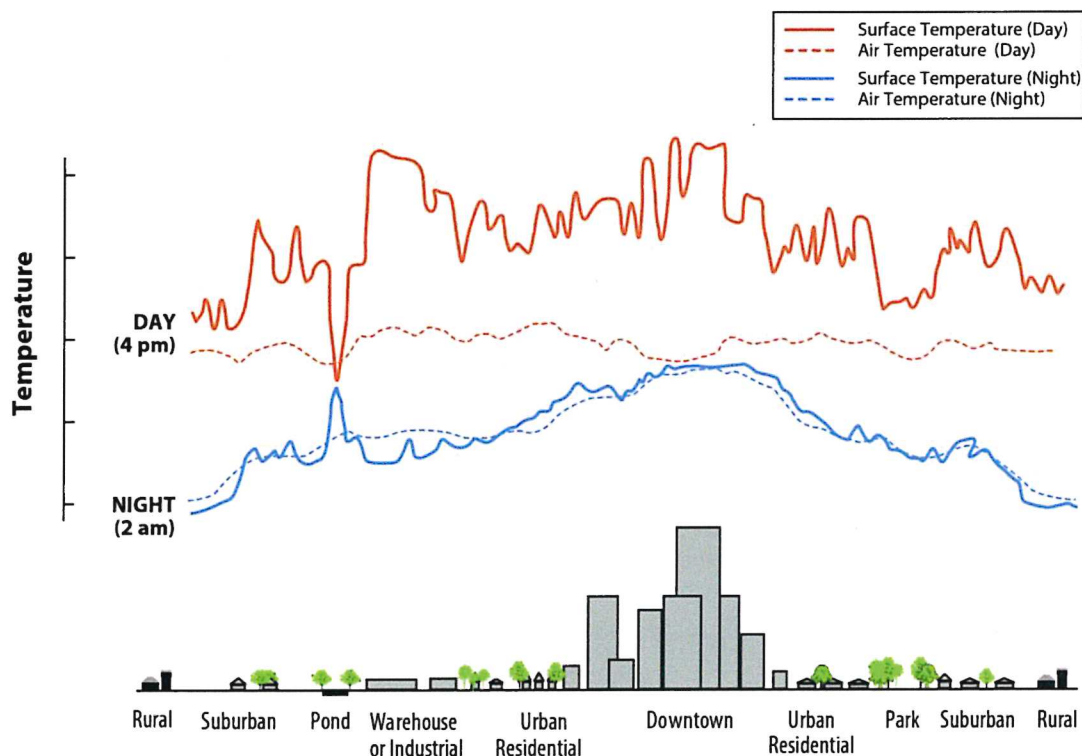
Fog on Glen Iris Golf Course – April to October

CHARACTERISTICS OF HEAT ISLANDS

Heat islands are usually measured by the temperature difference between cities relative to the surrounding areas. Temperature can also vary inside built-up areas. Some areas are hotter than others due to the uneven distribution of heat-absorbing buildings and pavements, while other spaces remain cooler as a result of trees and greenery. These temperature differences constitute intra-urban heat islands. In the heat island effect diagram, urban parks, ponds, and residential areas are cooler than downtown areas.

Any infill of +/- 800 homes in Glen Iris will be subject to the blanketing effect of surrounding elevated homes.

Heat Island Effect Diagram



Surface temperatures vary more than atmospheric air temperatures during the day, but they are generally similar at night. The dips and spikes in surface temperatures over the pond area show how water maintains a nearly constant temperature day and night because it does not absorb the sun's energy the same way as buildings and paved surfaces. Parks, open land, and bodies of water can create cooler areas within a suburb or city.

In general, temperatures are different at the surface of the earth and in the atmospheric air, higher above the city. For this reason, there are two types of heat islands: surface heat islands and atmospheric heat islands. These differ in the ways they are formed, the techniques used to identify and measure them, their impacts, and to some degree the methods available to cool them.

- **Surface Heat Islands.** These heat islands form because urban surfaces such as roadways and rooftops absorb and emit heat to a greater extent than most natural surfaces. On a warm day with a temperature of 91°F, conventional roofing materials may reach as high as 60°F warmer than air temperatures.^[2] Surface heat islands tend to be most intense during the day when the sun is shining.
- **Atmospheric Heat Islands.** These heat islands form as a result of warmer air in urban areas compared to cooler air in outlying areas. Atmospheric heat islands vary much less in intensity than surface heat islands.

INCREASED ENERGY CONSUMPTION

Heat islands increase demand for air conditioning to cool buildings. In an assessment of case studies spanning locations in several countries, electricity demand for air conditioning increased approximately 1–9% for each 2°F increase in temperature. Countries where most buildings have air conditioning, such as the United States, had the highest increase in electricity demand.^[1] This increase demand contributes to higher electricity expenses.

Heat islands increase both overall electricity demand, as well as peak energy demand. Peak demand generally occurs on hot summer weekday afternoons, when offices and homes are running air-conditioning systems, lights, and appliances. During extreme heat events, which are exacerbated by heat islands, the increased demand for air conditioning can overload systems and require a utility to institute controlled, rolling brownouts or blackouts to avoid power outages.^{[2],[3]}

ELEVATED EMISSIONS OF AIR POLLUTANTS AND GREENHOUSE GASES

As described earlier, heat islands raise demand for electricity in summer. Companies that supply electricity typically rely on [fossil fuel power plants](#) to meet much of this demand, which in turn leads to an increase in air pollutant and [greenhouse gas emissions](#).

These pollutants are harmful to human health and also contribute to complex air quality problems such as the formation of [ground-level ozone](#) (smog), [fine particulate matter](#), and [acid rain](#). Increased use of fossil-fuel-powered plants also increases emissions of greenhouse gases, such as carbon dioxide, which contribute to [global climate change](#).

In addition to their impact on energy-related emissions, elevated temperatures can directly increase the rate of ground-level ozone formation. Ground-level ozone is formed when nitrogen oxides and [volatile organic compounds](#) react in the presence of sunlight and hot weather. If all other variables are equal, such as the level of precursor emissions in the air and wind speed and direction, more ground-level ozone will form as the environment becomes sunnier and hotter. (Jandakot is a topographical low).

COMPROMISED HUMAN HEALTH AND COMFORT

As reported in The Sydney Morning Herald on the 21.1.21, “Heat is often described as the silent killer, causing the premature death of more Australians than other natural causes”

<https://www.smh.com.au/environment/weather/health-warnings-as-intense-heatwave-to-hit-nsw-until-australia-day-20210121-p56vuf.html>

“Hot weather puts a lot of strain on the body, including dehydration, and can make underlying health conditions worse,” Dr Vyas said, adding that people over 75, those with chronic medical conditions and people living alone were particularly vulnerable.

Heat islands contribute to higher daytime temperatures, reduced night-time cooling, and higher air-pollution levels. These, in turn, contribute to [heat-related deaths](#) and [heat-related illnesses](#) such as general discomfort, respiratory difficulties, heat cramps, heat exhaustion, and non-fatal heat stroke. Jandakot is situated in a topographical low in relation to the wider Perth, experiencing higher temperatures.

Heat islands can also exacerbate the impact of naturally occurring heat waves, which are periods of abnormally hot, and often humid, weather. Sensitive populations, such as children, older adults, and those with existing health conditions, are particularly at risk during these events.

Excessive heat events, or abrupt and dramatic temperature increases, are particularly dangerous and can result in above-average rates of mortality. From 2004 to 2018 the Centers for Disease Control and Prevention recorded 10,527 heat-related deaths in the United States, an average of 702 per year. These numbers include deaths where heat was the underlying cause and deaths where heat was a contributing cause.^[4]

In Australia, high temperature days, which tend to occur along with higher overnight temperatures, have a greater impact on health due to a lack of relief and recovery time. Loughnan et al (2010) found a significant relationship between hot temperatures and hospital admissions of patients suffering Acute Myocardial Infarctions (heart attacks) over the Melbourne Metropolitan area during the 2009 Heatwave. The Department of Human Services undertook an analysis of the impacts and responses to the 2009 heatwave including ambulance attendances, emergency department presentations, and mortalities, in the Melbourne Metropolitan area for the week of the heatwave between the 26th of January and the 1st of February. They discovered Ambulance attendances to heat-related conditions during this period increased by 499 cases, from 15 in the same period during the previous year – a 34-fold increase.

Ref <https://www.melbourne.vic.gov.au/sitecollectiondocuments/eco-assessment-of-urban-heat-island-effect.pdf>

IMPAIRED WATER QUALITY

High temperatures of pavement and rooftop surfaces can heat up stormwater runoff, which drains into storm sewers and raises water temperatures as it is released into streams, rivers, ponds, and lakes. Water temperature affects all aspects of aquatic life, especially the metabolism and reproduction of many aquatic species. Rapid temperature changes in aquatic ecosystems resulting from warm stormwater runoff can be particularly stressful, and even fatal, to aquatic life.

One study found that urban streams are hotter on average than streams in forested areas, and that temperatures in urban streams rose over 7°F during small storms due to heated runoff from urban materials.^[5]

Green infrastructure is one option to cool stormwater runoff and improve water quality. It can include the use of downspout disconnections, rain gardens, planter boxes, bioswales, permeable pavements, green streets and alleys, green parking, and green roofs; as well as land conservation efforts. (Maintenance of large green open spaces)

A national initiative — called Greener Spaces Better Places — brings together academic, government and industry groups to promote further greenery in our cities.

Its research says black bitumen and dark roofs compound the already-hot days by creating a so-called heat island effect, absorbing heat and radiating it back like an oven. It has estimated this can create on-ground temperatures as high as 55 degrees in the sun.

Compounding the issue, a 2017 report by the group, titled ‘Where Should All The Trees Go’, found canopy coverage in urban areas had declined in almost every state and territory. It had dropped by more than 9 per cent in Tasmania in the previous decade, while the Northern Territory was the only place to have seen a modest rise in that time

Increasing the diversity of tree species in our cities is crucial in ensuring that our urban landscapes remain resilient to the many challenges of climate change, particularly drought, pest and disease." <https://www.abc.net.au/news/2020-02-13/climate-warning-over-heat-island-effect-as-city-greenery-decline/11923890>

(Glen Iris golf course has many resplendent large healthy trees which have matured over many years, even hundreds of years).

Heat Island Impacts:

(epa.gov.au – United States Environmental Protection Agency)

Heat islands can contribute to a range of environmental, energy, economic, and human health impacts.

[1] Santamouris, M. 2020. Recent progress on urban overheating and heat island research. Integrated assessment of the energy, environmental, vulnerability and health impact. Synergies with the global climate change. *Energy and Buildings* 207:109482.

[2] Maxwell, K., S. Julius, A. Grambsch, A. Kosmal, L. Larson, and N. Sonti. 2018. Built environment, urban systems, and cities. In *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, Volume II* [Reidmiller, D.R., C.W. Avery, D.R. Easterling, K.E. Kunkel, K.L.M. Lewis, T.K. Maycock, and B.C. Stewart (eds.)]. U.S. Global Change Research Program, Washington, DC. pp. 438–478.

[3] Zamuda, C., D.E. Bilello, G. Conzelmann, E. Mecray, A. Satsangi, V. Tidwell, and B.J. Walker. 2018. Energy supply, delivery, and demand. In *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, Volume II* [Reidmiller, D.R., C.W. Avery, D.R. Easterling, K.E. Kunkel, K.L.M. Lewis, T.K. Maycock, and B.C. Stewart (eds.)]. U.S. Global Change Research Program, Washington, DC. pp. 174–201.

[4] Vaidyanathan. A., J. Malilay, P. Schramm, and S. Saha. 2020. [Heat-related deaths — United States, 2004–2018](#). *Morbidity and Mortality Weekly Report* 69(24):729–734.

[5] Somers, K.A., E.S. Bernhardt, B.L. McGlynn, and D.L. Urban. 2016. [Downstream dissipation of storm flow heat pulses: A case study and its landscape-level implications](#). *Journal of the American Water Resources Association* 52(2):281–297.

NOISE

Traffic noise is the second biggest environmental problem in the EU, according to WHO. After air pollution, noise is affecting health the most. But legislation regarding noise pollution is insufficient.

Traffic and Trains Noise:

Most of us are not aware that cars today produce as much noise on the outside as they did 40 years ago. However, heavy vehicles have become somewhat quieter. The number of people exposed to noise pollution in our cities remains high. Traffic noise is today linked to stress-related health problems such as stroke and heart disease.

No simple technical solution exists for solving the traffic noise problem -- neither at the source nor for preventing noise from reaching ears. In order to achieve improvements, concerted actions from everyone involved are required, but such coordination of actions is lacking today. The division of responsibilities is unclear, says Tor Kihlman. (*Excerpt from: www.sciencedaily.com – Chalmers University of Technology 2014*)

Traffic noise is a slow killer:

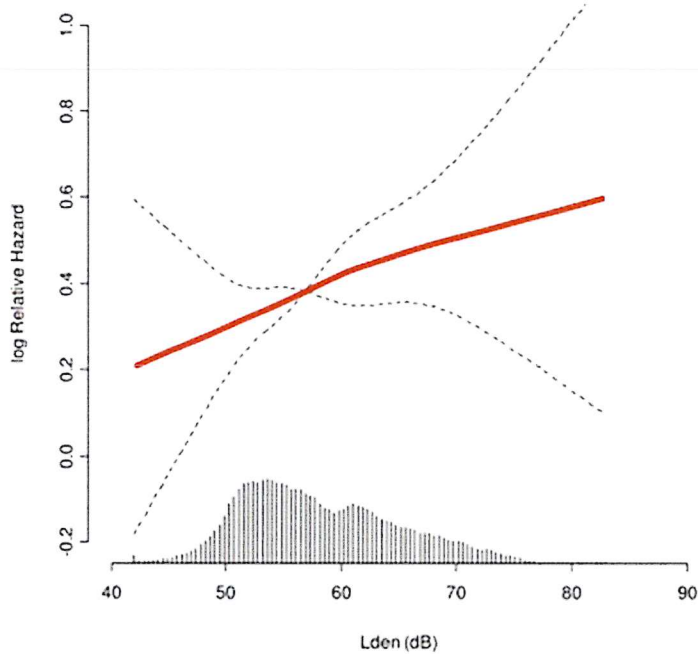
When exposed to noise, you experience noise nuisances that may give rise to stress. The extent of noise nuisances depends on several factors, including the time of day, what the person is doing, and the person's noise sensitivity. On average, noise nuisances increase with noise levels, and with prolonged exposure to noise, stress symptoms can develop into diseases and ultimately result in premature death.

Road noise is the absolute biggest source of noise nuisance. But, unlike road fatalities, it is not possible to name those who die from traffic noise. Thus, noise is a slow killer, causing an increased risk of disease and death just as certain cancers and lifestyle diseases.

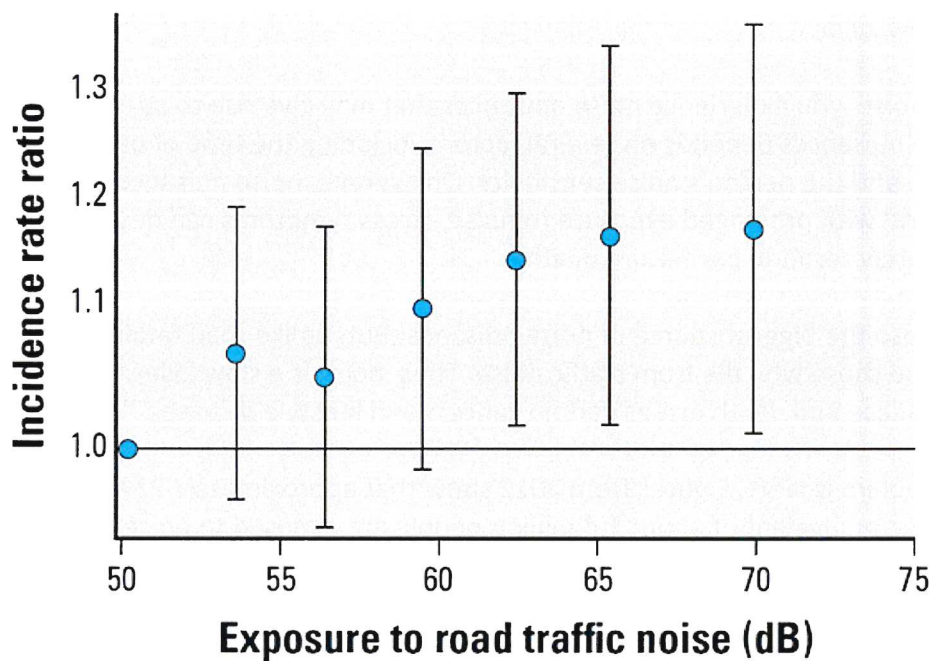
The scale of the problem is large. Figures from 2012 show that approximately 724,000 Danish dwellings, the equivalent of about 1.4 million people are exposed to noise that exceeds the Danish Environmental Agency's guiding noise limits.

Traffic noise impacts wellbeing and health:

Many studies have investigated the correlation between prolonged noise exposure from traffic and reduced **quality of life**. The figures below show a clear correlation between the level of road noise exposed to at home and serious illnesses.



The correlation between the level of noise at home and the relative risk of a blood clot in the heart. The risk is adjusted to include air pollution, lifestyle, smoking, intake of fruit and vegetables, etc. The red line indicates the correlation and the dotted curves 95% confidence intervals. The vertical lines above the x-axis indicate the number of observations at the different noise levels. (Source: Sørensen M, Andersen Z J, Nordsborg RB, Jensen SS, Lillelund KG, et al. (2012): "Road Traffic Noise and Incident Myocardial Infarction: A Prospective Cohort Study"



<https://doi.org/10.1371/journal.pone.0039283>

The correlation between exposure to road traffic noise at home at the time of diagnosis and the occurrence of diabetes. The figures are adjusted to include, for instance, lifestyle BMI, smoking, intake of fruits and vegetables, smoking, and air pollution. The y-axis indicates the occurrence compared to a group of people exposed to a noise level of Lden = 52 dB. Source: Mette Sørensen, Zorana J. Andersen, Rikke B. Nordsborg, Thomas Becker, Anne Tjønneland, Kim Overvad, and Ole Raaschou-Nielsen: "Long-Term Exposure to Road Traffic Noise and Incident Diabetes: A Cohort Study." Environmental Health Perspectives vol. 212, 2013.

One study shows that a 10 decibels higher noise level at home means that the risk of high blood pressure increases by 6% and the risk of a blood clot in the heart increases by 6-8%.

There are additional indications that the risk of a stroke increases by 11%, the risk of developing diabetes increases by 11%, and the risk of heart flickering by 6%.

Nevertheless, neither the political attention nor the necessary research and construction resources have been sufficient to launch a radical showdown against traffic noise, which includes trains.

Also read: [WHO's environmental noise guidelines for the European Region](#)

New methods must raise awareness of the impact of traffic noise:

Over the years, we have seen that the great challenge of creating sufficient attention to the consequences of traffic noise is that it can be difficult to translate the typical methods, such as decibels and noise calculations, into a language that most people understand.

Therefore, developments are now moving towards new methods of disseminating the effects the nuisance caused by traffic noise has on people, including noise maps, audio walks, and auralisations.

Noise maps show the immediate connection between noise and noise nuisance.

By presenting traffic noise on a map, it is possible to instantly show how many people are bothered by noise to some extent within a given area.

This so-called "noise pollution GIS map" may work as a dynamic map based on measuring microphones along, for instance, a road that are continuously updated.

The noise map presents the noise levels visually and translates them into sizes that show the direct correlation between noise and the instantaneous noise nuisance. In addition, the noise map is simple and user-friendly, and it can be read and understood by most people.

The colours of the noise pollution GIS map show the percentage of the population potentially bothered by the traffic noise.



GIS maps for illustrating noise pollution

You can die from traffic noise:

In 2003, the Danish Environmental Protection Agency estimated that 200-500 Danes die prematurely every year as a result of being exposed to traffic noise. However, recent research points to much higher numbers. And new results are constantly being presented on the effects of traffic noise, which gradually makes us smarter.

So, yes - if you are exposed to noise nuisance over a long period, research suggests that you may die from traffic noise. Therefore, our new and better tools must raise awareness of the negative effects of noise and thereby increase the chances of combating the dangers of exposure to traffic noise over a long period. *(Except from: www.forcetechnology.com - By Per Finne & Torben Holm Petersen, FORCE Technology)*

(Glen Iris is surrounded by traffic, comprising cars, trucks, trains and planes)

Aircraft Noise:

Jandakot Airport is the major general aviation airport in Western Australia and is one of the busiest airfields and largest aviation training bases in Australia.

The airport provides access for essential service organisations such as The Royal Flying Doctor Service, DEC/DFES Bushfire water bombers, RAC Rescue Helicopter and WA Police Air Wing.

The Glen Iris Golf Course Estate is located in close proximity to Jandakot Airport (some houses are less than 1km from the airport boundary), which is one the busiest airfields in Australia. As a result, Glen Iris residents are exposed every day to noise from aircraft operating at Jandakot Airport. Aircraft movement data published by Airservices Australia (<https://www.airservicesaustralia.com/aviation-reporting/movements-at-australian-airports/>) reports that Jandakot Airport had 226,932 movements during 2019/20, which equates to 621 average daily movements. According to the Jandakot Airport website (<https://www.jandakotairport.com.au/community/aircraft-noise.html>), 60% of these

movements are circuit training (repetitive touchdown and take-off manoeuvres) with the circuit flight paths being overhead Glen Iris Estate.

(<https://www.jandakotairport.com.au/corporate/master-plan.html>)

The Jandakot Airport Master Plan 2014 includes 'Noise Above Contours' to show the forecast number of average daily aircraft noise events that are above 70 decibels for daytime noise and above 60 decibels for night-time noise. According to Australian Standard 2021 (AS2021) 'Acoustics - Aircraft noise intrusion - Building siting and construction', a 70 decibel outside noise corresponds to a 60 decibel noise event indoors which may interfere with activities such as normal conversation and watching television. A 60 decibel outside noise corresponds to a 50 decibel noise event indoors, which is specified in AS2021 as the sleep disturbance level. **The Master Plan shows that when Jandakot Airport is operating at its ultimate capacity, Glen Iris residents are forecast to receive between (depending on location) 20-100 average daily noise events above 70 decibels. During night hours, Glen Iris residents are forecast to be exposed to 100 average night-time noise events that are above 60 decibels.**

(Quality of Life?)

The National Airports Safeguarding Advisory Group (NASAG), comprising of Commonwealth, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority, Airservices Australia and the Australian Local Government Association, has developed the National Airports Safeguarding Framework. Guideline A: Measures for Managing Impacts of Aircraft Noise (https://www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/nasf_principles_guidelines.aspx) recommends that zoning for noise-sensitive development (such as residential) be avoided where the ultimate capacity noise modelling for the airport indicates either 20 or more daily events greater than 70 decibels, or 100 events or more daily events of greater than 60 decibels. Based on this national framework, **it is clear that zoning changes for further residential development within Glen Iris should be avoided.**

(The 54.9ha Glen Iris Golf Course open space can absorb high levels of sound, such as aircraft noise).

Excerpt from report:

"NON-EXHAUST VEHICLE EMISSIONS ESPECIALLY IN URBAN AREAS"

(Effect of Particulate Matter on Human Health) – Part of Submission

"Particulate pollution from brake wear could be contributing to increased infections and other negative effects on respiratory health." (*Medical Research Council (MRC) UK Research and Innovation*)

City of Cockburn Council, "*Cockburn Surroundings, December 2020*", page 4 says they are "leading the way on climate change. The objectives will be achieved with a comprehensive action plan to eliminate greenhouse emissions."

Will this comprehensive action plan reduce non-exhaust emissions and reduce very real climate change in a traffic bound Glen Iris/Turnbury Green Jandakot?

PARTICULATE SIZES

<https://www.ygla.lt/en/particle-sizes>

WORLD HEALTH ORGANIZATION (WHO) AND ENVIRONMENTAL AGENCIES USE THE TERM PARTICULATE MATTER (PM) WHEN DESCRIBING ENVIRONMENTAL POLLUTION CRITERIA.

Particulate Matter:

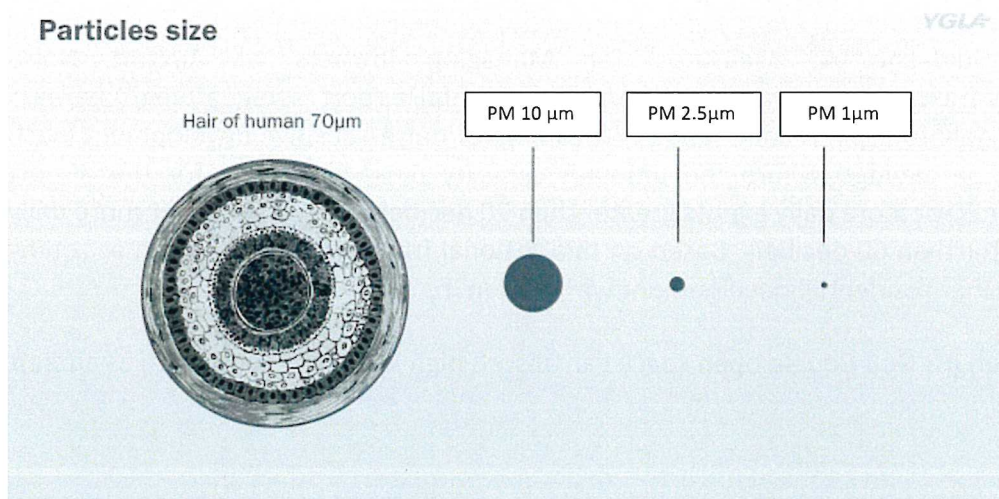
The mixture of particle and liquid droplets in the air which can be made up of various components: acids, sulphates, nitrates, organic compounds, metal, soil particles, dust, soot, asbestos etc.

Particulate matter is arranged into three main groups according to their size in micrometres:

PM₁₀ (particle size no larger than 10 µm)

PM_{2.5} (particle size no larger than 2.5 µm)

PM₁ (particle size no larger than 1 µm)



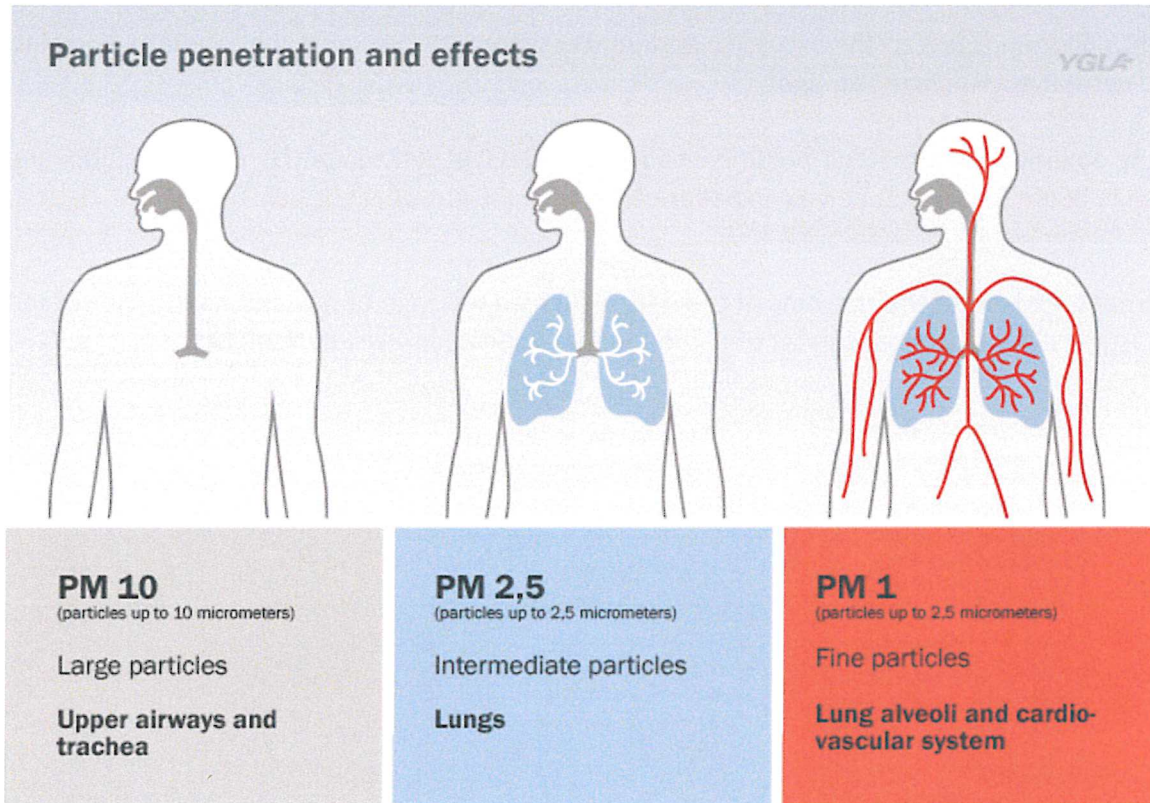
The smaller the particle size, the greater the danger that it poses to human health.

Effect of Particulate Matter on Human Health

Particulate matter does not have a concentration threshold which means that its negative effects on health can be felt constantly. Since some of the particles are invisible to the human eye, it is hard to picture the damage it may cause to our health.

- PM₁₀ group - the finer particles that can reach human airways.
- PM_{2.5} group - finer particles which can reach lungs and disturb their function as well as causing skin and eye problems.

- PM₁ group - finer particles are the most dangerous. They can reach all the way into the cardiovascular system and cause such illnesses as cancer, heart disease, brain and nervous system disorders.



LIGHT POLLUTION

Our nights are getting brighter, and Earth is paying the price!

<https://www.nationalgeographic.com/science/2019/04/nights-are-getting-brighter-earth-paying-the-price-light-pollution-dark-skies/>

What about all the lighting from the proposed infill streetlights shining into the existing homes at Glen Iris? **Streetlights will particularly affect the 220 elevated homes which surround the golf course thereby facing the proposed infill.**

The International Dark-Sky Association defines light pollution as “the inappropriate or excessive use of artificial light.” That can take many forms, including glare, or excessive brightness; sky glow, which drowns out the night sky over urban areas; light trespass, or stray light falling where it is not needed (see below – streetlights); and clutter, or confusing groups of bright light sources.

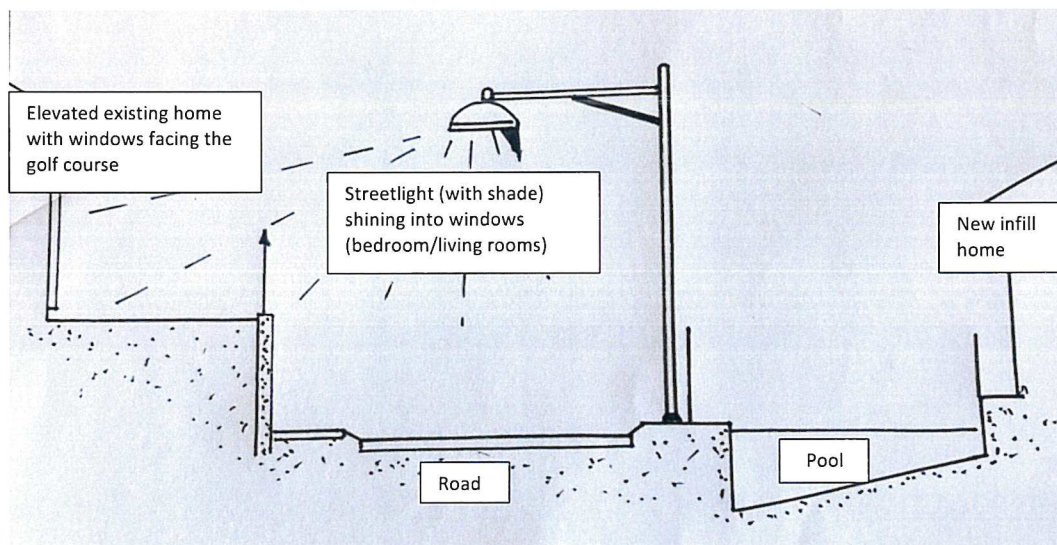
Facts About Light Pollution:

www.sciencetopia.net Human beings never have to live in the dark anymore. Our surroundings are illuminated at night by various artificial lights. But with immoderate and extreme lighting use, we are faced with some damaging effects.

Light pollution refers to the excessive and unnecessary artificial lights that are introduced to the natural environment at night.

Light pollution or luminous pollution can have adverse consequences on the health and **quality of life** for human beings. **Exposure to Artificial Light at Night Can Harm Your Health.**
www.darksky.org/light-pollution/human-health

Humans evolved to the rhythms of the natural light-dark cycle of day and night. The spread of artificial lighting means most of us no longer experience truly dark nights.



Research suggests that artificial light at night can negatively affect human health, increasing risks for obesity, depression, sleep disorders, diabetes, breast cancer and more.

What about all the many new streetlights for the proposed infill shining into established elevated homes – bedrooms facing the golf course?

CIRCADIAN RHYTHM AND MELATONIN

Like most life on Earth, humans adhere to a circadian rhythm — our biological clock — a sleep-wake pattern governed by the day-night cycle. Artificial light at night can disrupt that cycle. Our bodies produce the hormone melatonin in response to circadian rhythm. Melatonin helps keep us healthy. It has antioxidant properties, induces sleep, boosts the immune system, lowers cholesterol, and helps the functioning of the thyroid, pancreas,

ovaries, testes and adrenal glands. Night-time exposure to artificial light suppresses melatonin production.

Glare from Bad Lighting is a Safety Hazard:

Glare from poorly shielded outdoor lighting is also harmful to your health, because it decreases vision by reducing contrast. This limits our ability to see potential dangers at night. Aging eyes are especially affected.

“Glare from night-time lighting can create hazards ranging from discomfort to frank disability.” — American Medical Association Council on Science and Public Health (2012)

STREETLIGHTS: COCKBURN GAZETTE COMMUNITY NEWS SOUTH

Ben Smith Cockburn Gazette

December 3, 2020

Atwell and Spearwood streets to be lit up with LED streetlights:

“MORE than 50 streets across two Cockburn suburbs are set to be turned green and white this summer to slash council electricity costs and carbon dioxide emissions.

Portions of streets across Atwell and Spearwood will have their current lights replaced as part of a three-month trial that could eventually halve the City of Cockburn’s multi-million-dollar streetlight power bill.

The LED trial will be the first proactive replacement conducted anywhere on the Southwest Interconnected System.

Cockburn finance and corporate services director Stuart Downing said the City would use Western Power and Synergy’s new LED streetlight tariffs put in place to achieve a tariff reduction of about 50 per cent, or roughly \$10,000, for specific lights involved in the trial.

“A business case is being prepared for Council to consider replacing all existing traditional streetlights with LEDs, which could reduce the City’s overall streetlight power bill by 50 per cent, and CO2 emissions by 50-60 per cent,” Mr Downing said.

“The City of Cockburn’s 2019-20 streetlight electricity bill from Synergy was \$2.9m and these costs are passed on to ratepayers as part of their annual rates bill.”

In Cockburn, just 343 of its 14,118 streetlights are LEDs, which equates to 2.4 per cent.

City of Cockburn sustainability officer Jennifer Harrison said streetlights were the City’s single biggest consumer of electricity.

The council's recently adopted Climate Change Strategy has outlined corporate targets of net zero emissions and a transition to 100 per cent renewable electricity by 2030." www.cockburn.wa.gov.au/climatechange

Climate change has significant social, economic, and legal implications for local government. Cockburn is already experiencing the effects with increased coastal erosion, higher summer temperatures, more severe heatwaves, and a longer bushfire season.

The City has a critical role in responding to climate change through its responsibilities for land use planning, emergency management, ownership of public infrastructure and delivery of community services.

The vision of this strategy is for the City of Cockburn to continue to be a leader in climate resilience and sustainability. We aspire to become a carbon neutral City and commit to working with the community to adapt to our changing climate. The City sought leadership direction from the community on how to create a sustainable and climate resilient future. The community shared their vision, aspirations and insights on actions we can take for a better tomorrow.

The impacts of climate change are already upon us. More frequent and intensive heatwaves, bushfires and coastal erosion are impacting our natural and built environment. These impacts are predicted to increase in the future and pose risks to our infrastructure and communities. Local governments are on the frontline in addressing climate change and must ensure that adaption responses are suitably tailored to the specific risks in their area, and that local communities and stakeholders are consulted and involved in adaption efforts. An effective response to climate change requires an integrated approach that considers both mitigation and adaptation.

Climate change mitigation includes actions to reduce and remove anthropogenic (human) causes of greenhouse gas emissions.

Climate change adaptation involves taking practical action to reduce risks from climate impacts and responding to those consequences that cannot be avoided.

Climate resilience is being prepared to readily respond and adapt to future uncertainties and having the capacity to maintain the essential functions and identity of the City.

.....
To repeat the very important and thought-provoking words already quoted: "We cannot keep putting our environment, our native plants and animals into PROFIT YIELDING stress positions in the name of striking a 'balance'. We're in a situation of stark imbalance right now. And it's getting worse." MP Josh Wilson <http://joshwilson.org.au> – 27 October 2020.
.....

TO CARE OR NOT TO CARE?

City of Cockburn at Glen Iris Jandakot currently has a golf course which has existed since 1965, nurtured in its early development and later operation by a passionate couple who made it into a popular golf course and public amenity. They (Bill and Iris Wilson) passed away and the quality of the course deteriorated plus the popular, highly profitable restaurant and bar was closed long before the "Covid-19 plague" so the golfers went to greener pastures. The owners (the Wilson children) then closed the golf course as a developer had bought the 54.9ha golf course.

This 54.9ha green open space thus now stands out as an area of Cockburn which must not remain green because it is an area that can be utilized commercially rather than wasting it for public use or even expanding the extensive wildlife habitat that has thrived within its protected sanctuary wall for over 25 years making it into a protected species sanctuary. Urban infill is supposedly the answer and our politicians (all of them) realise that there are no expensive train lines or stations to build at Glen Iris, no new roads, drains, freeway extensions to the bush with even the chance of changing the voting demography especially in a marginal seat, who cares wins!

The developer is happy because the development costs are reduced, and margins are increased by the millions. Huge sums of money are involved in developments, say, purchase price around \$28 million with, say, over \$175 million gross return.

There are, of course, many discussions to be held to ensure success as so much money is involved and any possible loss must be addressed and due attention paid, thus the deal is "done" and the project can enter the application for development phase.

A few residents protest regarding reduced house prices due to the infill, loss of views, loss of amenity, more noise, more barbecue smoke, more cars, being sold a unique lifestyle with 'quality of life', they furthermore complain about premium prices paid to live in a golf course country club estate as advertised in multiple Glen Iris Golf Course/ Country Club glossy brochures etc - all emotional issues - so the application proceeds. They should be looking into dilapidation reports and who pays what when the work compaction cracks their concrete pool or their house gets structural damage – their insurer will not care as it's a "known occurrence".

The Sitting member and the Federal member duly front the enraged mob with cries of "to the guillotine, vivre the peoples' rights: "they listen carefully because it is again all emotion and does not require any response action which will delay "due process".

The developer allows the golf course to decay and revert to bush so that the residents can complain about the fire risk and dust plus the local council says that as it is private land they cannot interfere even to protect the many endangered animals and plants they know exist.

The developer gleefully installs the firebreaks and, in the process, starts to clear the protected banksias as you can buy the necessary credits at the 'enviromart' plus the endangered Carnaby's black cockatoos have flown away due to all the activity and loss of food and water,

as the developer had purposely shut down the pumps and pipes when they purchased the golf course.

Does the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) apply – what about the Banksias?

So, the developer clears the old golf course, and few said anything – who cares!

The finest firebreak to fit inside any boundary is installed and, even then, the other **naysayer** residents are not happy because the animals that wanted to speak could not, who cares! The developer continues to clear his land unsupervised, flouting the existing environmental regulations, ticking the regulation boxes, undertakes “we care” consultation/meetings with “have your say” sessions because the developer does not have to listen and the political process grinds on “exceedingly fine and unhindered” in legal terms – with care.

Increased traffic from the planned infill development plus the existing residential traffic will equate to many thousands of cars all sitting waiting to enter the freeway at peak times via traffic light-controlled exit roads. Fog blankets Jandakot in the winter months due to the depressed topography and, with contaminants, becomes smog which seriously affects health; also new research shows increased air contamination from auto brake shoes exacerbated by increased traffic density – “who cares” they said - it was a great infill design with beautiful homes, sapling lined streets and manicured parkland around the sales office. The developer is doing what he does best – with care.

Politicians are happy as all the laws are addressed because someone else should care. The politicians say what should be said at the time: for example, Premier Mark McGowan said at the developers’ lunch fest - 28 August 2020:

*“We will fight the NIMBY’s and density critics and **naysayers**.”*

His government was *“ambitious when it comes to development, housing or planning”*.
“I am a supporter of density, I’m not afraid to say it.”

*“We need to fight off the **naysayers** and the critics, the people who oppose good density and want no change whatsoever, especially if it’s near where they live.”*

Interestingly previously the Premier had said on the channel 9 news 10 July 2020 in response to endangered and protected animals killed in Africa:

“I’m pretty annoyed to be honest with you. This is one of those things I hold dear. The preservation and conservation of endangered species is one of the things that are core to my belief system.” (What about the animals at Glen Iris, Jandakot, Western Australia?)

Additionally, his leader, Mr Anthony Albanese on Marrickville Golf Course 16 September 2020 says: *“the health crises in which we are now living has only reiterated the need for community spirit, open green spaces, and affordable leisure activities”*.

Maybe he is on the other side of the pandemic fence, a borderline case. The Liberal Party and Greens Party wants to care but nobody cares to listen.

The developer is doing what he does best, the politicians are happy, the residents are usually complacent, generally doing nothing, and all the laws are ignored because someone else should care. We must not listen to the four-legged “naysayers” because they do not understand the value of quality infill development or the benefits it will bring, and it is a case of “to be or not to be; that is the question. (W. Shakespeare) because “Australia is a world leader in the extinction of species.” – who cares!

YOU might think this is a load of environmental crap as the title indicates - but who cares?

EVERYONE SHOULD care as the City of Cockburn needs to stand strong and say ‘NO’ to infill of the Glen Iris Golf Course Flora and Fauna “Sanctuary”, vote to retain this ever so important green space corridor, as the role of Council is an especially important one - preserving our ‘quality of life’ and “leaving no-one behind in our inclusive community.”



For further data, visit:

www.walga.asn.au WALGA “Climate Change Policy Statement – July 2018”

www.csiro.au/state-of-the-climate “State of the Climate 2020”

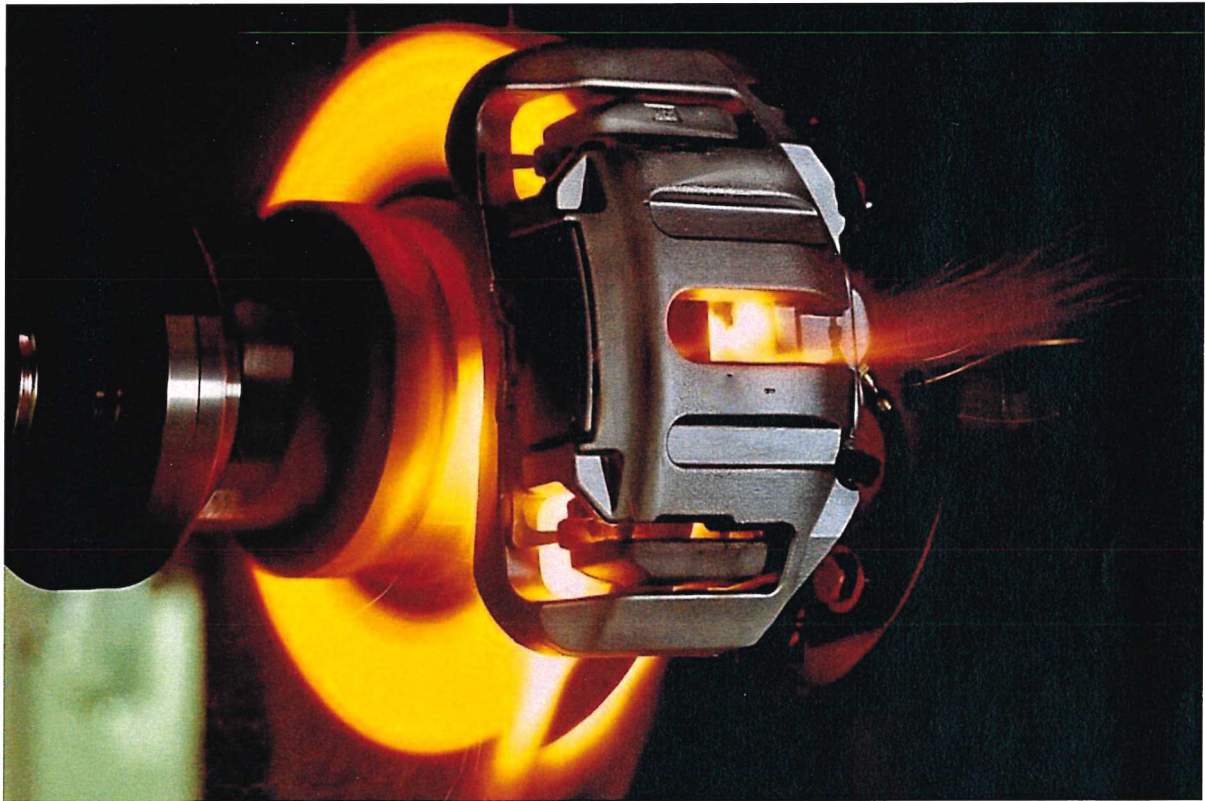
ANOTHER 12 AUSTRALIAN ANIMALS NOW EXTINCT

(Rebecca Gredley - 2 March 2021)

Appendix C –Brake Dust Report May 2022

NON-EXHAUST VEHICLE EMISSIONS ESPECIALLY IN URBAN AREAS

(Effect of Particulate Matter on Human Health)



Recent studies show that non-tailpipe emissions are more dangerous than previously thought. Urban area non-tailpipe emissions can make up to 55% of the total vehicle emissions as vehicle brakes are utilised.

REPORT PREPARED FOR JANDAKOT RESIDENTS
AND RATEPAYERS ASSOCIATION (INC)

SUBMISSION AGAINST INFILL DEVELOPMENT WITH INCREASED TRAFFIC -
GLEN IRIS GOLF COURSE ESTATE, JANDAKOT, WESTERN AUSTRALIA

City of Cockburn Town Planning Scheme No 3 Proposed Amendment No. 152

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“GLEN IRIS GOLF COURSE ESTATE”
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City of Cockburn Town Planning Scheme No 3
Proposed Amendment No. 152

COMPILED BY:

MIKE SMITH, B.Sc. U.K. University of Wales, Cardiff

RESEARCH ASSISTANT:

JANETTE MOUTTET

BRAKE DUST TECHNICAL INFORMATION:

Technical data supplied by Mr Tony van Litsenborgh, Engineering Manager for Advanced Braking Technology Ltd (ASX:ABV) from December 2019 to May 2021. He has formal qualifications in Industrial Design and is recognised by Engineers Australia as a qualified Engineering Manager. In addition, Mr. van Litsenborgh holds formal qualifications in both Lean Manufacturing and Six Sigma manufacturing methods. He has 27 years' experience in designing and manufacturing safety critical components for the automotive industry. He is now with Bruce Rock Engineering as Head of Manufacturing.

Disclaimer: Advanced Braking Technology Ltd has not provided any input, nor contributed in any way to the contents of this report.

Jandakot, Western Australia

m7js@icloud.com

October 2021

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- For further data visit:

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(Prepared for Environment, Food and Rural Affairs; Scottish government, Welsh Government. and Department of the Environment in Northern Ireland – 2019) <<http://uk-air.defra.gov.uk>>

RECORDED DEATH ATTRIBUTED TO BRAKE DUST – 6 MAY 2021

*“An informative point to start this journey is to look at the inquest into the death of a British girl from asthma-related complications, which recently completed. **The coroner concluded that air pollution** was a major contributor to the untimely death of this girl, which is the first time such a cause of death has been noted. The coroner also took the rather unusual step of **calling on local government ministers to address holes in local legislation, which allow for significant levels of air pollution to continue unchecked, far in excess of WHO guidelines. The coroner was specifically concerned with particulate matter levels, including the smaller PM2.5 class of particles, which easily enter the blood stream through the lungs.**”*

See full report <http://brakebetter.com/dust-developments>

Glen Iris Estate is situated in a topographic depression and subject to fog and smog pollution from April to October. The prevailing winds continually blow into the Estate from the surrounding rail lines and roads. (See Appendix A).

Infill will add thousands (11,500+ vehicle movements per day*) all contributing to serious concerns for brake dust casualties within the enclosed Estate.

This puts responsibility on Local and State Governments to safeguard the health and wellbeing of residents.

**NOTE: Figure of 11,500 daily traffic movements supplied by GTA Consultants to Acumen Development Solutions, Project Manager, for Eastcourt Property Group.*

NON-EXHAUST TRAFFIC EMISSIONS

“Particulate pollution from brake wear could be contributing to increased infections and other negative effects on respiratory health.” (*Medical Research Council (MRC) UK Research and Innovation*)

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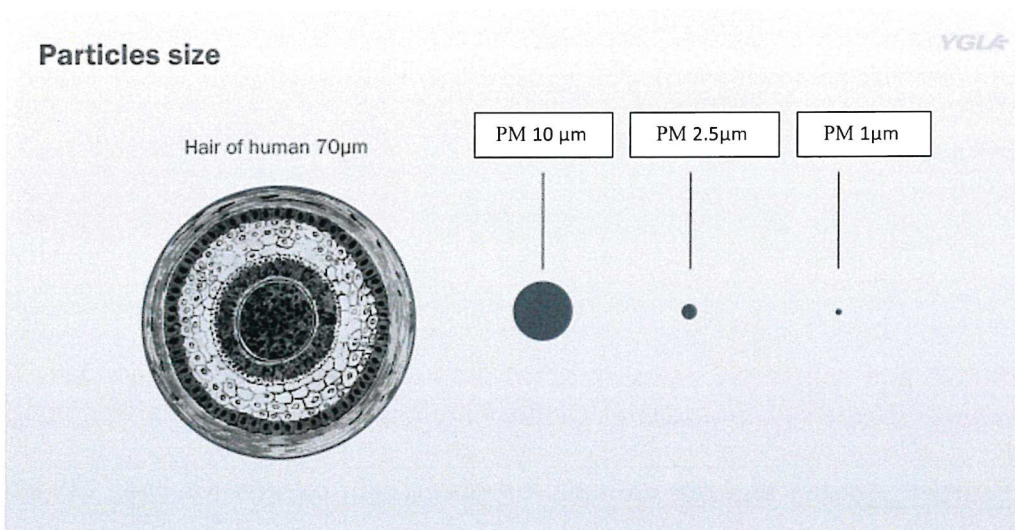
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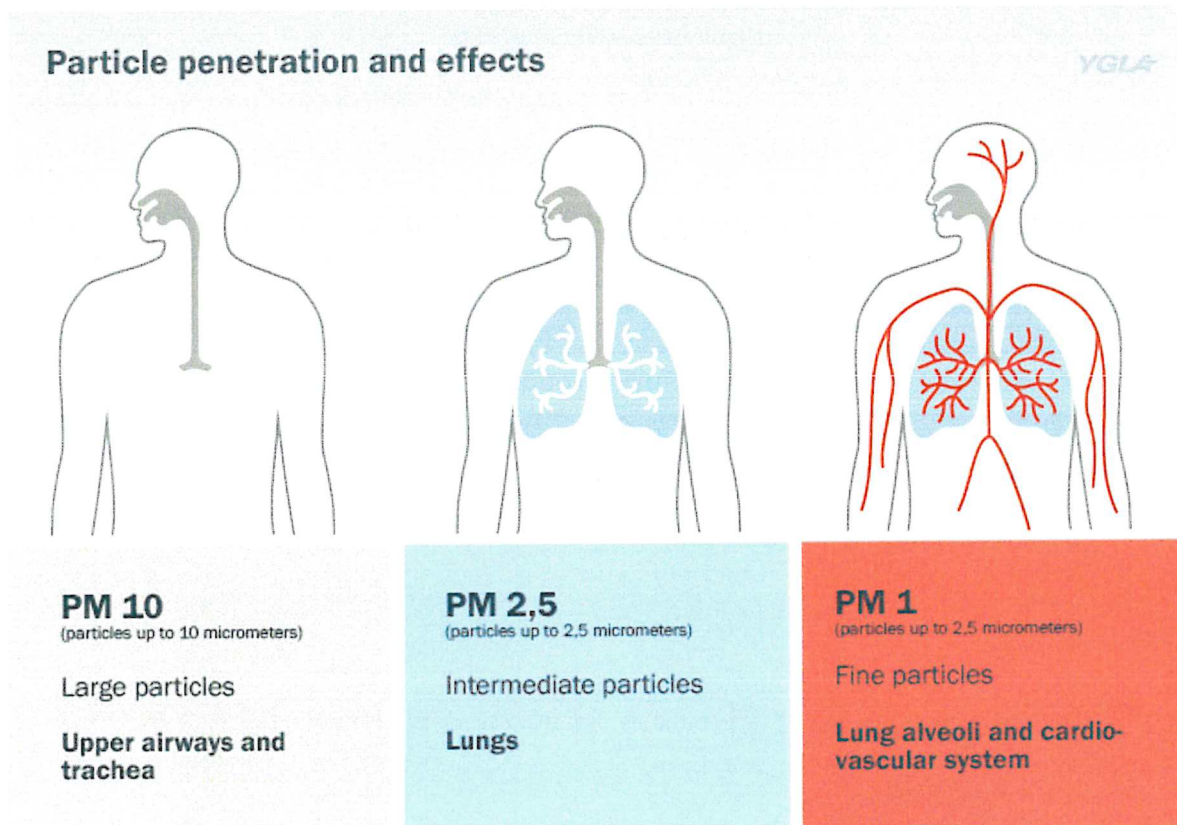


The smaller the particle size, the greater the danger that it poses to human health.

EFFECT OF PARTICULATE MATTER ON HUMAN HEALTH

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- PM₁₀ group - the finer particles that can reach human airways;
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- PM₁ group - finer particles are the most dangerous. They can reach all the way into the cardiovascular system and cause such illnesses as cancer, heart disease, brain and nervous system disorders.



The average 18-hole golf course (80 acres or 32ha) produces enough oxygen annually to sustain 85,000 people (*University of Maryland, October 2018, Golf benefits the environment*).

Glen Iris golf course is 54.9ha and can annually produce clean oxygen for over 135,000 people.

Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study –

Liza Selley, University of Cambridge (used with permission)

January 13, 2020 10.51am GMT



Excerpt:

“Brake dust is composed of iron particles, which studies have shown are harmful to human health. [pdsci/ Shutterstock](#)

The harmful impact of air pollution caused by diesel exhaust fumes on our health is well known. It’s responsible for causing everything from respiratory problems to dementia and even certain types of cancers. But what most people don’t realise is that exhaust fumes aren’t the only cause of air pollution. In fact, up to 55% of roadside traffic pollution is made of non-exhaust particles, with around 20% of that pollution coming from brake dust. And as our latest research reveals, these particles may be just as damaging to our lungs as exhaust fumes.

Composed of iron particles, brake dust is caused by friction between the iron brake rotor grinding on the brake pads when a vehicle slows down. This brake dust is then worn away and becomes airborne. And as recent research conducted by me and my colleagues found, brake dust triggers inflammation in the lung cells with the same severity as diesel particles.

By adding brake dust particles to macrophages – the cells responsible for clearing the lungs of invading germs, waste and debris – we saw a nearly 185% increase in the cell’s inflammatory activity. Not only that, we also found brake dust prevented the immune cells from destroying Staphylococcus aureus – a species of bacteria responsible for pneumonia. Once again, the brake dust was found to be as toxic as diesel particles.

This discovery might mean that pollution from brake dust might be contributing to the high numbers of chest infections and froggy “city throats” that are reported by people living and working in urban areas. However, because the isolated cells that we used in our experiments can act differently to cells found in a living human’s lungs, further research is needed to

Non-Exhaust Vehicle Emissions Especially in Urban Areas – October 2021

confirm whether particle exposure contributes to infection risk in people.”
<https://theconversation-com.cdn.ampproject.org/c/s/theconversation.com/amp/air-pollution-from-brake-dust-may-be-as-harmful-as-diesel-exhaust-on-immune-cells-new-study-129594>

Liza Selley

Postdoctoral Research Fellow, MRC Toxicology Unit, University of Cambridge

Liza Selley's study was supported by funding from the Medical Research Council, The In Vitro Toxicology Society and The Wellcome Trust.

University of Cambridge provides funding as a member of The Conversation UK.

Additional research data:

[Take a deep breath – an expert explains the deadly dangers of air pollution](#)

[Air pollution increases crime in cities – here's how](#)

[London air pollution is restricting children's lung development – new research](#)

[Air pollution may be making us less intelligent](#)

NOTE: Electric powered vehicles due to the mass weight of the batteries will require more stopping power and thus create more brake dust than lighter vehicles – ie petrol.

SUBMISSION AGAINST INFILL DEVELOPMENT
WITH INCREASED TRAFFIC AT THE
“GLEN IRIS GOLF COURSE ESTATE”

Jandakot, Western Australia.

The Glen Iris Golf Course has been sold to Eastcourt Property Group (“Eastcourt”). Eastcourt has advised Glen Iris residents of its plans to rezone the golf course from its current zoning - Special Use 1 - to residential, with the infilling of up to 600-800 (Jarrod Rendell (Acumen Development Solutions - Glen Iris Precinct Reference Group)).

The concern that this report highlights is related to the potential negative impact that further development of the area can have on the health and wellbeing of the residents in the area. Glen Iris is a very small island suburb (approximately 2 square kilometres) that is completely locked in by some of Perth’s busiest highways and roads feeding in and out of some of our fastest growing areas, which include the Jandakot industrial area resulting in no relief from any side from the ever-increasing traffic due to growth of the area, plus aircraft noise from the adjacent Jandakot airport which is one of the busiest in Australia. The north and west includes railways.

The City of Cockburn population forecast for 2020 is 120,417 and is forecast to grow to 169,689 by 2041. This will also result in substantial traffic growth surrounding the Glen Iris Estate. <https://forecast.id.com.au/cockburn>

A report by Infrastructure Australia states that by 2046, Perth along with Brisbane, will experience fundamental change, with each growing to the size of Melbourne and Sydney today. Perth will surpass Brisbane as Australia's third largest city. <https://www.pnbank.com.au/power-of-and/2018/what-will-perth-look-like-in-30-years/>

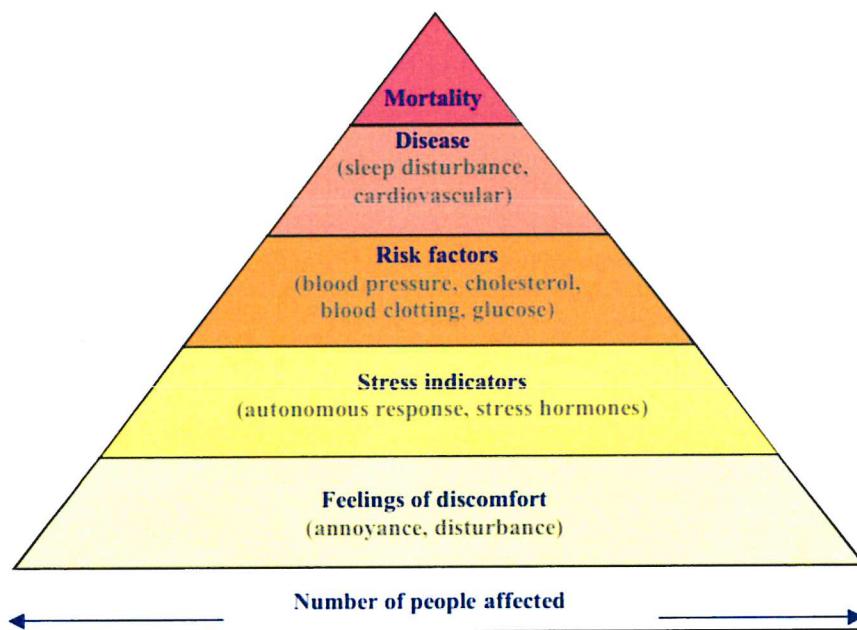
Also note direction for the prevailing winds (see appended). Over the last few months there has been a focus on the impact that vehicle emissions have on the environment. Latest findings show that the problem is worse than previously thought. It was expected that the vehicles of the future would be emissions free as we move to electric vehicles. Recent studies show that non-tail pipe emissions are more dangerous than tailpipe emissions. Researchers have found that in urban areas non-tailpipe emissions can make up to 55% of the total vehicle emissions. An example of non-tailpipe emissions is brake dust (PM2.5 size airborne particles) which is produced every time we use our brakes.

Air pollution, especially from particulate matter (PM), is widely recognised as one of the main risk factors for premature death and hospital admissions worldwide. PM is a heterogenous mix of chemical elements and origins, with road traffic being the major source of PM and related toxicity in cities. The increasing urbanisation in developing countries and aging of population in developed countries enhance considerably the risk for the future. (*Fulvio Amato. Institute of Environmental Assessment and Water Research (IDAEA) Spanish National Research Council (CSIC) Spain*).

World Health Organisation (WHO) published a report titled 'Burden of disease from environmental noise' it concluded that the health impacts of environmental noise were a growing concern. Healthy life years are lost every year from traffic-related noise.

The publication summarizes the evidence on the relationship between environmental noise and health effects, including cardiovascular disease, cognitive impairment, sleep disturbance, tinnitus, and annoyance. For each one, the environmental burden of disease methodology, based on exposure–response relationship, exposure distribution, background prevalence of disease and disability weights of the outcome, is applied to calculate the burden of disease in terms of disability-adjusted life-years.

Severity of health effects of noise and number of people affected



https://www.who.int/quantifying_ehimpacts/publications/e94888/en/

Recently, with the introduction of electric vehicles, the perception was that an electric vehicle would have zero emissions. Recent studies show that in urban areas only 45% of vehicle emissions come from a vehicle's tailpipe, **55% comes from brakes and tyres.**

DANGERS OF VEHICLE EMISSIONS

According to www.energy.gov.au a "green vehicle" is a vehicle that does not exceed 120 grams of CO₂ emissions per km (g/km). According to the NTC, the average CO₂ emissions per vehicle in 2018 was 180.2 g/km. This does not include trucks and heavy vehicles.

There are two key emission particle sizes PM₁₀ and PM_{2.5}. The main concern is with the PM_{2.5} particles because they are small enough to become airborne, inhaled and go into the bloodstream and into internal organs.

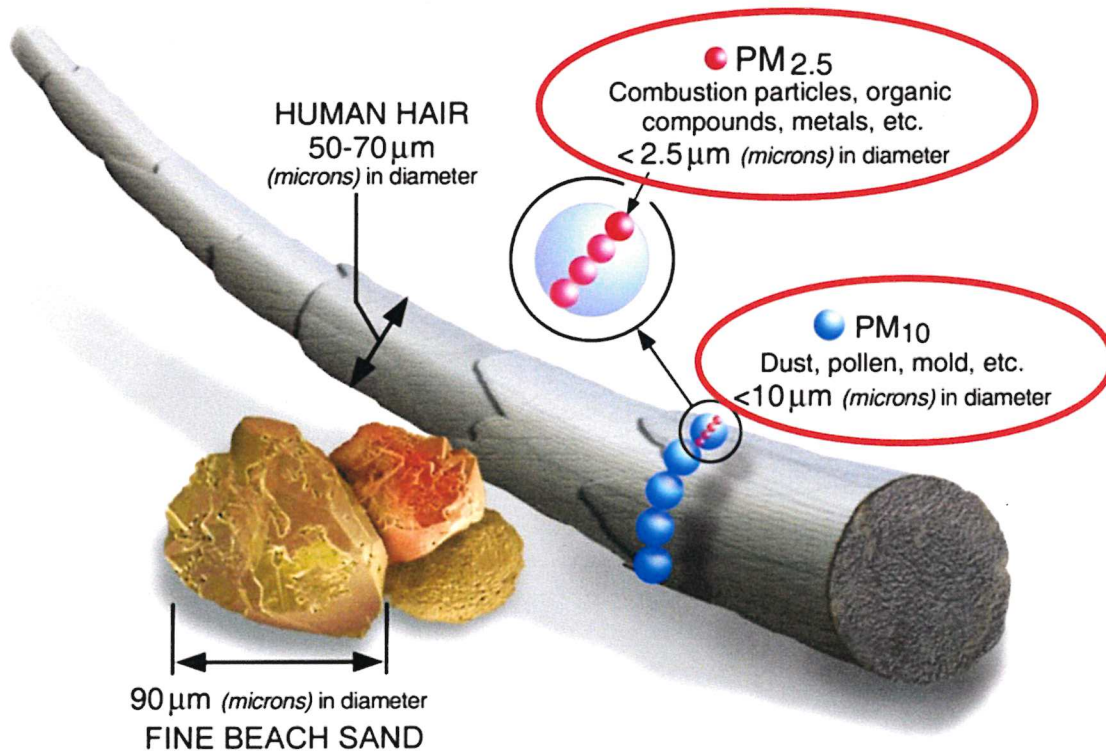
WHAT IS PM, AND HOW DOES IT GET INTO THE AIR? SIZE COMPARISONS FOR PM PARTICLES – (United States Environmental Protection Agency)

<https://www.epa.gov/pm-pollution/particulate-matter-pm-basics>

PM stands for particulate matter (also called particle pollution): the term for a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye. Others are so small they can only be detected using an electron microscope.

Particle pollution includes:

- PM₁₀ - inhalable particles, with diameters that are generally 10 micrometres and smaller; and
- PM_{2.5} - fine inhalable particles, with diameters that are generally 2.5 micrometres and smaller.
 - How small is 2.5 micrometres? Think about a single hair from your head. The average human hair is about 70 micrometres in diameter – making it 28 times larger than the largest fine particle.



Sources of PM

Researchers have found that these airborne particles can affect immune cells called macrophages, which help defend the lungs and kill bacteria. Non-exhaust emissions are believed to make up 73% of the total PM₁₀ particle emissions and 60% of the total PM_{2.5} emissions.

IMPACT ON GENERAL POPULATION

A study conducted by UCLA found that early morning emissions generated by traffic can travel as far as 1,508m due to the night-time cooling which slows down the dispersal of pollution, compared with daytime emissions' travel, which can be up to 198m.

WHY HAVE PM_{2.5} EMISSIONS BECOME A FOCUS?

With the global Coronavirus pandemic there has been some speculation over whether people living in areas with high pollution were more susceptible to dying from COVID-19 due to lung damage and a lowered immune system. As recent as 5 April 2020, Harvard School of Public Health in Boston published a research paper confirming a statistical link between the exposure to air pollution and COVID-19 mortality in the United States.

<https://electrek-co.cdn.ampproject.org/c/s/electrek.co/2020/04/08/air-pollution-coronavirus-deaths-harvard-new-mexico-oil-gas/amp/>
<https://www.nytimes.com/2020/04/07/climate/air-pollution-coronavirus-covid.html>
<https://www.theguardian.com/environment/2020/apr/21/preliminary-study-links-air-pollution-to-coronavirus-deaths-in-england>
<https://projects.iq.harvard.edu/covid-pm>

IMPACT FOR RESIDENTS OF GLEN IRIS ESTATE, JANDAKOT, WA.

Based on an estimate of various available data on the internet, there are estimated to be 180,000 - 200,000 cars per day travelling on the Kwinana Freeway, Roe Highway and Berrigan Drive, each vehicle producing approximately 120g/km – 180g/km of air pollutant emissions.

Fig 1 shows Glen Iris and the key traffic way that surrounds and locks in Glen Iris.

Fig 2 shows possible scenario if daytime travel of 180,000 vehicles particles travelled 198m.

Fig 3 shows a possible scenario of night-time particle travel of 1,000m (only).

Fig 4 shows a combination of the two scenarios, highlighting the full potential on Glen Iris of CO₂ particle emissions (and brake dust etc).

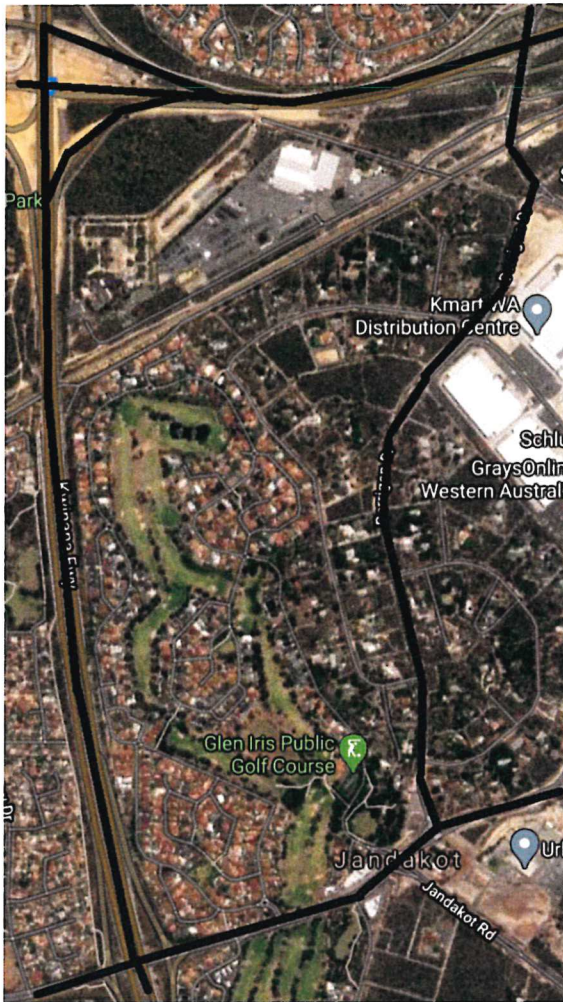


Fig 1: Glen Iris – Kwinana, Roe, Berrigan



Fig 2: Daytime emission travel (198m)

VEHICLE EMISSIONS

There are two main types of emissions that impact on the environment:

- **Greenhouse Gas Emissions** - such as carbon dioxide (CO₂), which can trap additional heat from the sun in the earth's atmosphere causing the "greenhouse effect" and climate change CO₂ is the main greenhouse gas produced by motor vehicles. In 2017, the average combined CO₂ emissions for a new light vehicle sold in Australia was 182 grams per kilometre.
- **Particulate Pollution Emissions** – non exhaust particulate pollution from brakewear, especially size PM (particle size no larger than 1 µm). Particulate emissions can make up to 55% of total vehicle emissions.



Fig 3: Nighttime emission travel (1000m)



Fig 4: Combined 24-hr emission impact

Currently, if the proposed housing development on the Glen Iris Golf Course proceeds, how would this further impact the health of not only the current Glen Iris residents, but also future new residents? Up until now, the bulk of the airborne pollution in Glen Iris has been produced externally. What happens if the internal size of the Glen Iris population doubles? How much additional harmful emissions will affect families?

Currently Glen Iris has park lands and many mature trees on the closed golf course and, at some stage, arborists (if planning approval is granted) will be cutting down many of the trees to make way for the proposed housing infill. Currently the trees at Glen Iris are one of the two protections for residents in the area, viz:

1. Trees absorb CO₂, removing and storing the carbon while releasing oxygen back into the air;
2. Trees absorb pollutant gases, such as nitrogen, ammonia and sulphur dioxide. Trees filter particulates out of the air by trapping them on their leaves and bark.

Unfortunately, we will not know the full health benefit these trees currently offer, until they are gone, and we start to see an increase in respiratory allergies and lowered immunity in

winter. The problem, similar to Asbestosis, is that we will only see the impact of today's decisions in 10 to 20 years' time when the damage has been done and irreversible.

VEGETATION HELPS REDUCE NOISE POLLUTION IN URBAN AREAS

Vegetation is extremely important as Glen Iris is surrounded by noise pollution on all sides inclusive of the airways above.

Vegetation reduces noise pollution through a phenomenon called *sound attenuation*, which is the reduction of sound intensity. Normal attenuation of sound occurs as the energy of sound dissipates over long distances until not enough energy is left to vibrate air molecules. Vegetation hastens the normal attenuation mechanisms of absorption, deflection, refraction, and masking.

Leaves, twigs, and branches on trees, shrubs, and herbaceous growth absorb and deflect sound energy. Refraction of sound waves occurs when sound passes through vegetative barriers and bends around plant structures. Vegetation generates masking sounds, as leaves rustle, branches sway, and stems creak.

This is important for the Glen Iris Golf Course which creates a unique Flora/ Fauna Sanctuary - with wildlife attracted to the urban vegetation, such as birds and insects, which also masks noise pollution.

A place to call home

Golf courses create valuable greenspace and wildlife corridors for native flora and fauna. On average, golf courses contain a greater proportion of Australian native plants and more trees per hectare, than residential areas.

Golf courses support, on average, a greater abundance and species richness of many invertebrate groups, including beetles (Coleoptera), bugs (Heteroptera) and native Australian bees when compared to residential areas and other local greenspaces such as parklands common in urban environments.

Of particular environmental significance, is that a study by Melbourne University in 2015 found that golf courses also support a greater abundance of key beetle and bug groups, including Carabid beetles which are used globally as indicators of ecosystem health, and predatory bugs that play a key role in insect pest control. (*2015 Bio-diversity Study, Dr. Caragh Threlfall, School of Ecosystem and Forest Sciences, University of Melbourne*).

<https://www.golfmanagement.com.au/public/84/files/Documents/Resource%20Library/Golf%20Benefits%20to%20the%20Environment%202020.pdf>

QUESTIONS TO THE CITY OF COCKBURN COUNCIL WHEN DELIBERATING THE PROPOSED SCHEME AMENDMENT BY EASTCOURT PROPERTY GROUP/ACUMEN DEVELOPMENT SOLUTIONS:

1. How will the infill development of Glen Iris Golf Course benefit and improve the quality of the lives of the residents in Glen Iris?
2. Is the Council going to give due diligence to the increasing problems, including recorded mortality associated with vehicle brake dust, bearing in mind the special conditions of topography, prevailing winds, fog, daily vehicle (6,000+) movements if the development proceeds?
3. Has an environmental health study been completed? If not, when one is done - will there be a strong focus on a healthy Glen Iris environment for residents.?
4. Will results of recent traffic studies be incorporated with the additional increased traffic, increased environmental noise impact and pollution in the Glen Iris area which includes the widening of the Kwinana Freeway, Roe Highway upgrade, increased Berrigan Drive traffic, with the continued development of the airport industrial area as well as the increased traffic on Jandakot Road?
5. Has the City of Cockburn Council fully assessed the impact of PM2.5 particles on the lungs and immune system of the Glen Iris residents? (*see paper published by Harvard School of Public Health dated 5 April 2020 – “Exposure to air pollution and COVID-19 mortality in the United States.”*)

Extract below is from “Exposure to air pollution and COVID-19 mortality in the United States.”

“United States government scientists estimate that COVID-19 may kill between over 100-240,000 Americans. The majority of the pre-existing conditions that increase the risk of death for COVID-19 are the same diseases that are affected by long term exposure to air pollution. The study results underscore the importance of continuing to enforce existing air pollution regulations to protect human health both during and after the COVID-19 crisis.”

6. Will the Cockburn Council incorporate the latest health findings on brake emissions with the proposed Glen Iris infill development assessment?
7. Glen Iris is a unique urban situation, being such a small island, enclosed on all sides by a freeway, railways, highways and high traffic roads (planned to increase significantly in the future), not to mention the noise paths of the nearby Jandakot Airport.
8. Small tree ‘saplings’ installed in any new developments are too young to effectively convert CO₂ to O₂ where they replace mature trees for development infill.
9. Topographically, the Jandakot depression (syncline) creates a seasonal weather ‘low’ resulting in FOG --> SMOG – even affecting the Freeway. (*See photo - fog on Glen Iris Golf Course*).
10. Will City of Cockburn incorporate Glen Iris Golf Course Estate into local climate change management with controlled vehicle emission density?
11. Is the City of Cockburn aware that with higher density residences, metal roofs could be problematic in reflecting the sounds of one of Australia’s busiest airfields nearby - inclusive of engine noise, particularly the lower flying helicopters that fight the fires/ or the ones for emergency call outs?

12. Will the City of Cockburn incorporate the future of Glen Iris with its climate, environmental and health outcomes “Cockburn the best place to be.” (*Cockburn Soundings, December 2020 – Our 10-year plan for Cockburn*)



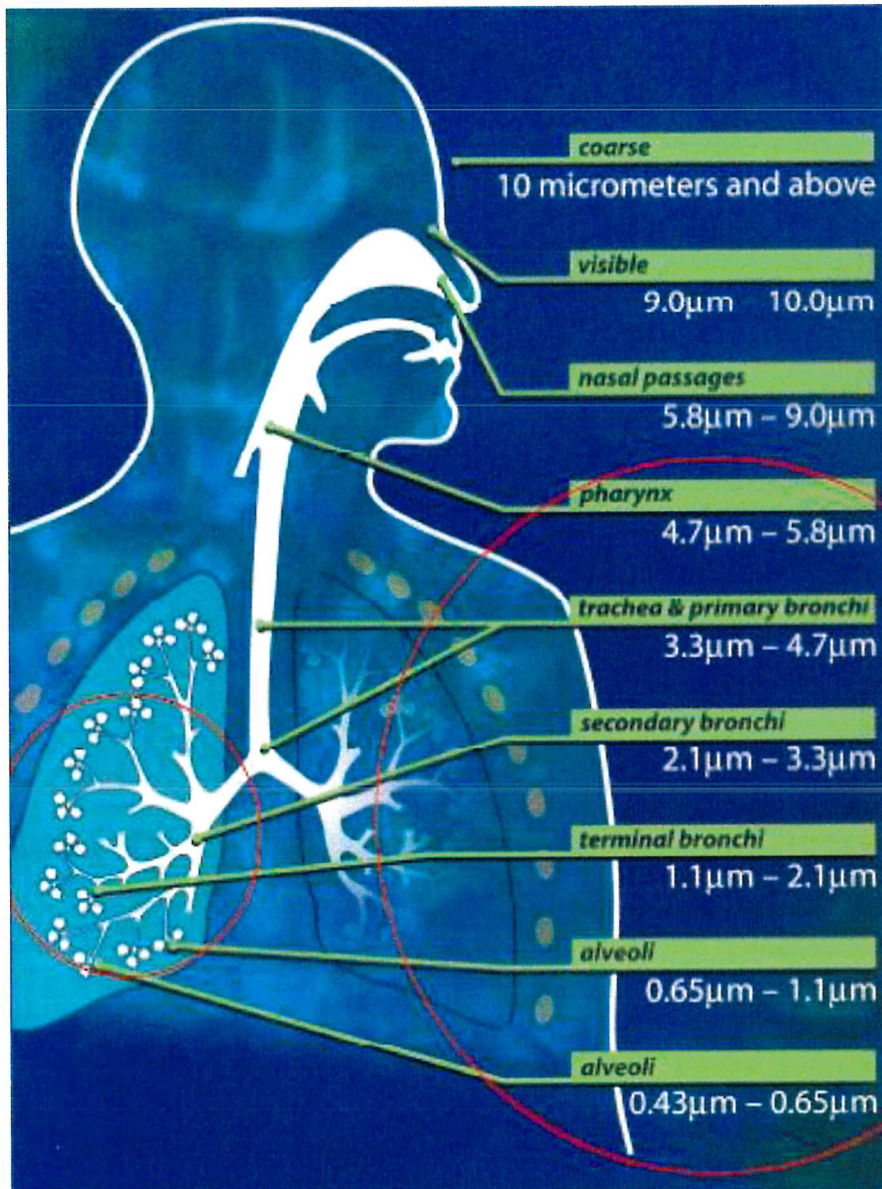
Fog on Glen Iris Golf Course – April to October

HEALTH

Several important key factors need to be taken into account in order to investigate wear particles' toxicity and their potential adverse effects on human health, with the most important being their size distribution, agglomeration state, chemical composition, surface area, as well as their chemistry and surface charge (*Oberdörster et al., 2005*).

DELOITTE AUSTRALIA REPORT ON CLIMATE CHANGE

“While it is impossible to fully predict the effects of changing climate on Australia, scientists have clearly established that Australia is highly exposed to just about all of the climate risks that arise from the warming world. The research is conclusive in saying that warmer and more tropical climates are more likely to feel the effects of climate change. The term ‘climate change’ represents the outcome of a complex interaction of physical, geological and biological processes as a result of higher concentrations of greenhouse gases in the atmosphere.” (*A New Choice. Australia’s Climate for Growth, November 2020*)



Particulate matter penetration in human's respiratory system.
Source (Poepping et al., 2010)

There are many studies demonstrating that particle size is an important factor affecting particles deposition in the respiratory tract (Samet et al., 2000; Pope et al., 2002; Kumar et al., 2013). The World Health Organization reported that adverse health effects of inhalable PM are due to exposure over both short (hours, days) and long (months, years) terms and include: respiratory and cardiovascular morbidity, (aggravation of asthma, respiratory symptoms, increase in hospital admissions), as well as mortality from cardiovascular and respiratory diseases and from lung cancer (WHO, 2013).

While coarse particles are mainly deposited in the upper respiratory tract (nose and throat), ultrafine particles penetrate deep into the lungs (See figure above – Since they penetrate deep into the respiratory tract, they pose hazards related to oxidative stress and inflammation (Balakrishna et al., 2009), as a result of their increased surface area and the higher reactivity of the produced free radicals (Oberdörster et al., 2005; Karlsson et al., 2005).

They can also enhance early atherosclerosis, partly due to their high content in redox chemicals and their ability to synergize with known proatherogenic mediators in the promotion of tissue oxidative stress (Araujo and Nel, 2009). Several studies have shown that ultrafine particles may become blood-borne and then translocate to other tissues such as the liver, kidneys, and brain (Geiser and Kreyling, 1999; Oberdörster et al., 2005), while experiments to animals have shown translocation of inhaled ultrafine particles containing Mn^{2+} , Cd^{2+} , Ni^{2+} , Hg^{2+} and Al^{3+} to the brain (Tjalve and Henriksson, 1999). As mentioned

previously, a considerable fraction of brake wear particles lie into diameters smaller than 100 nm (Garg et al., 2000; Mathissen et al., 2011; Kukutschová et al., 2011), thus posing concerns regarding its potential adverse health effects. However, there are still no comprehensive studies directly linking brake wear PM with adverse health effects on humans. (Page 23 - JRC Science and Policy Reports, Non-exhaust traffic related emissions. Brake and tyre wear PM – Theodoros Grigoratos and Giorgio Martini). **Recorded death 6 May 2021 – see page 4)**

AVOID EARLY MORNING EXERCISE NEAR TRAFFIC

Postpone outdoor exercise, walking and cycling, to later in the morning to dodge the spike in traffic pollution in the pre-sunrise hours. That is when stagnant weather conditions, caused by night-time cooling, trap free pollution near the ground. That slows down the dispersal of emissions, allowing them to drift more than a mile downwind, compared to no more than 1,000 feet during the day. [Author's note: 1 mile = 1.609kms; 1,000 feet = 304.8m]

Levels of ultrafine particles, nitric oxide and hydrocarbons are highest in the early morning, aided by a big injection of exhaust pollution from morning rush hour. Those conditions usually break up once the sun has been up for a few hours and winds increase.

It is also better to keep home windows closed in the early morning hours. You may think it's safer to leave them open after traffic dies down at night, but recent research suggests the opposite. <https://latimes.com/local/california/la-me-freeway-pollution-what-you-can-do-20171230-htlmstory.html>

In urban areas, such as Cockburn, a large portion of the population typically lives within 1.5-2km of a freeway.

In an earlier study, Hu et al. (2009) showed that in the pre-sunrise hours, with stable, nocturnal meteorological conditions, the vehicle-related pollution from a freeway in southern California extended more than 2km downwind. This was in striking contrast to earlier studies in the U.S. **and Australia** showing that during the daytime pollutant concentrations extended no more than ~300m downwind of major roadways. The present study was designed to explore the variability of the large downwind pollutant impact zone observed by Hu et al. (2009) in the pre-sunrise hours on a wider geographic scale. An instrumented mobile platform was employed to measure vehicle-related pollutant concentrations on transects running upwind and downwind of four freeways in the coastal, central and eastern areas of the California South Coast Air Basis (SoCAB) during the pre-sunrise period (04:30-06:30). Extended freeway plumes were observed for ultrafine particles (UFP), nitric oxide and particle-bound polycyclic aromatic hydrocarbons (PAH) at all four sites during stable pre-sunrise periods. Plume lengths were measured to be ~2km or more with a dilution rate coefficient about a factor of ten lower than commonly observed for daytime. An average of 39 and 19% (+/-8-9%) of freeway plume peak concentrations of UFP remained 500 and 1500m downwind, respectively, from the freeways for the four transects studied here. Because a large fraction of UFP and other vehicle related pollutants typically penetrate into indoor environments, and nocturnal surface implications for more extensive human exposures to vehicle-related pollutants than previously indicated based on daytime measurements of roadway plumes.

Highlights:

- Pollutant plumes from major roadways extend up to 2km under stable conditions.
- Wide area impacts of freeway plumes are commonly observed in the SoCAB.
- Dilution rate coefficients in stable atmospheres are less than a tenth of daytime.
- Decay rates of UFP vary with size, changing size distributions.
- Mixed fleet emissions of UFP for a given traffic flow have decreased over time.
-

RESIDENTIAL AIRBORNE PRECAUTIONS – USE FILTERS, BUT KNOW THE LIMITATIONS

If you have a central heating, air-conditioning or ventilation system, install high-efficiency air filters. They should be rated 13 or higher on the 16-point industry MERV scale (Minimum Efficiency Reporting Value) that measures how effectively they block tiny pollution particles.

Make sure to replace them on schedule, about every few months,

But filters remove only some of the harmful ingredients in traffic pollution. And they're effective only when the air conditioner is running and all doors and windows are closed.

Most will not remove toxic exhaust gases such as benzene and 1,3-butadiene. To screen those out, you need more costly charcoal filters.

DON'T COUNT ON ELECTRIC CARS TO ELIMINATE THE PROBLEM

Cars and trucks keep getting cleaner, but do not count on electric vehicles bringing an end to traffic-related health problems.

Australia has one of the lowest rates of electric car ownership in the OECD. Take up rate of electric vehicle sales in WA is only 8 vehicles per 10k vehicles.

Electric vehicle sales (per 10,000 vehicles)

NSW	VIC	QLD	SA	WA	TAS	NT	ACT
10	9	7	21	8	3	1	21

<https://www.budgetdirect.com.au/car-insurance/research/electric-car-sales-australia.html>

Switching to zero-emission vehicles only gets rid of tailpipe-generated pollution. It does nothing to reduce non-exhaust pollutants, including dust from brake pads and tyres that contains toxic metals, rubber and other compounds that are thrown up into the air.

Scientists trying to pinpoint the most harmful agents in traffic pollution are just beginning to study the health effects of those non-tailpipe pollutants.

“The switch to electric vehicles will certainly reduce the public’s exposure to engine-related emissions,” said Ed Avol, a Professor of preventative medicine at USC. “But this other kind of pollution generated by frictional forces of tyres and brakes and from lubricating oil is likely to remain in some form for years to come.”

EMISSIONS ANALYTICS “THE BRAKE REPORT” (16 March 2020 announcement)

<https://thebrakereport.com>

Pollution from tyre wear can be 1,000 times worse than what comes out of a car’s exhaust, Emissions Analytics has found. Harmful particle matter from tyres – and also brakes – is being exacerbated by the increasing popularity of large, heavy vehicles such as SUVs, and growing demand for electric vehicles, which are heavier than standard cars because of their batteries.

What’s more, vehicle tyre wear pollution is completely unregulated, unlike exhaust emissions which have been rapidly reduced by car makers thanks to the pressure placed on them by European emissions standards. New cars now emit very little in the way of particulate matter but there is growing concern around ‘non-exhaust emissions’.

Non-exhaust emissions (NEE) are particles released into the air from brake wear, tyre wear, road surface wear and resuspension of road dust during on-road vehicle usage. No legislation is in place to limit or reduce NEE, but they cause a great deal of concern for air quality.

NEE’s are currently believed to constitute the majority of primary particulate matter from road transport, 60 percent of PM_{2.5} and 73 percent of PM₁₀ – and in its 2019 report ‘Non-Exhaust Emissions from Road Traffic’ by the UK Government’s Air Quality Expert Group (AQEG), it recommended that NEE are immediately recognized as a source of ambient concentrations of airborne particulate matter, even for vehicles with zero exhaust emissions of particles – such as EVs (electric vehicles).

To understand the scale of the problem, Emissions Analytics – the leading independent global testing and data specialist for the scientific measurement of real-world emissions – performed some initial tyre wear testing. Using a popular family hatchback running on brand new, correctly inflated tyres, they found that the car emitted 5.8 grams of particles per kilometre.

Compared with regulated exhaust emission limits of 4.5 milligrams per kilometre, the completely unregulated tyre wear emission is higher by a factor of over 1,000. Emissions Analytics notes that this could be even higher if the vehicle had tyres which were underinflated, or the road surfaces used for the test were rougher, or the tyres used were from a budget range – all very recognizable scenarios in ‘real world’ motoring.

POLLUTION FROM TYRE WEAR 1,000 TIMES WORSE THAN EXHAUST EMISSIONS

Source: BT.com

<https://www.emissionsanalytics.com/news/pollution-tyre-wear-worse-exhaust-emissions>

United Kingdom – Metal particles released by worn-out brake pads. Brake dust – may have the same harmful effects on the immune system as diesel exhaust fumes, according to new research.

Lab tests have shown dust from the component can cause inflammation of the lungs and reduce the ability of immune cells to kill bacteria, increasing the risk of respiratory infections.

The effects of air pollution particles from diesel have been well documented, with studies linking the exhaust fumes to lung cancer, various respiratory illnesses and decreased lung function.

A team from King's College London now believes brake dust could be contributing not only to endless coughs and colds among city dwellers, but also to more serious illnesses like pneumonia or bronchitis.

Dr Ian Mudway, who led the research at the MRC Centre for Environment and Health at King's College London, said: "At this time the focus on diesel exhaust emissions is completely justified by the scientific literature, but we should not forget, or discount, the importance of other components, such as metals from mechanical abrasion, especially from brakes."

"There is no such thing as a zero-emission vehicle and as regulations to reduce exhaust emissions kick in, the contribution from these sources are likely to become more significant."

It is estimated that metal particles from brake wear is responsible for up to a fifth of fine air pollution particles, known as PM_{2.5}, at roadsides.

To test the effects of brake pad particles on human lungs, the team collected dust from a brake pad testing factory and exposed it to a group of immune cells, known as macrophages, in the lab.

Macrophages are the lungs' front-line defence system which kill bacteria by engulfing and digesting them.

When exposed to particulates from diesel exhaust and brake dust, the researchers found the ability of the macrophages to take up and destroy bacteria was reduced.

NON-EXHAUST EMISSIONS (NEE)

Non-exhaust emissions (NEE) from road traffic refers to particles released into the air from brake wear, tyre wear, road surface wear and resuspension of road dust during on-road vehicle usage. These emissions arise regardless of the type of vehicle and its mode of power and contribute to the total ambient particulate matter burden associated with human ill-health and premature mortality. No legislation is currently in place specifically to limit or reduce NEE particles, so whilst legislation has been effective at driving down emissions of particles from the exhausts of internal-combustion-engine vehicles, the NEE proportion of road traffic emissions has increased. Data from the UK National Atmospheric Emissions Inventory indicate that particles from brake wear, tyre wear and road surface wear currently constitute 60% and 73% (by mass), respectively, of primary PM_{2.5} and PM₁₀ emissions from road transport and will become more dominant in the future. Currently they contribute 7.4% and 8.5% of all UK primary PM_{2.5} and PM₁₀ emissions. Therefore, to achieve further gains in and PM₁₀ air quality in relation to road transport sources requires attention to reducing non-exhaust emissions, not solely a focus on lowering exhaust emissions.

The magnitudes of non-exhaust emissions are, however, highly uncertain, particularly when compared to data for exhaust emissions. Emissions vary widely according to brake, tyre and road-surface material, and with driving style. The NEE emission factors used in inventories have a wide span of uncertainty – greater than a factor of two is typical – including uncertainty in splits between PM₁₀ and PM_{2.5} size fractions. The emission factors are also largely based on data from the 1990s and have not changed as vehicle designs and fleet composition have changed, in contrast to the regularly updated factors used for exhaust emissions.

The available data indicate that brake, tyre and road-surface wear contribute approximately equally to UK sources of NEE and are predominantly derived from cars because of the much greater vehicle-km travelled for this class of vehicle. NEE particles are also an important source of metals to the atmosphere; the national inventory estimates NEE contributions of 47% and 21% for Cu and Zn, primarily associated with brake and tyre wear, respectively. The national inventory does not include estimates of road dust resuspension.

NEE are especially important in urban environments. The national inventory indicates that half of NEE occurs on urban roads, owing to the greater braking per km than on non-urban roads. Emissions may also be high in areas such as trunk-road exits. Tyre-wear emissions are estimated to be greatest on high-traffic trunk roads and motorways (both urban and rural).

Considerable measurement evidence shows NEE increase concentrations of PM₁₀ and PM_{2.5} and some metals at roadside although precise quantification of the NEE contribution is difficult. Data from London Marylebone Road indicate a NEE contribution (including resuspension) of 4-5 $\mu\text{g m}^{-3}$ to the roadside increment in PM, mostly in the coarse particle fraction (PM_{10-2.5}). Other studies, including dispersion modelling, also indicate total NEE contributions, including resuspension, of up to several $\mu\text{g m}^{-3}$ of PM₁₀ at busy roadsides, and in the region 1-2 $\mu\text{g m}^{-3}$ for urban background in central London.

The most effective mitigation strategies for NEE are **to reduce the overall volume of traffic**, lower the speed where traffic is free-flowing (e.g. trunk roads and motorways), and promote driving behaviour that reduces braking and higher-speed cornering. Resuspension of particles from the road surface can be lowered by reducing the material that is tracked onto public road surfaces by vehicle movements in and out of construction, waste-management and similar sites; and potentially by road sweeping, street washing and application of dust suppressants to street surfaces, although the impacts on airborne PM from trials of these latter approaches have so far proven inconsistent and any benefits have been short-lived.

Regenerative braking does not rely on frictional wear of brake materials so vehicles using regenerative braking totally or partially, for example electric vehicles, should have lower brake wear emissions. However, **tyre and road wear emissions increase with vehicle mass, which has implications for any vehicle with a powertrain that is heavier (for example due to additional battery and hardware mass)** than the equivalent internal-combustion-engine vehicle it replaces. The net balance between reductions in brake wear emissions and potential increases in tyre and road wear emissions and resuspension for vehicles with regenerative braking remains unquantified, and will depend upon road type and driving mode, as both influence the balance between the different sources of emissions. In locations where brake wear makes a major contribution to overall NEE, it seems likely that there will be a net benefit, but this has yet to be demonstrated. Other as yet unproven technological mitigation methods include trapping brake wear particles prior to emission, and mandating formulation of low-wear/low-emission tyres, brake pads and road surfaces.

AQEG recommends as an immediate priority that NEE are recognised as a source of ambient concentrations of airborne PM, even for vehicles with zero exhaust emissions of particles.

A further priority is to work towards a consistent approach internationally for measurement of NEE and to update and narrow the uncertainties in their emission factors. Such a programme of work could form the basis for subsequently including criteria on brake and tyre wear emissions in future type approvals and regulations governing formulation.

AQEG also recommends that further studies be conducted to quantify the efficacy of technical solutions on NEE reductions; in particular, to understand gains from use of regenerative braking versus potential increased tyre and road wear due to additional mass of vehicles incorporating such braking. *(Pages 8,9,10 - Report from the Air Quality Group to the Department for Environment; Food and Rural Affairs; Scottish Government, Welsh Government; and Department of the environment in Northern Ireland, on non-exhaust emissions from road traffic, 2019)*

TRAFFIC FORECAST AROUND THE GLEN IRIS ESTATE

- By 2031, there will also be an extra 20,000-30,000 people living in Jandakot, Treeby, Piara Waters, Harrisdale and Haynes, **a significant number of which will use Jandakot Road to access Kwinana Freeway;**
- **Traffic forecasts estimate that 26,000 vehicles will be using Jandakot Road each day by 2031.** In 2017, 15,000 vehicles per day were using the road.

<https://www.cockburn.wa.gov.au/Building-Planning-and-Roads/City-Projects/Major-Projects/Jandakot-Road-Upgrade>

Non-Exhaust Vehicle Emissions Especially in Urban Areas – October 2021

JANDAKOT ROAD UPGRADE

The City of Cockburn is upgrading Jandakot Road in two stages. It is a dangerous and congested stretch of road. The upgrade will result in Jandakot Road becoming a dual carriageway with a central median and full intersection upgrades.

Why does it need to be upgraded? **Jandakot Road is approaching the limits of safe operating capacity for a single lane rural road; crash statistics show that it is one of the most dangerous stretches of road in the Cockburn district.**

- Facts (Some of this info already noted further above, ie repeated.): 105 crashes have occurred along Jandakot Road between 2013-2017, including one fatality near Coonadoo Court. A further fatality, not included in these statistics, occurred in September 2017 near the Warton Road roundabout
- Traffic forecasts estimate that 26,500 vehicles will be using Jandakot Road each day by 2031. In 2017, 15,000 vehicles per day were using the road, which is the threshold for a single lane road before duplication is required
- By 2031, there will also be an extra 20,000-30,000 people living in Jandakot, Treeby, Piara Waters, Harrisdale and Haynes, a significant number of which will use Jandakot Road to access Kwinana Freeway.

TRAFFIC WHEN ARMADALE ROAD IS UPGRADED AND BRIDGE BUILT

The State and Federal Government-funded Armadale Road upgrade project will only assist in relieving congestion on Armadale Road, not Jandakot and Solomon Roads. Main Roads WA projections show that even with the upgrade of Armadale Road, traffic forecasts for Jandakot Road by 2031 will be 26,500 vehicles per day.

Upgrades - Stage 1 and 2.

Stage 1:

- The duplication of Jandakot Road from Fraser Road to just prior to its intersection with Solomon Road,
- Upgrades:
 - Upgrade of Solomon Road between Cutler Road to just prior to the Jandakot/Solomon Road intersection (Solomon Road will still remain a single carriageway – single lane in both directions)
 - Jandakot Road intersection upgrades at Coonadoo Court, Cessna Drive and Fraser Road
 - Solomon Road intersection upgrades at Peppworth Place and Dollier Road, and
- Construction of intersections at Jandakot Road and Clementine Boulevard, and at Solomon Road and Greensand Promenade.

Construction work commenced in December 2018 and was completed in 2020.

Stage 2:

- The duplication of Jandakot Road from Solomon Road through to Berrigan Drive, including the construction of a roundabout at the Jandakot Road intersection with Solomon Road-
- Jandakot Road intersection upgrades at Boeing Way and Falcon Place
- Construction of a new intersection to access the Urbanstone site.

Once land acquisition negotiations with affected landowners are finalised, a commencement date can be set for Stage 2. It is expected that construction will commence late 2020, and finish at the end of 2021.

<https://www.cockburn.wa.gov.au/Building-Planning-and-Roads/City-Projects/Major-Projects/Jandakot-Road-Upgrade>

<https://www.google.com.au/maps/@-32.1097922,115.8649883,15.95z>

TRAFFIC INFORMATION

Northbound/Southbound Traffic Volumes

Table 3-2 Traffic Information Used in the Modelling

Road Name	Section	Traffic Volumes			
		Existing		Future	
		Northbound	Southbound	Northbound	Southbound
Kwinana Freeway	South of Farrington Road	44200 (11)	47900 (10)	68,600 (9)	63,400 (9)
	Roe Highway Interchange	36600 (12)	40700 (8)	56,805 (10)	53,870 (7)
	South of Roe Highway	59200 (13)	59150 (12)	109,100 (11)	92,450 (11)
	Berrigan Drive Interchange	49984 (13)	52092 (12)	9,2116 (11)	81,419 (11)
Ramps	Roe Hwy (West) to/from Kwinana Fwy	7600 (17)	7200 (18)	11,795 (6)	9,530 (20)
	Kwinana Fwy to/from Roe Hwy (East)	22600 (15)	18450 (21)	52,295 (12)	38,580 (16)
	Berrigan Dr to/from Kwinana Fwy	9,216 (13)	7,058 (11)	16,984 (10)	11,031 (10)
Berrigan Drive	West of Kwinana Freeway	16,582 (8)	14,380 (8)	30,559 (9)	22,476 (9)

Note: Numbers shown in bracket indicate percentage of heavy vehicles.

Traffic Volumes – Information used in the modelling is provided in Table 3-2. The information was provided by Main Roads Western Australia (MRWA) in a data request (Clare Yu, Traffic Modelling Analyst #40624 via email dated 22 August 2017) containing the 2016 volumes and

percentage heavy vehicles (shown in brackets), 2016 calibration plot (modelled traffic volumes compared to counts) and the 2031 volumes.

A report titled: "Road Traffic Noise Assessment" prepared for the City of Cockburn in February 2018 (of which the main focus of the report was to define 'noise affected areas', based on computer modelling) recommended some 'noise design stage' mitigation points in a Lakes Revitalisation Strategy Scheme Amendment.

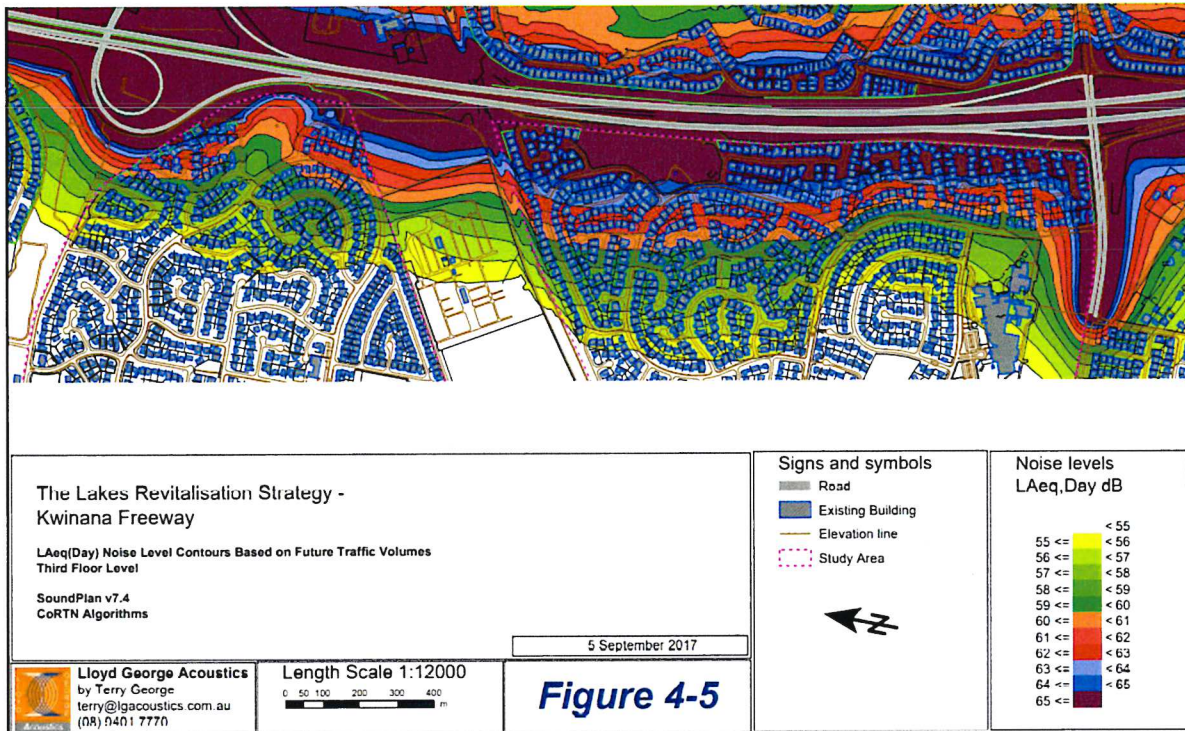
Notably the report included the South Lakes area that abuts the other side of the Kwinana freeway – directly opposite the Glen Iris Estate and recommended these actions.:

In order to minimise potential noise impacts and also costs of noise mitigation, the following should be considered during the design stage:

- Locate habitable rooms away from the transport corridor and conversely, locate non-habitable rooms (entry, bathrooms, laundries, garage, storerooms etc.) on the same side of the building as the transport corridor;
- Locate outdoor living areas on the opposite side of the building to the transport corridor or within an alcove type area so that there is limited direct line of sight.
- Where habitable rooms are on the same side of the building as the transport corridor:
 - Locate windows/doors on the side (perpendicular) of the building or where possible, the opposite side of the building to the transport corridor;
 - Keep window/door sizes as small as practicable;
 - Select awning/casement style windows over sliding windows;
 - Do not have sliding door access from a bedroom to balcony;
 - Do not locate balconies on the same side of the building as the transport corridor.

The above was recommended by an expert in the field, regarding potential future City of Cockburn residential density infill/ noise mitigation.

Demonstrated by the extract visual map below it demonstrates extensive noise impact to the Glen Iris Estate from the nearby Kwinana freeway and nearby Roe Highway, of which, importantly, the Glen Iris Estate currently has the 18-hole golf course as a viable sound buffer. This map was prepared in September 2017.



[https://www.cockburn.wa.gov.au/getattachment/059d0acb-e7fc-46d0-b846-4d22e4b30428/ECM_7226662_v1_Lakes-Revitalisation-8-Road-Noise-\(K-F-in-S-L-B-pdf.aspx](https://www.cockburn.wa.gov.au/getattachment/059d0acb-e7fc-46d0-b846-4d22e4b30428/ECM_7226662_v1_Lakes-Revitalisation-8-Road-Noise-(K-F-in-S-L-B-pdf.aspx)

<https://www.cockburn.wa.gov.au/The-Lakes-Revitalisation-Strategy>

NON-EXHAUST EMISSIONS OF PM AND METALS FROM RAILWAYS

The first commercial rail transport appeared in the UK between 1804 and 1812 and the first underground railway opened in 1893, around ten years before the invention of the four-stroke gasoline engine. Despite railways pre-dating motorised road traffic, there have been relatively few studies of the non-exhaust emission from rail transport and, like road transport, there are no legislation or regulations to control emissions or concentrations (Abbasi et al. (2012).

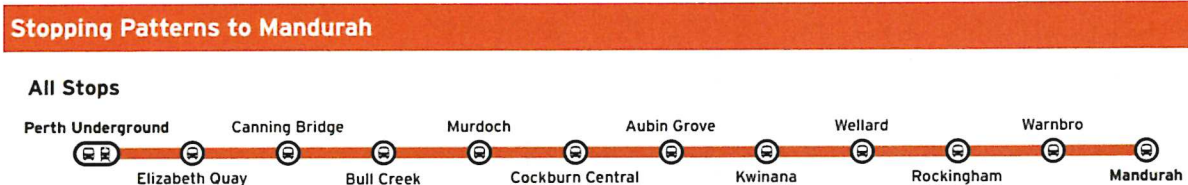
One of the most extensive investigations of ambient non-exhaust particles from railways was undertaken by Gehrig et al. (2007) who made measurements at various distances from an electrified rail line in Switzerland. At around 10 m from the trackside, PM₁₀ concentrations were found to be around 1 µg m⁻³ above that measured at a nearby background site. This was dominated by Fe with smaller contributions from Cu, Mn and Cr. The Fe particles were predominately (72%) in the coarse particle size. Particle concentrations reduced with distance from the railway line; PM₁₀ concentrations at 120 m from the railway were only 25% of that measured at 10 m.

In London, Fuller et al. (2014) measured the metallic composition of PM₁₀ at the boundary fence alongside the Paddington and East Coast mainlines (Southall and near Highbury Arsenal). It was difficult to isolate sources of metallic PM from the railway from those from other urban sources such as traffic. Ambient emissions ratios of black carbon and Fe were derived from traffic sources in London and used to separate the Fe of road traffic origin from

the Fe from the railway. Using this approach Fe from rail wear was estimated to be between $0.8 \pm 0.5 \mu\text{g m}^{-3}$ and $1.2 \pm 0.8 \mu\text{g m}^{-3}$ as a contribution to PM₁₀, if all Fe was present as Fe₂O₃.

Abbasi et al. (2012) describes how emissions are determined by a range of operational factors including axle load, bogie design, wheel and brake materials, and braking systems. Various control measures have been suggested to control non-exhaust PM from railways. These include better track layouts, optimising train wheel profiles and applying friction modifiers. Improved bogie designs have also been suggested including articulated bogies, active wheel steering and better suspension. Radial grooves in brake discs have been found to reduce brake wear debris and choice of brake pad can decrease emissions of some metal particles.

Trains timetable/frequency:



<https://www.transperth.wa.gov.au/timetablepdfs/Mandurah%20Line%202020190721.pdf>

Line Group	Peak train frequency on busiest sections of the network		
	current 2017	proposed 2021	proposed 2031
Yanchep/Butler - Mandurah	6	6	6
Whitfords - Cockburn	6	6	6
Clarkson - Rockingham	-	-	6
Mandurah / Joondalup total trains per hour	12	12	18
Armadale	8	8	8
Thornlie	4	4	4

<https://www.metronet.wa.gov.au/Portals/31/Project%20Documents/Railcars/Railcar%20Project%20Definition%20Plan%20.pdf>

PARTICLES FROM JANDAKOT AIRPORT

Global air transport has grown strongly over the past decades (Lee et al, 2009). In 2019, scheduled passenger numbers reached more than 4.5 billion and 61.3 million tonnes of cargo were transported by plane (International Air Transpo, 2020)

DIRECTIONS 2031

Directions 2031 addresses urban growth needs and also takes into consideration the need to protect our natural ecosystems.

Way Forward

The Commonwealth listed species, communities, areas and places are to be considered in the planning process, and the intent and application of the EPBC Act is to be observed particularly during the structure planning process for greenfield developments.

(See Submission Against Loss of Glen Iris Golf Course Habitat Due to Proposed Infill Housing Development by Eastcourt Property Group, dated August 2020).

Submission titled: SANCTUARY FOR THE PROTECTED FAUNA - (other wildlife) AND PROTECTED FLORA - ON THE GLEN IRIS GOLF COURSE ESTATE, JANDAKOT, WESTERN AUSTRALIA. *Quendas, Carnaby's cockatoos, Banksias*

Statement of Planning Policy No. 2.7 Public Drinking Water Source Policy adopted by the WAPC to ensure that land use and development are compatible with the protection and long-term management of water supplies; and the 2009 draft Department of Water Perth - Peel Regional Water Plan 2010-2030, which sets out strategic directions for the sustainable management of the region's water resources to 2030.

Air quality should be considered with respect to the location of residential development near major transport routes or interchanges as there is likely to be reduced air quality in these locations, and appropriate buffer controls around non-conforming land uses need to be maintained to ensure the compatibility of land uses.

The WAPC is committed to environmentally sustainable development as a participating member of the Department of Environment and Conservation Air Quality Coordinating Committee and a lead agency in the implementation of the Perth Air Quality Management Plan actions.

The Perth Air Quality Management Plan, released in December 2000, was developed to ensure that clean air is achieved and maintained throughout the Perth metropolitan region over the next 30 years. The implementation strategy developed in 2002 details how the actions of the plan are to take place; it consists of 12 initiatives that outline 126 actions aimed at improving Perth's air quality.

Directions 2031 is the highest-level spatial framework and strategic plan to manage the growth of the metropolitan Perth and Peel region over the medium to long-term planning horizon of 2031 and beyond.

The spatial framework outlines population growth scenarios and land use patterns for a medium to long-term increase of half a million people by 2031 and prepares for a city of 3.5 million people by 2050.

<https://www.dph.wa.gov.au/projects-and-initiatives/planning-for-the-future/directions-2031>

PERTH AIR QUALITY MANAGEMENT PLAN

Perth Air Quality Management Plan



https://www.der.wa.gov.au/images/documents/about/committees/Perth_Air_Quality_Management_Plan.pdf

3.1.2 Perth Air Quality Management Plan:

The Perth Air Quality Management Plan (AQMP) was launched in December 2000 and details 126 actions to ensure that clean air is achieved and maintained throughout the Perth metropolitan region over the next 30 years. The actions within the Perth AQMP seek to achieve this by reducing the emission of air pollutants that are currently causing occasional episodes of unacceptable air quality, **and by preventing the development of future air quality problems. The AQMP aims to steadily improve Perth's air quality so that our air is cleaner to a level that will not negatively impact on the environment, or on the health of the community.** The Implementation Strategy has taken the actions from the Perth AQMP and consolidated linked actions into initiatives to give an integrated approach to targeting air quality issues. A total of 12 initiatives have been established, which will be implemented over the longer term. Initiatives will be reviewed regularly to ensure that the agreed targets are being met, and that new information is incorporated where available.

[https://www.parliament.wa.gov.au/publications/tabledpapers.nsf/displaypaper/3712030a6c1a2a61b92dc598482571f700341f48/\\$file/environment+ar+2005-06.pdf](https://www.parliament.wa.gov.au/publications/tabledpapers.nsf/displaypaper/3712030a6c1a2a61b92dc598482571f700341f48/$file/environment+ar+2005-06.pdf)

BIG INCREASES IN TRAFFIC FORECAST

The BRG analysis showed these multiples of increases in traffic for

Jandakot Road:

		vpd	Multiple
Actual	2017	12,300	
Forecast	2021	21,000	1.7
Forecast	2031	27,800	2.3

None of these large increases in traffic volumes is acceptable for any lifestyle rural area. According to the forecast weekday traffic volumes shown in the DTS, Jandakot Road will be almost as busy as Stock Road in Hilton, while Liddelow Road will be almost as busy as Spearwood Avenue in Beeliar, as is evident from this comparison table:

	2021	2031
Stock Road	23,100	31,600
Jandakot Road	21,000	27,800
Spearwood Ave	13,200	17,700
Liddelow Road	10,000	16,000

<https://banjup.webs.com/Road%20Safety/BRG%20submission%20Cockburn%20DTS%20final2.pdf>

As per Infrastructure Australia's 'Urban Transport Crowding and Congestion, dated 13/08/19': "Perth's most congested corridors in 2016 are expected to worsen by 2031, including the Mitchell and Kwinana freeways. By 2031 peak users of these corridors can expect to spend up to 60% of their travel time stuck in traffic, up from 40% in 2016 for the worst-performing corridors."

"Despite widening of the Mitchell and Kwinana Freeways, these roads will experience severe congestion in the citybound direction in the AM peak period, with the opposite expected in the PM peak period."

Based on the experience of Jandakot Road, where congestion on Main Roads and developments beyond the area (Harrisdale, Piara Waters, etc.) have led to a huge increase in traffic including heavy trucks, action has to be taken now to discourage rat-running and trucks from Banjup roads. If not the rural areas of Banjup **will be similarly destroyed in the near future.**

<https://comment.cockburn.wa.gov.au/44940/widgets/274549/documents/127623/download>

Perth's most congested corridors in 2016 are expected to worsen by 2031, including the Mitchell and Kwinana freeways. By 2031 peak users of these corridors can expect to spend up to 60% of their travel time stuck in traffic, up from 40% in 2016 for the worst-performing corridors.

Page 129: <https://www.infrastructureaustralia.gov.au/sites/default/files/2019-08/Urban%20Transport%20Crowding%20and%20Congestion%20%28Lower%20Resolution%29.pdf>

PERTH BRAKE TEMPERATURE STUDY

February 2021 Mr. Van Litsenborgh, utilising specialised brake temperature measurement equipment mounted on a vehicle, undertook a brake emissions test in Cockburn, WA.

Weather conditions were dry and sunny plus the test was conducted during the Perth late afternoon peak traffic mainly in the Jandakot area.

Initially some basic terminology will be explained before presenting the test result and observations. Street layouts are referred to as 'grid' or 'organic', thus they will be discussed.

Grid plan, grid street plan or gridiron plan is a type of city plan in which streets run at right angles to each other forming a grid. Infrastructure cost for regular grid patterns is generally higher than for patterns with discontinuous streets. The geometry helps with orientation and wayfinding. Little research has been conducted to identify the impact of modern grid forms on the organic urban structure.

Modern results show that at the car-oriented global scale the city centre with an organic urban form loses its importance in terms of space syntax indexes such as choice and integration values. However, the organic structure becomes more important at the pedestrian-orientated local scale. Furthermore, adding the grid structure to the original

organic form increases the relative importance of the organic form in, eg Barcelona's city centre.

The findings indicate that a grid system and an organic form are not in opposition to each other but can instead be complementary.

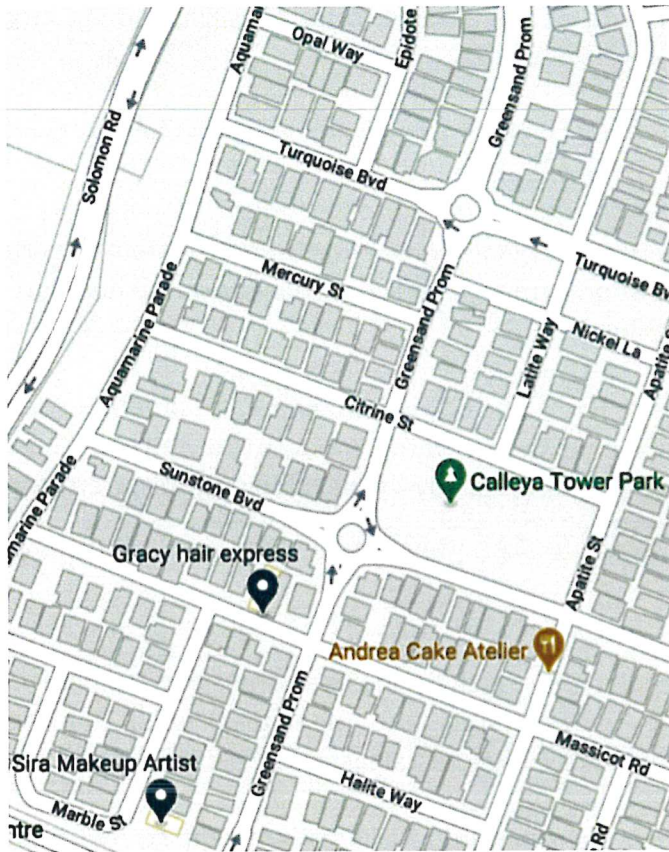
This study implies that the integration between organic form and the grid system is very important and necessary for urban regeneration in many cities. (Journal of Asia Architecture and Building Engineering/September 2017/604 597)

Organic Street layout – Referring again to the Barcelona city layout where the organic urban form of the old towns or city centres have been extended with a modern grid system. Thus, the organic urban form (similar to Cockburn) is surrounded by the developing grid system due to population growth and urban development.

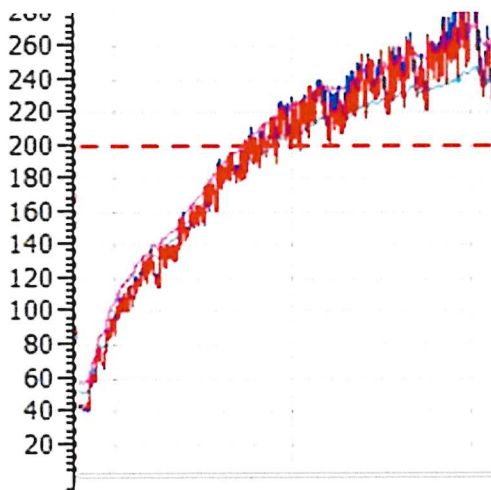
Brake Temperature Study

A recent brake temperature study was completed in Perth during peak afternoon traffic. The aim of the test was to measure brake temperatures and understand when braking temperatures exceed 200 degrees (harmful brake emissions released 160 – 200 degrees and above). During this test, the only time the brake temperatures exceeded 200 degrees was when the vehicle was traveling through a high-density residential area (grid type street layout with lots of stop start events). A second test was conducted in a neighbouring area which was not as densely populated and it also had organic type street layout, the recorded brake temperatures in this area were below 85 degrees and thus less hazardous to health.

High density area (grid streets) – Calleya Estate, Jandakot



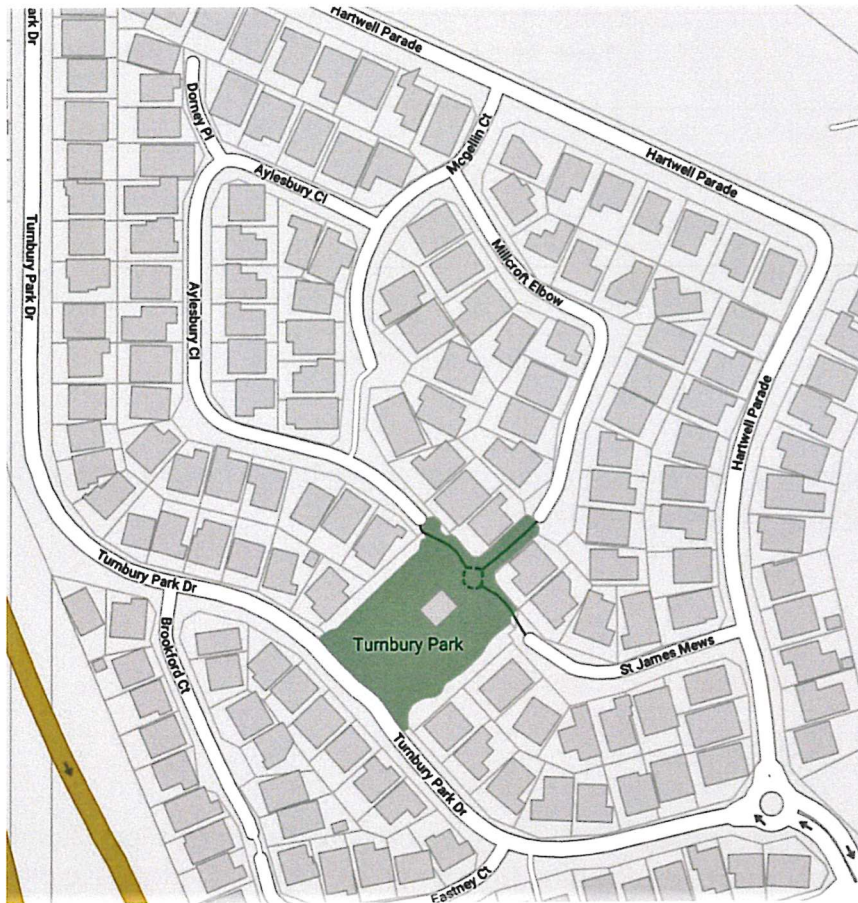
Grid Streets - peaked at 304 degrees after 10 minutes of driving (morning cold start)



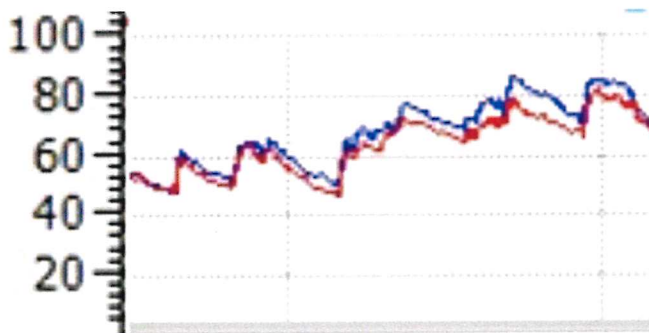
High brake temperature/high particulate generation – with health risk

ature = 0 – 306 degrees, Average speed = 30 kph

Organic Street Layout – Glen Iris Golf Course Estate, Jandakot



Organic Streets - 60-70 degrees (after coming off Kwinana freeway at 120 degrees)



Lower brake temperatures with less particulate generation – lower health risk

Organic street layout: temperature = 0 – 85 degrees, Average speed = 40 kph

Based on these results it could be concluded that if the proposed development in Glen Iris was to proceed it would increase the amount of harmful braking emissions in the Glen Iris infill residential area, resulting in an increased exposure to all residences with additional harmful braking emissions.

		Average Speed (kph)	Braking Events	Average Brake Temperature (Degrees)	Max Temperature (Degrees)
Freeway (Hepburn Ave - Cedric)	High Speed / Low Traffic	90 - 100	Low	40 - 50	48
Freeway (Cedric - Canning Bridge)	Low Speed / High Traffic	20 - 40	High	70 - 80	90
Freeway (South Street - Berrigan)	High Speed / High Traffic	60 - 100	Medium	110 - 120	145
Suburb (Organic street layout - Jandakot)	Low Speed / Low Traffic	40	Low	50 - 65	85
Suburb (Grid street layout - Treeby)	Low Speed / Low Traffic	20 - 30	High	180	306

Perth brake temperature test drive results February 2021

Electric vehicles will not solve the pollution problem because the heavy weight (mass) of the batteries will result in heavier vehicle braking.

Newtons 2nd Law:

Force of an object is equal to its Mass times its Acceleration

$$\mathbf{F = Ma}$$

The mass of the batteries will require more force to stop acceleration; therefore, the pollution from a battery vehicle will equal or exceed pollution from a normal fuel engine exhaust, plus brake dust particles are capable of penetrating the cardiovascular system (page 6).

CONCLUSIONS

The increased traffic density at the Glen Iris Estate, coupled with the removal of large trees, vegetation - especially golf course grass - will result in reduced air quality as an 18-hole 32ha golf course annually provides oxygen for around 85,000 people. Glen Iris golf course is 54.9ha – extrapolated, this can annually produce enough oxygen for around 135,000 people.

Traffic is a source of non-exhaust emissions (NEE) of particles which are produced from frictional processes associated with vehicle usage predominantly from brakes, tyres and the road surface.

Increased road traffic (6,000+ traffic movements per day), coupled with prevailing winds, will increase health concerns and the quality of life within and around the Glen Iris Estate.

Non-exhaust emissions are particles released into the air from brake wear, tyre wear, road surface wear and resuspension of road dust during on-road vehicle usage.

No legislation is in place to limit or reduce NEE but they cause a great deal of concern for air quality.

(Emission analytics leading independent global testing and data specialists for the scientific measurement of real-world emission – Oxford 6 March 2020)

- Recognise that NEE are an important source of ambient concentrations of airborne particles, **including vehicles with zero exhaust emissions of particles (electric)**.
- For purposes of reducing public exposure to airborne particles, metals and PAH's NEE should be managed as part of traffic emission policies. An effective tool for NEE abatement as Traffic management, specifically **reducing the volume**, speed and braking intensity of traffic, and increasing the distance between traffic and members of the public. (*Air Quality Expert Group Non-exhaust Emissions from Road Traffic*).
- It is the duty of local councils and government to protect the public health, within reasonable achievable limits, especially where potential hazards are documented.
- With increased traffic (and potential removal of the golf course), it will dramatically decrease quality of life for any residents living within Glen Iris Estate.
- Air quality within homes can only be maintained with safeguards, i.e. closed windows, pay attention to quality of air conditioning filters.
- Air quality will be reduced affecting humans, especially infants, the frail and aged.

City of Melville considers banning new childcares on busy roads –
Kristie Lim, Perth Now – Melville 26 August 2021 (Excerpt)...

“New Childcare centres could be banned along the busy Leach and Canning Highways, and South Street, over concerns about the pollution effect of passing traffic on young lives.

City of Melville chief executive Marten Tieleman said the Council’s primary concern about childcare centres on busy primary roads was air quality and noise impacts.”

"In a Biodiversity Study undertaken by Melbourne University in 2015, golf courses stood head and shoulders above other green spaces for the contribution to habitats to fauna and flora when compared to residential areas and nearby nature reserves. In fact, the Study found that golf courses supported almost twice the bird breeding activity of any residential and small park area." (*University of Melbourne - assets.ctfassets.net*)

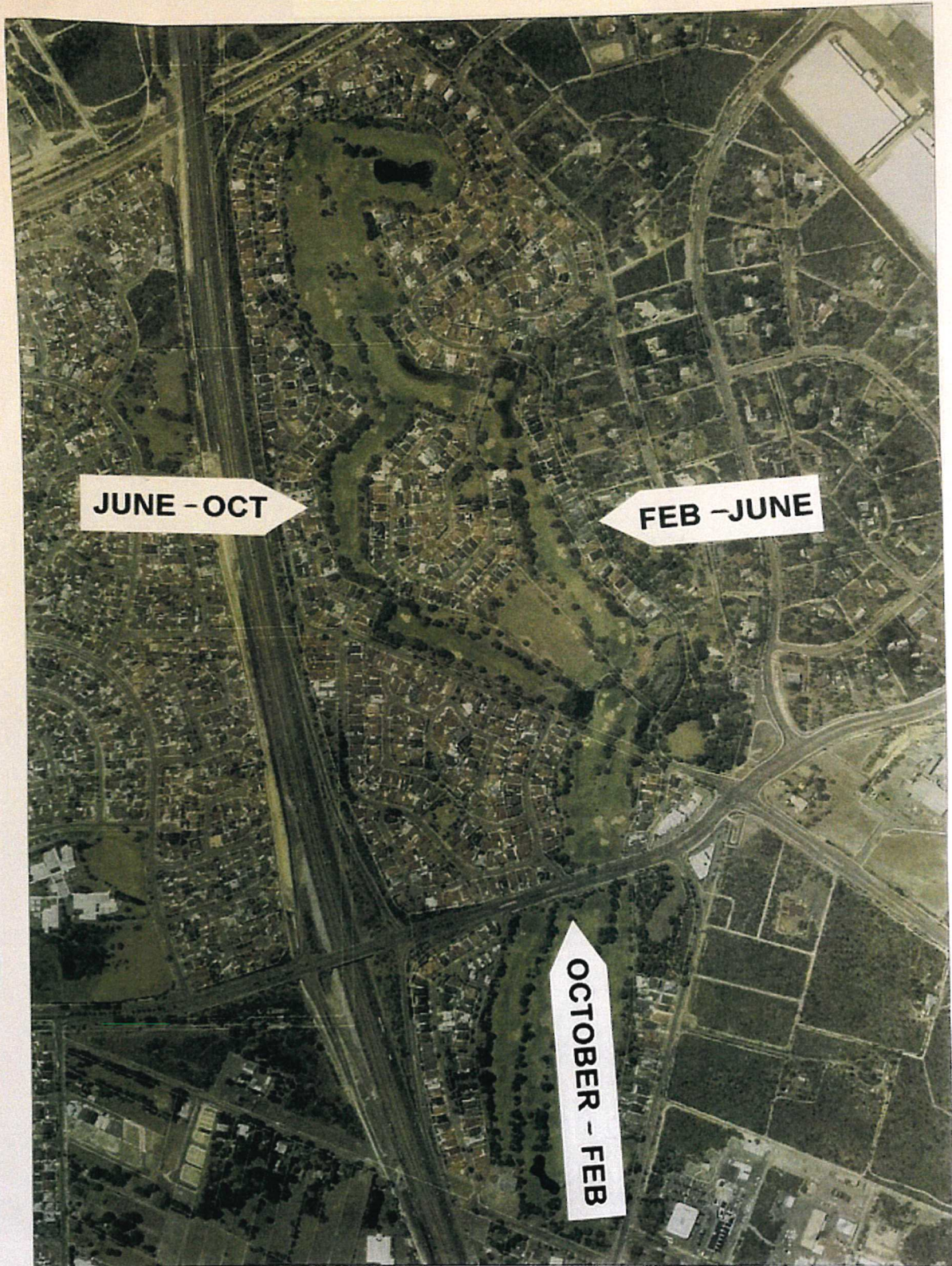
From the same source:-

"3. BIODIVERSITY - Sound turf, environmental and land management practices means that golf courses are highly important ecologically, rich in biodiversity of plant and animal species, and act as WILDLIFE SANCTUARIES protecting flora and fauna."

"6. IMPROVE AIR QUALITY AND MODERATE HEAT – The average golf course sustains enough oxygen annually for around 85,000 people. Turf grass and vegetation also have the effect of reducing the heat of an area – CRITICAL IN URBAN ENVIRONMENTS." This is for an average 34ha golf course. Jandakot's Glen Iris Golf Course is 54.9ha.

This Jandakot 54.9ha green environmental jewel, so essential in combatting the CO₂ of climate change for Cockburn, is being destroyed.

FOG APRIL-OCTOBER



Glen Iris Estate, Jandakot
PREVAILING WINDS ;

May 2020

AIR QUALITY EXPERT GROUP

Non-Exhaust Emissions from Road Traffic



Prepared for:
Department for Environment, Food and Rural Affairs;
Scottish Government; Welsh Government; and
Department of the Environment in Northern Ireland

<http://uk-air.defra.gov.uk>

OVERVIEW
NON-EXHAUST VEHICLE EMISSIONS
ESPECIALLY IN URBAN AREAS
(Effects of Particulate Matter on Human Health)

Particulate pollution from brake wear could be contributing to increased infections and other negative effects on respiratory health (Medical Research Council UK Research).

City of Cockburn Council “Cockburn Soundings 2020) say they are “leading the way on climate change. The objectives will be achieved with a comprehensive action plan to eliminate greenhouse emissions.”

Will this comprehensive action plan reduce non-exhaust emissions and reduce very real change in a traffic bound Jandakot?

Brake dust particles (PM₁ group) are the most dangerous and can reach all the way into the cardiovascular system and cause illnesses such as cancer, heart disease, brain and nervous system disorders.

Glen Iris Golf Course Estate is located in a topographical low which results in local weather patterns. Pollutants and fog create health hazards.

The proposed development with 600 homes and 11,500 daily traffic movements creates a polluted environment surrounded by a single 2.5m wide perimeter road. This localised heavy road useage will affect pedestrians, cyclists and even homes as the pollution settles during the early morning temperature inversion, entering homes via air conditioning ducts.

UK reported 6 May 2021 death of a girl “the Coroner concluded that air pollution was a major contributor to the ultimate death of the girl. The Coroner also called on local government ministers to address holes in local legislation which allow for significant levels of air pollution to continue unchecked, far in excess of WHO guidelines.

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FULL REPORT AVAILABLE
15 November 2021

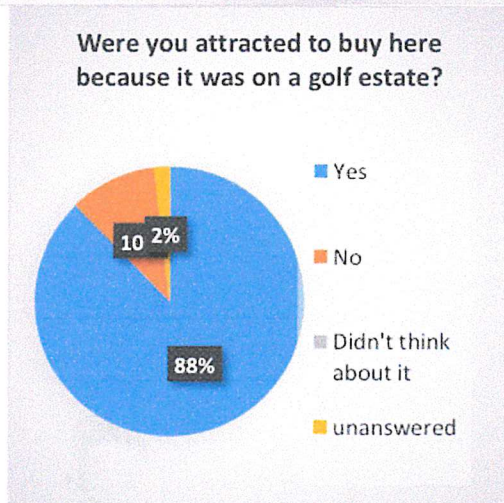
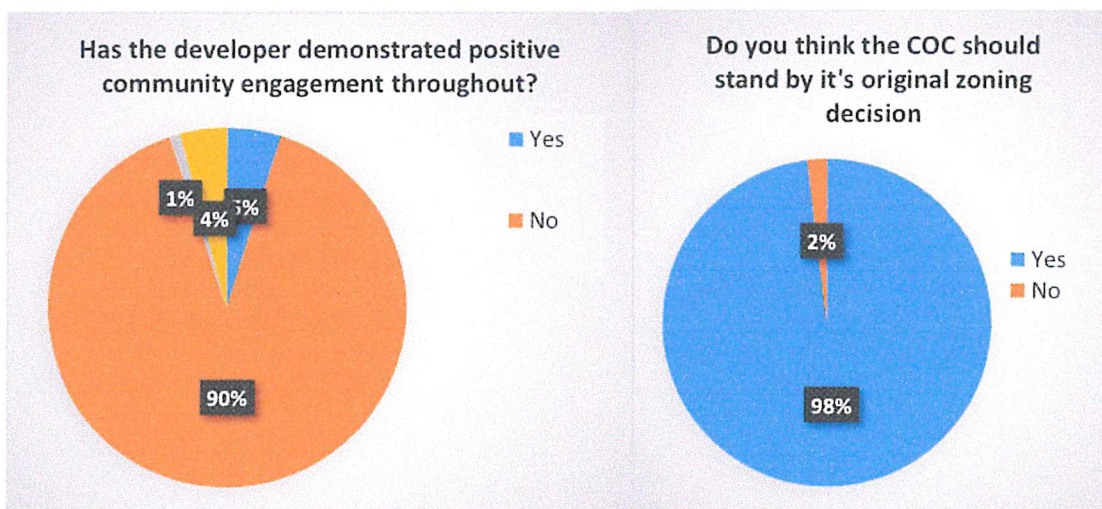
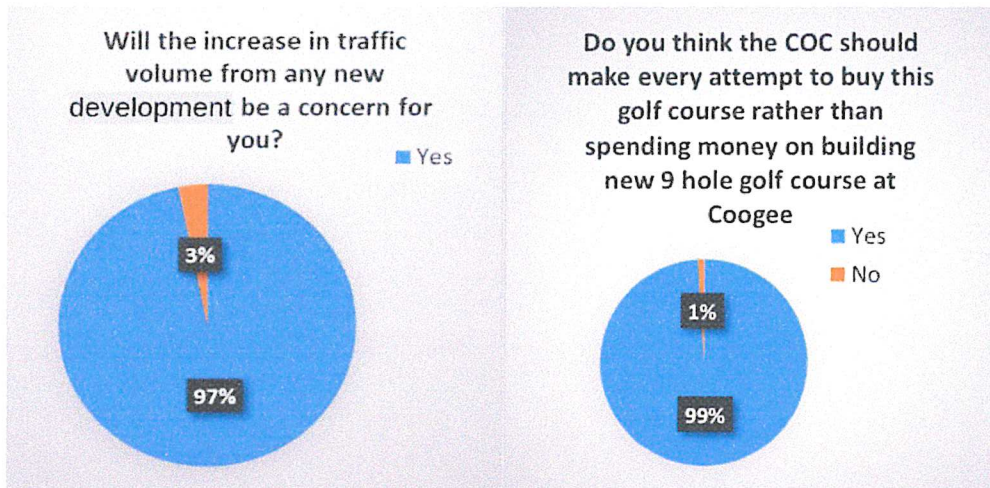
Appendix D - Mental Health Survey July'21

Key results of the JRRA's Glen Iris Community Survey (Feb'21):

Below are some key results from the JRRA Survey.

The results were independently analysed and at "arms-length" from the JRRA and were drawn from a significantly higher return rate of 40.8% of people surveyed when compared to the previous survey conducted on behalf of Eastcourt that only received 25.4%.

The results overwhelmingly confirm that there is a huge opposition to the proposed development.



Appendix E - GI Country Club Estate - Prodev Brochure



ProDev Realty
REAL ESTATE AGENTS
PROPERTY CONSULTANTS
DESIGN & BUILDING SERVICES

FRANK J. LEE C.D.
A.L.M.M., CERT. R.E.

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375 HAY STREET SUBIACO 6008

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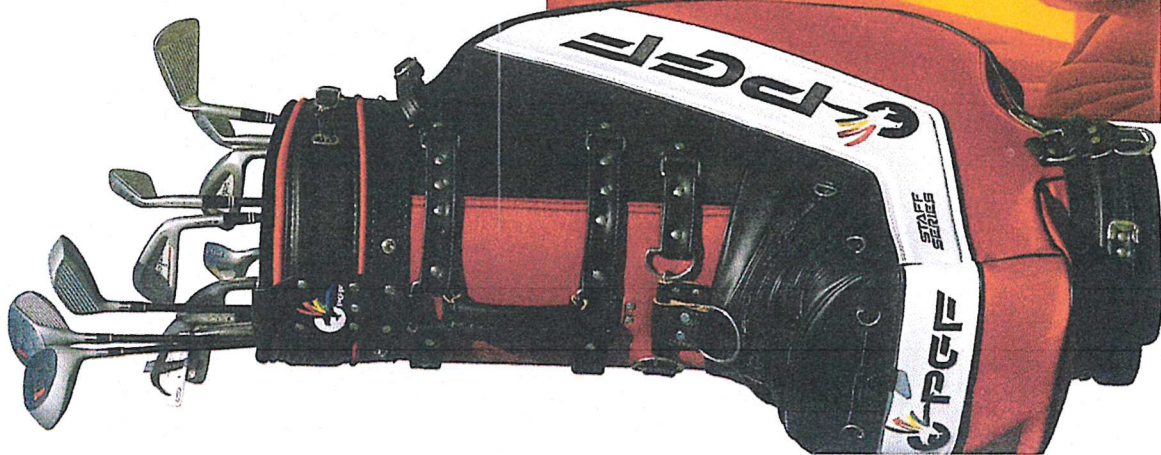
Glen Iris

Private

COUNTRY CLUB ESTATE

So different.
So unique...
So much
to enjoy...

WORLD CLASS



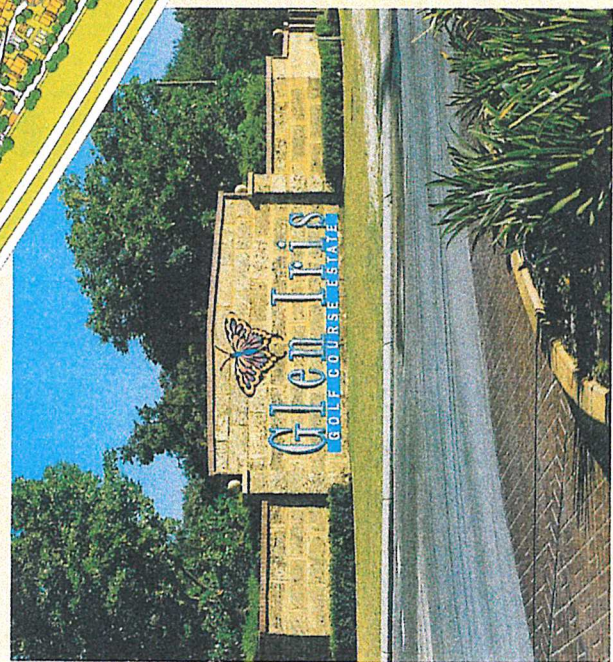
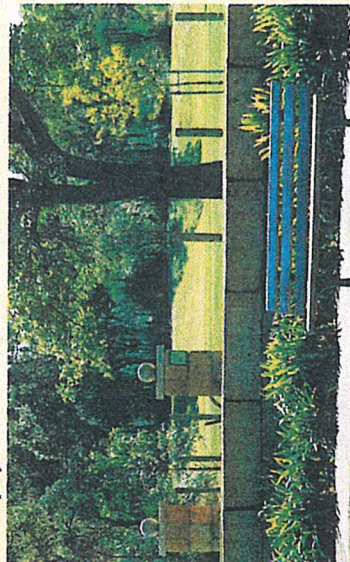
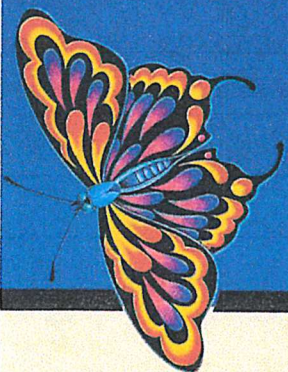
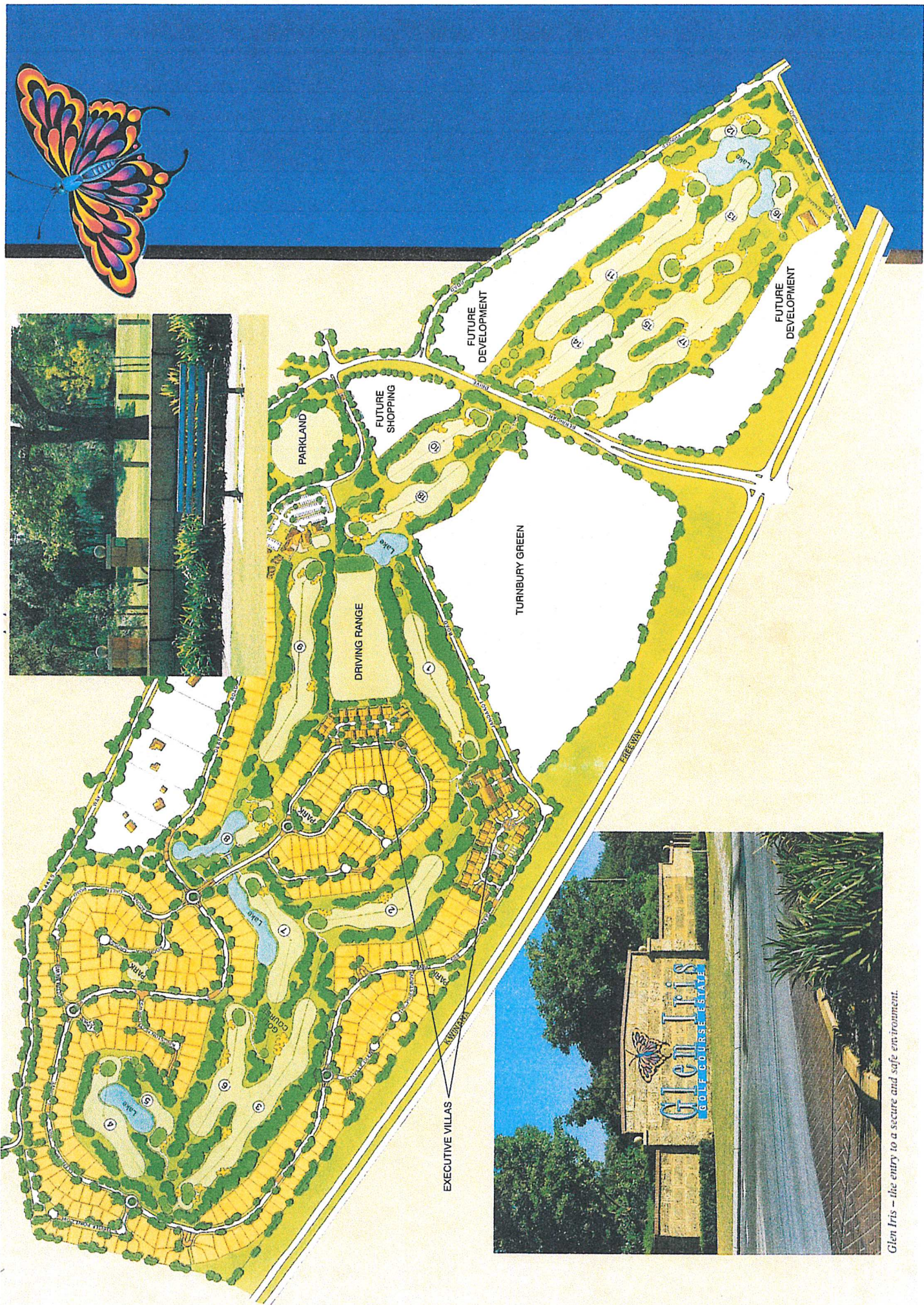
Glen Iris Private Country Club Estate is a truly prestigious development planned for a fortunate few and destined to become one of Perth's most sought after addresses.

Set amongst the lush greens and fairways of the world class Glen Iris golf course, the Estate boasts magnificent homesites, picturesque lakes, fountains and serene wooded parklands.

Secluded and peaceful, yet ideally located to take full advantage of Perth's many outstanding facilities and activities; Glen Iris ensures total security, a lifestyle second to none and the added benefit of being an excellent investment for the future.

For quality of life in a very different environment, nothing else quite compares.



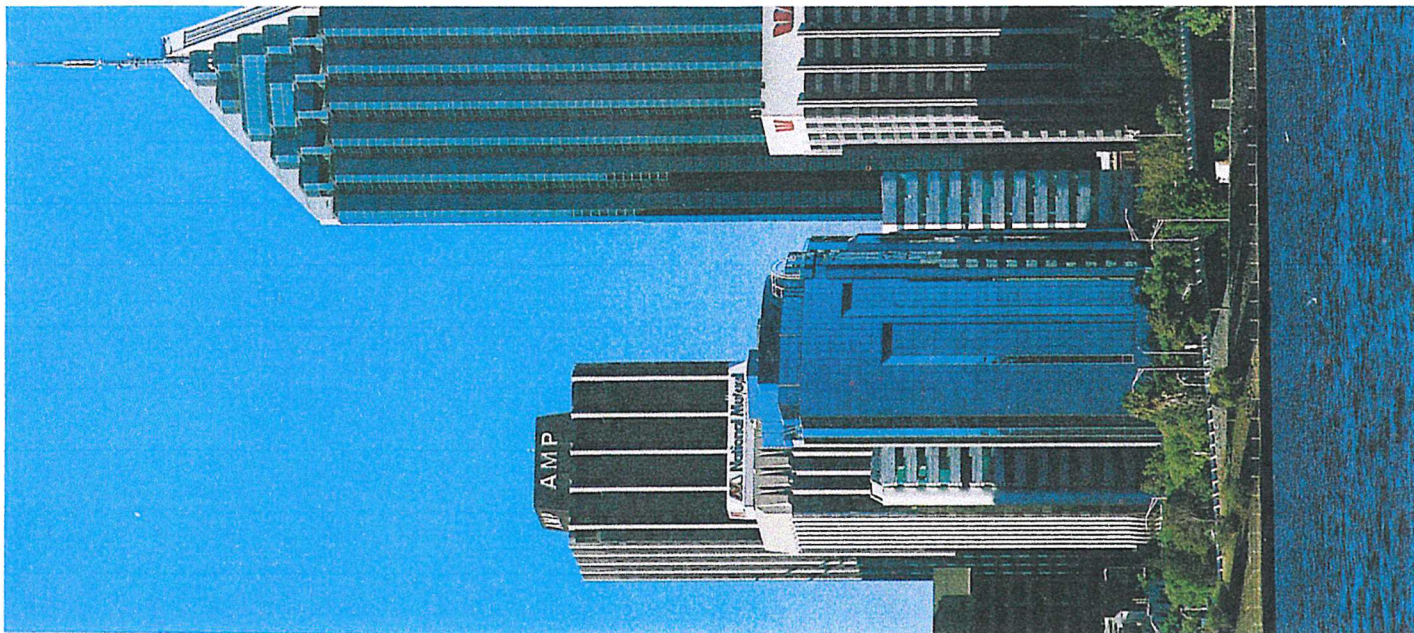
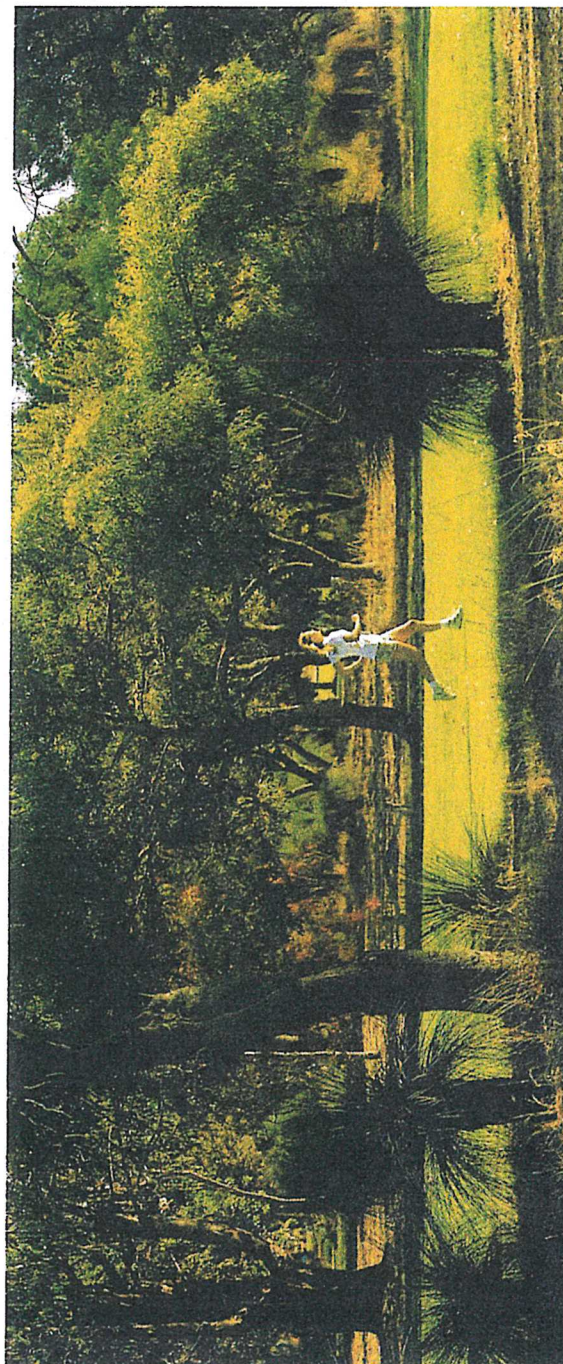


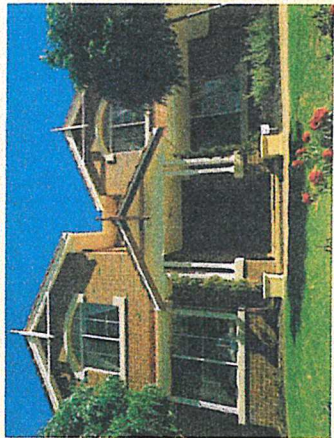
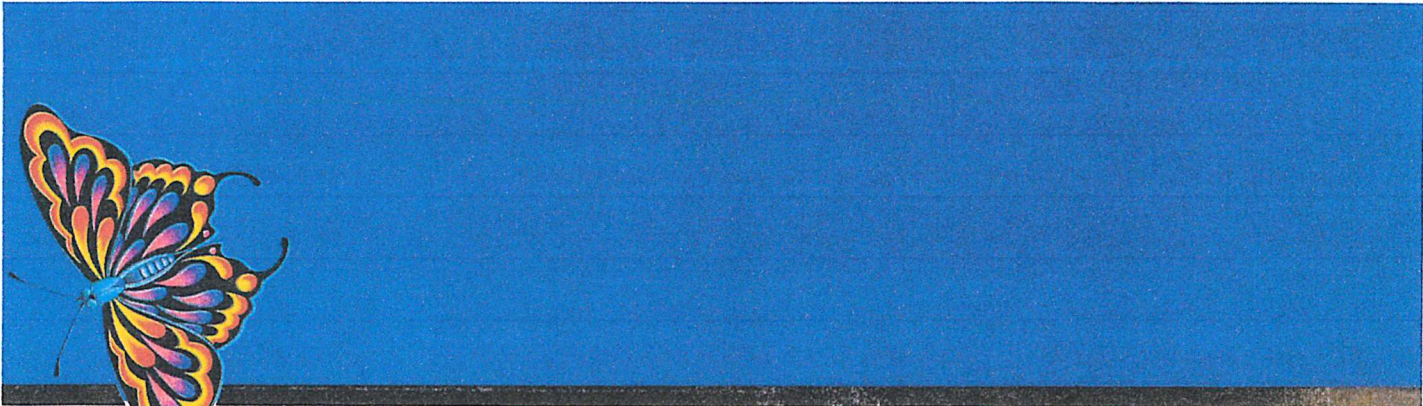
Glen Iris – the entry to a secure and safe environment.

So unique...

Just 12 minutes from Perth

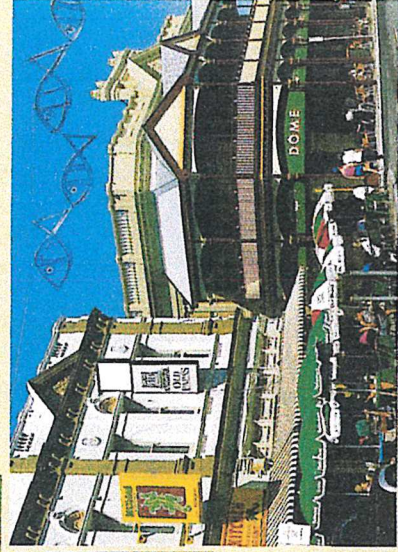
A mere twelve minutes from the city and you're home. You could be excused for thinking you are a million miles from the hustle and bustle of suburbia. Yet everything is still so close. The magnificent Swan River with its many leisure activities and the South of Perth Yacht Club are only eight minutes from your front door. Fine schools and universities, quality shopping and excellent medical facilities are all just minutes away. The historic harbour city of Fremantle and the city's southern beach's are also within easy reach. Glen Iris, no other private Estate offers so much, so close to home.



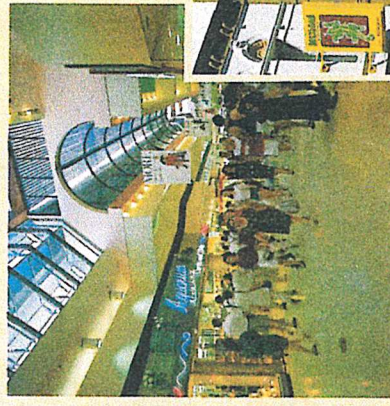


Magnificent homes abound.

The historic harbour city of Fremantle and it's many cosmopolitan attractions.



Murdoch University and Booragoon Shopping Centre are only minutes away.



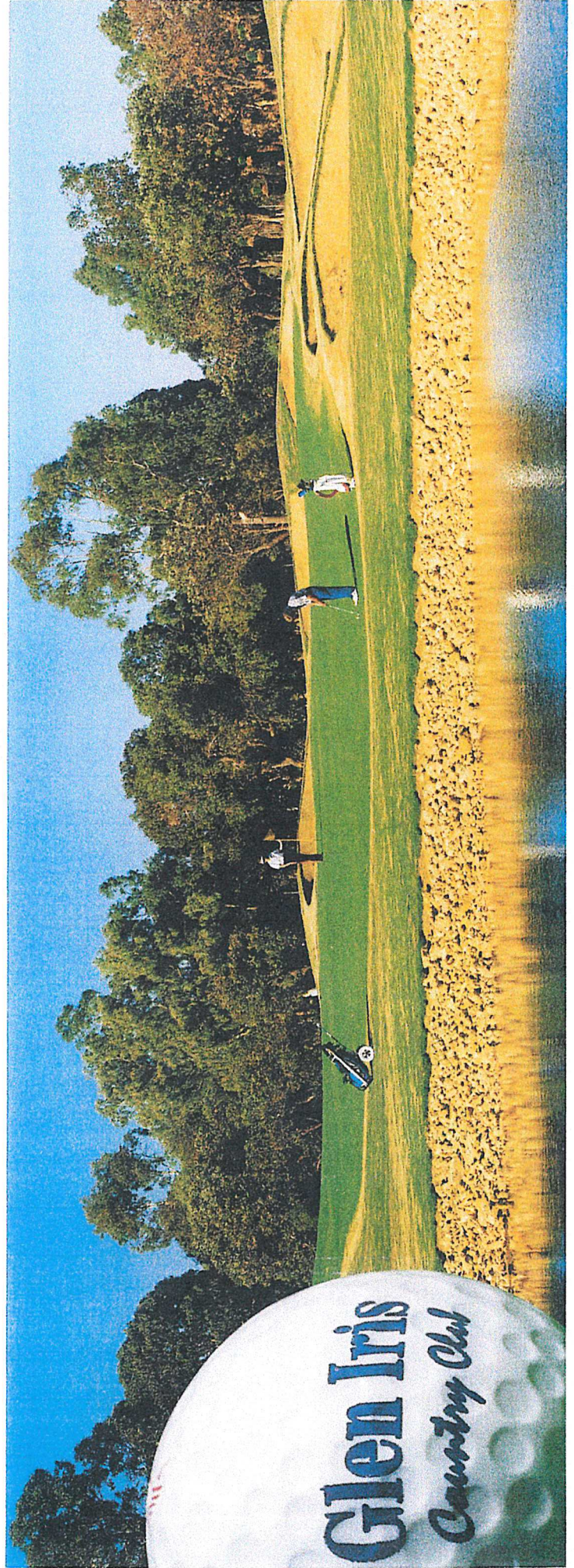
Glen Iris is only 12 minutes from the city and 8 minutes from the river.

So much to enjoy...

In addition to the many benefits Glen Iris already offers its residents, the planned Country Club will be centrally located within the estate.

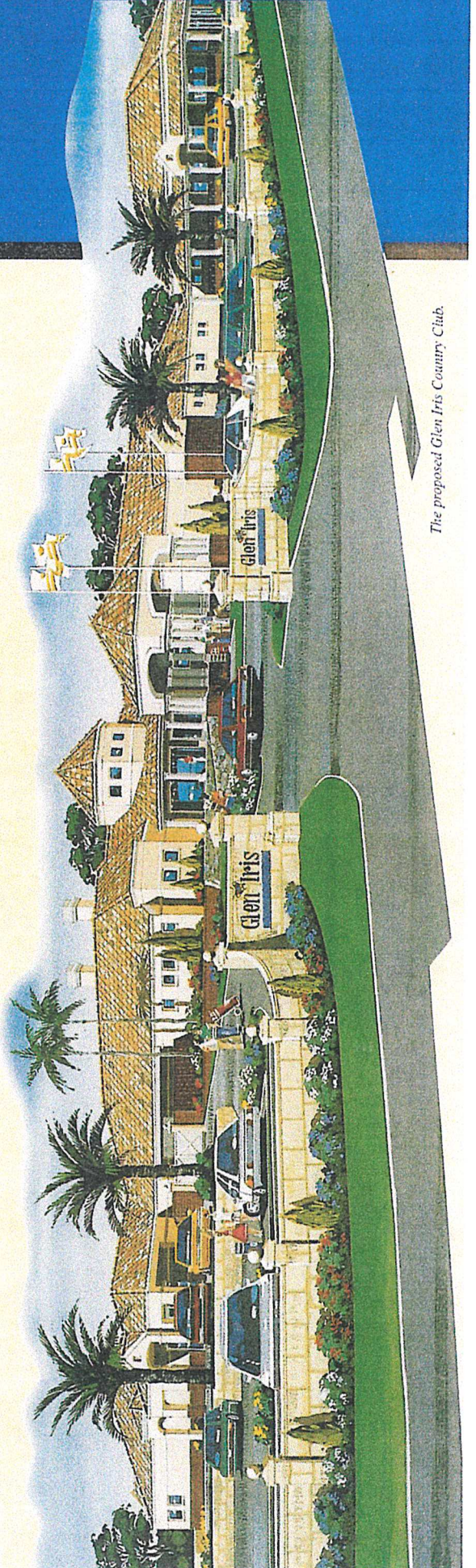
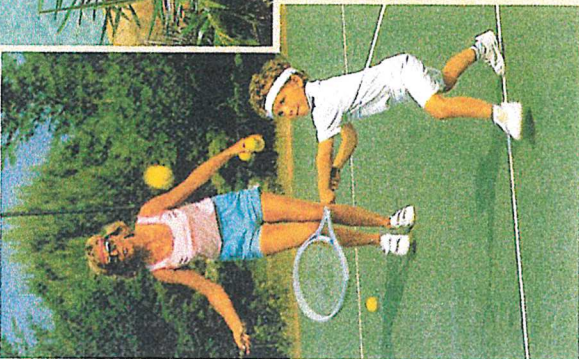
A luxury complex for the whole family to enjoy. Complimenting the world class golf course, the club has been designed to incorporate a wide range of sporting and recreational facilities.

Pool, tennis courts, gymnasium and sauna. Lounge, sprig bar, bistro and restaurant. A home away from home for the residents of the Estate and all within a short stroll from their front door. Magnificent homes, a unique location and a very different environment. Glen Iris Private Country Club Estate, so much to come home to – so much to enjoy.

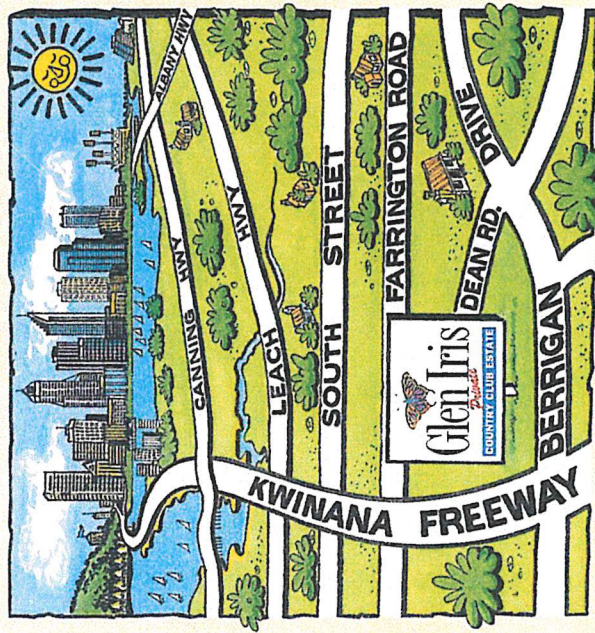
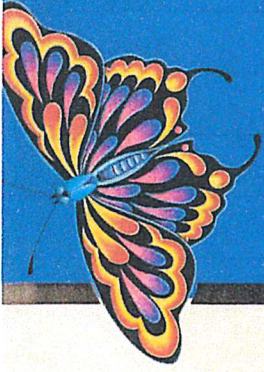




A unique environment for the whole family to enjoy.



The proposed Glen Iris Country Club.



PRODEV REALTY

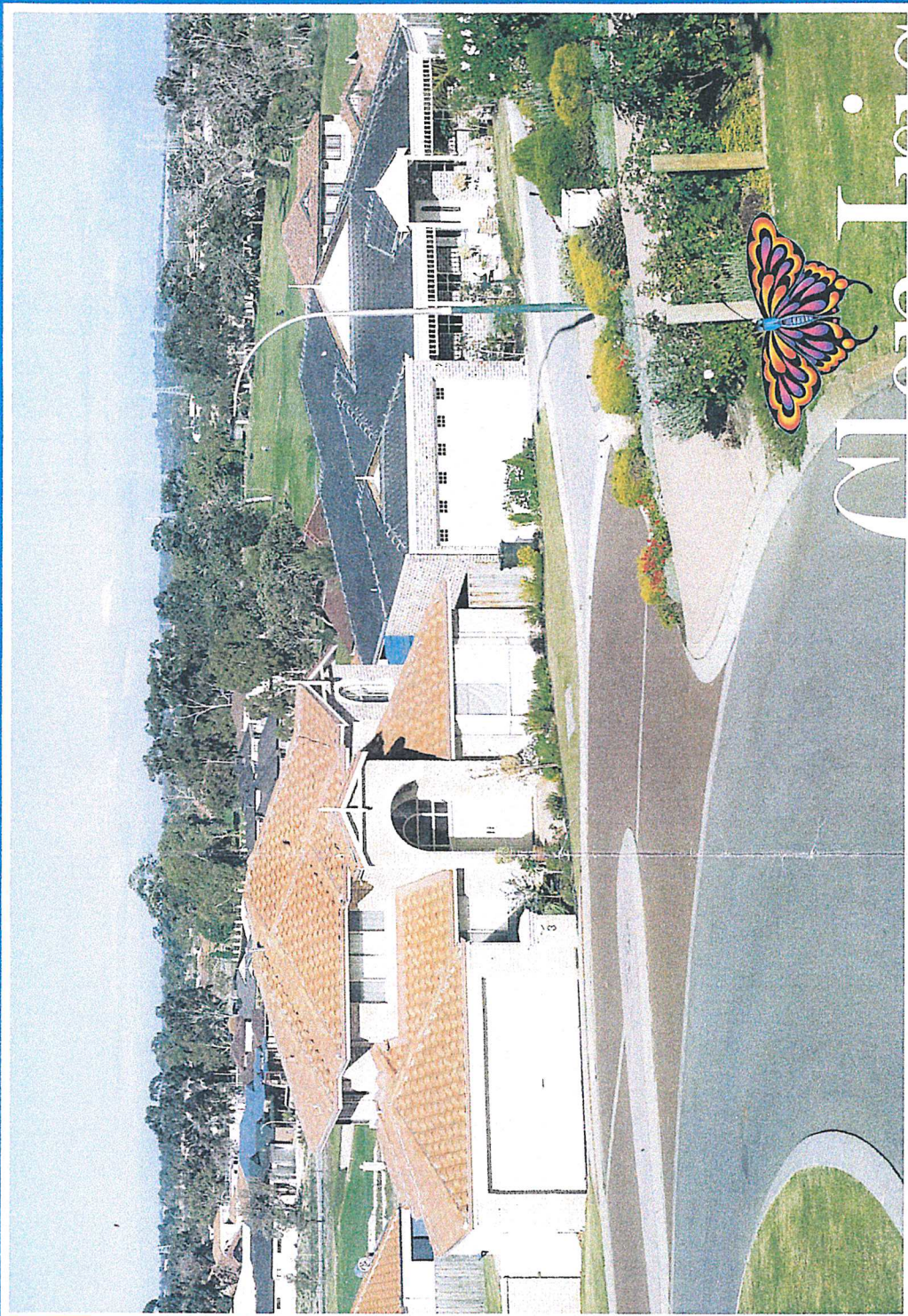


*On-site Information Centre
Dean Road, Jandakot
Western Australia
Phone 417 4240*

*Or call ProDev Realty on
381 3616 all hours for a
personally escorted inspection.*

FRANK J. LEE
Commissioner for Declarations

Appendix F - GI Golf Course Estate - Satterley Brochure



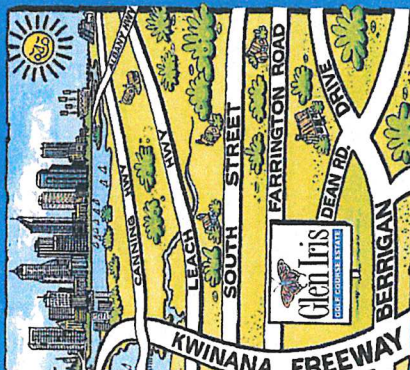
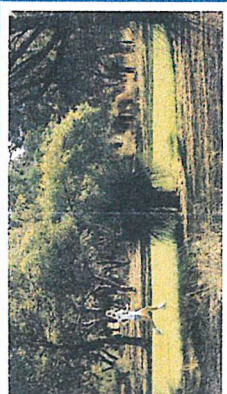
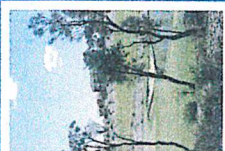
Glent Iris

GOLF COURSE ESTATE

So different...
So unique...
So much
to enjoy...



All Hours
9368 2211



On-site Information
Centre open
Monday & Wednesday
2pm to 5pm
Saturday, Sunday
& Public Holidays

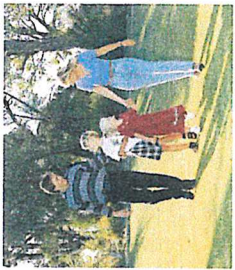
12 minutes from Perth - 8 minutes from the River

Glen Iris has it all!

A mere twelve minutes drive from the city and you're home. You could be excused for thinking you were a million miles from the hustle and bustle of suburbia. Your home is situated in a secluded parkland setting overlooking the picturesque lakes and nestled between the lush fairways of a first class golf course. Glen Iris is a secure estate created for a unique family lifestyle. All amenities are only minutes away: shopping, schools, universities, medical facilities and the beautiful Swan River with its many leisure activities.

There are many elegant homes already built at Glen Iris and the country Club will offer a host of luxury facilities for the whole family to enjoy. Golf, tennis, pool, restaurants and children's recreation areas, all just a short stroll from your home.

Above all, being so close to Perth and Fremantle, Glen Iris makes a very secure investment. Compare the Glen Iris lifestyle today and you won't buy anywhere else.



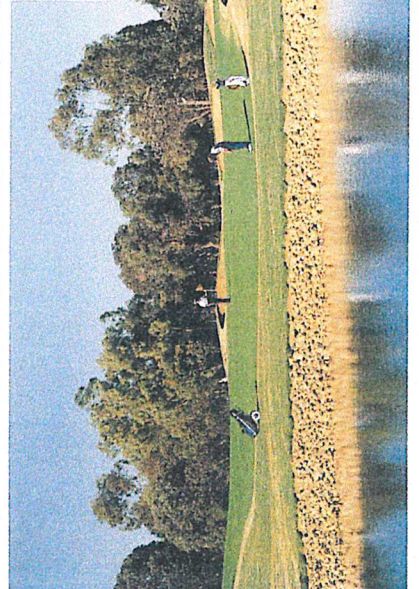
Magnificent homes abound.



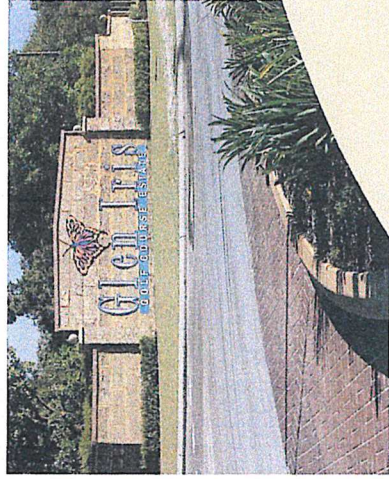
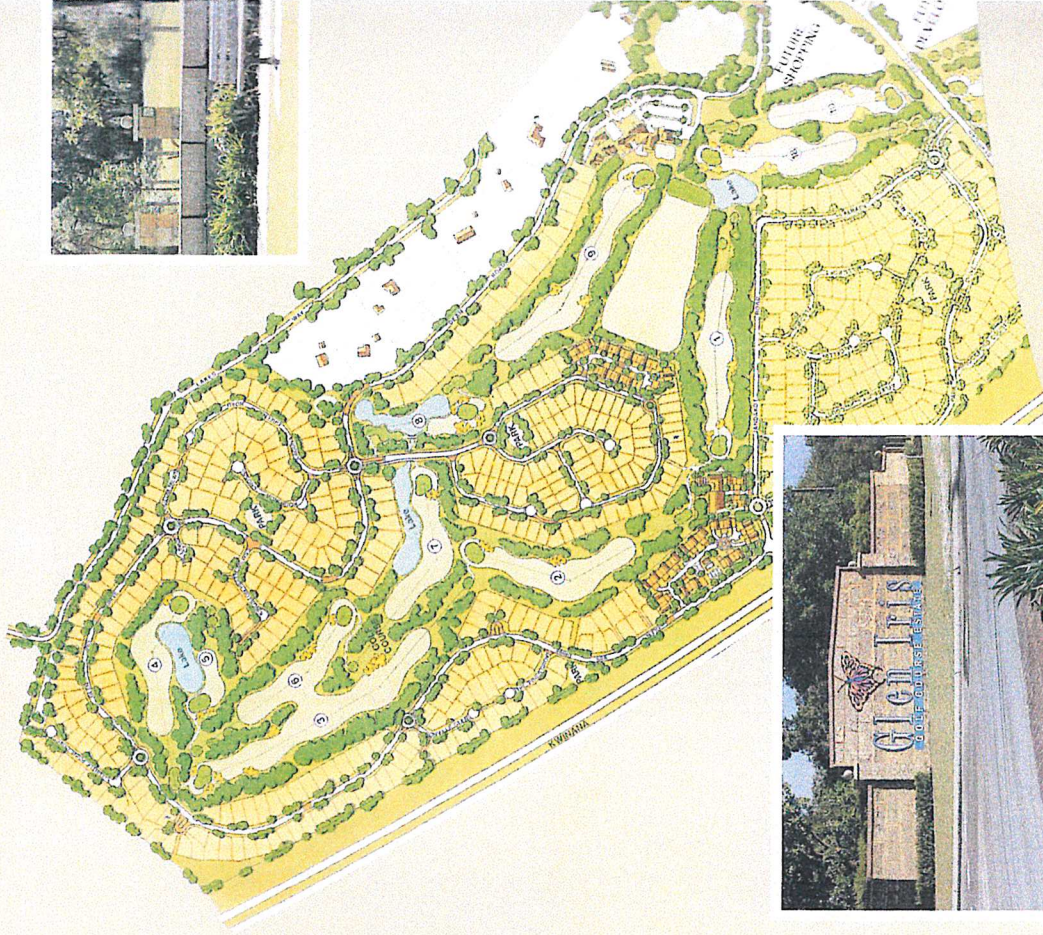
Mandurah University and Rosemead Shopping Centre are only minutes away.



The historic harbour city of Fremantle and its many cosmopolitan attractions.



Enjoy the views and the tranquillity of Glen Iris.

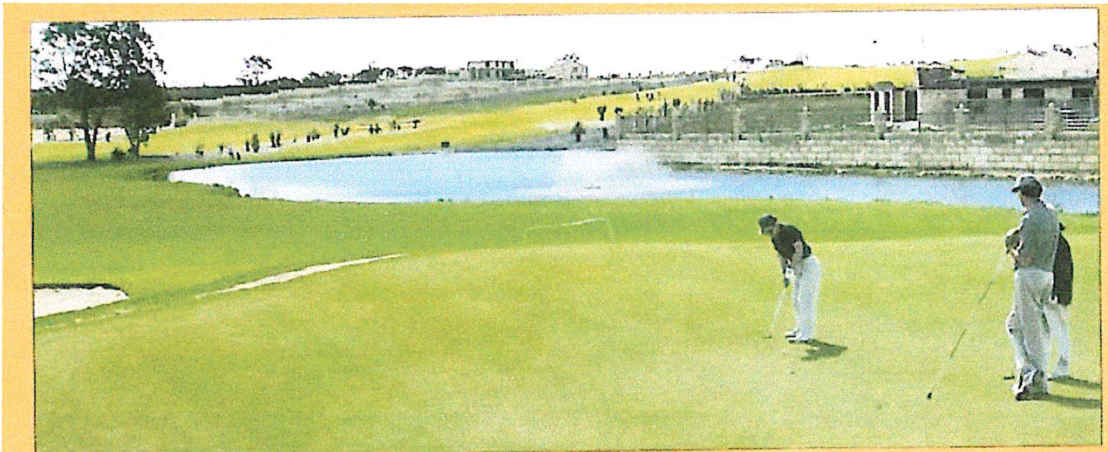


Glen Iris - the entry to a secure and safe lifestyle.



Appendix G - Putter's Green advertising

Putter's Green advertising



Magnificent 18 Hole Championship Golf Course

The New Fairways Golf Course Estate is situated just fifteen minutes from Perth with hassle free commuting both North and South along the Kwinana Freeway.

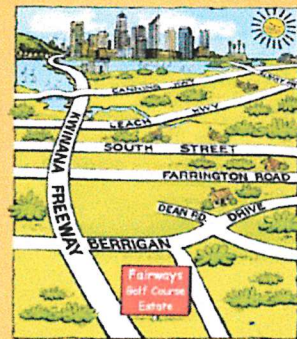
The location of Fairways ensures easy access with major arterial roads taking you to vibrant Fremantle, the Darling Ranges, our Majestic Beaches and the beautiful Swan River.

Shopping is a breeze with Garden City Shopping Complex near by and the new Gateway Shopping Centre only a few minutes away.

Fairways is close to all amenities such as Schools, Universities, Medical Facilities and St John of God Hospital.

Another attraction is the Glen Iris Golf Course Country Club and includes it's own Bar & Bistro. A great place to visit with family and friends, meet new friends and relax.

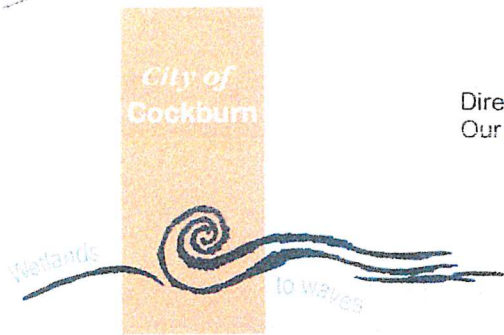
Fairways Golf Course Estate is a sensational opportunity for the discerning buyer. Contact our selling agents now for this limited and exclusive land release...while blocks last.



FAIRWAYS
 GOLF COURSE ESTATE
 BERRIGAN DRIVE IANDAKOT

Appendix H - Turnbury Green Advertising –

Appendix I - Traffic lights Issue



City of
Cockburn

Direct Telephone: Stephen Lim Tel: 9411 3506
Our ref: 450006; CTR10/02655 10/04921

City of COCKBURN

ABN: 27 471 341 209

PO Box 1215, Bibra Lake DC,
Western Australia 6965

9 Coleville Crescent, Spearwood,
Western Australia 6163

Telephone (08) 9411 3444

Facsimile (08) 9411 3333

www.cockburn.wa.gov.au

16 February 2010

Jacqueline and Sydney Adams
Prinsep Road
JANDAKOT WA 6164

Dear Jacqueline and Sydney

TRUCKS ON PRINSEP ROAD

I refer you to your letter of 1 February 2010 regarding the truck traffic on Prinsep Road.

Prinsep Road is classified as a Local Distributor Road under the Road Hierarchy and Classification of roads within the City of Cockburn. It is a local truck route and is serving its intended function of providing access from the industrial area and a number of private properties to the south, Berrigan Drive and freeway.

Prinsep Road has been the subject of many reviews over the years. The speed limit was downgraded from 80km/h to 60km/h in mid 1999. In 2002 concerns were raised regarding vehicles speeds (primarily trucks from the industrial area). A subsequent review was completed and three speed plateaux installed in 2003 as a result. The prevailing speed of traffic has since reduced to 60km/h which demonstrated that the speed plateaux were having a positive impact on vehicle speed. Unfortunately, the amounts of noise generated by vehicles over the plateaux were having an adverse impact on the amenity for those residents that live in close proximity to the plateaux. In 2007 the City relocated the plateaux after extensive community consultation with those living in Prinsep Road.

With regards to your query regarding Traffic Signal Control for the intersection of Armadale Road and Solomon Road, Armadale Road is under the care of Main Roads WA and predominantly under their jurisdiction. The main purpose of traffic signals is to reduce or eliminate conflict between various road user movements by allocating right-of-way, thereby reducing the number and severity of crashes. However, traffic signals have the potential to introduce seemingly unnecessary stops and delays, thereby raising driver frustration which leads to poor driver behaviours. The need for traffic signals, the functional aspects and the effects on the overall road network, requires careful consideration to avoid adverse consequences. The Commissioner of Main Roads Western Australia has sole authority to erect, establish or display, and alter or take down any traffic signal. Strict requirements of Warrants/Criteria are to be adhered to prior to submissions for approval. The City queried its warrants with new data received and at this stage; the intersection of Armadale Road/Solomon Road does not fall within the top 20 list of priority for treatment. Further, our Structure Plan envisages the development of a Mixed Business Estate on the Jandakot industrial land. The proposed North Lake Road extension over the freeway may shift some of the traffic from Prinsep Road thus reducing any future demands on it.

Notwithstanding the foregoing, investigations will continue to identify measures to mitigate the impact of the truck traffic on the residential properties in Prinsep Road with a view to inclusion of any required works in future budgets.

Further queries should be directed to Stephen Lim on 9411 3506 or John Radaich on 9411 3542.

Yours sincerely



MICHAEL LITTLETON
Director Engineering and Works

cc East Ward Councillors

Mr Joe Francis (MLA)
PO Box 130
BULLCREEK WA 6149



Appendix J - Glen Iris Golf Course Estate Survey Results Synopsis 2020

Glen Iris Golf Course Estate Survey Results Synopsis

The survey was conducted to seek opinions, ideas, comments and feedback regarding the golf course land at Glen Iris Estate and the community. To establish how the community feel about the intended development and how it might affect the amenity of the neighbourhood/community during construction or when the development is complete. (if approved)?

The survey had broadly adapted questions from the original Eastcourt survey. The survey asked questions about respondents connection to the Glen Iris Golf Course Estate, concerns relating to the proposed redevelopment, and understanding what respondents knew already about the plan for a new residential estate at the Glen Iris Golf Course Estate.

The survey which was completely confidential and voluntary to complete saw 315 residents complete the survey.

Some respondents were obviously confused by question 4 and 4a as well as Q14 as their answers contradicted what they had written and answered in previous questions. These answers were still included in the results data. It should be noted as well that not all respondents answered every question in the survey, answers that were completed have been included in the results data.

Out of the 315 respondents:

- 88% were attracted to buy their house because of the golf course.
- 77% would play golf if the course reopened.
- 98% believe that City Of Cockburn should stand by its original zoning decision.
- 97% are concerned about the increase in traffic volume from any new development.
- 70% have stated that if the infill development was to go ahead, in 5 years they would be living outside the Glen Iris Golf Course Estate.
- 78% answered "How supportive or opposed to the creation of a new residential estate in the GIGCE are you?" with extremely opposed.
- 67% answered "Based on what you know, how do you feel about the proposed residential estate?" with extremely negative.
- Many of respondents also aired their frustration about the premium they paid for their house due to the proximity to the golf course. Many have invested significant money into their houses to take advantage of the golf course views.
- Others stated that the value of their house has/ will drop significantly, and they were using the house as part of their retirement plan.
- 99% believe that the City of Cockburn should make every attempt to buy this golf course rather than spending money on building new 9 hole golf course at Coogee.

Through the survey results, it can be concluded that the overwhelming majority of the residents are opposed to the proposed development and housing infill.

SUBMISSIONS

City of Cockburn Town Planning Scheme No.3

Proposed Amendment No. 152 and Draft Glen Iris Structure Plan, Jandakot

Delivered to: customer@cockburn.wa.gov.au

Reference Number: 109/152

My Name: [REDACTED]

My Address: [REDACTED]
[REDACTED]

DATED: 24TH July 2022

CONFIDENTIALITY – Please keep my details confidential – allegedly the Developer is allegedly initiating allegedly frivolous and allegedly vexatious legal actions on members of the local community in an alleged endeavour to allegedly bully them into silence. Note that to this point, if these allegations are proven correct, Decision Makers should question whether the Developer is fit-and-proper to be undertaking economic activity in the City of Cockburn.

Introduction and Contents

This submission has been compiled and executed in response to Public Notices placed by the City of Cockburn in the local community newspaper “PerthNow” (Dated Thursday May 26th), and based on the following inputs and considerations:

1. The impact of the proposed Scheme Amendment on me and my family
2. The impact of the proposed Scheme Amendment on my immediate neighbours
3. The impact of the proposed Scheme Amendment on the local residential community
4. The impact of the proposed Scheme Amendment on the wider Perth Community
5. The impact of the proposed Scheme Amendment on City of Cockburn
6. The impact of the proposed Scheme Amendment on State Government.

7. The behaviours and values exhibited by the Property Developer and his/her Agents, and in the context of a determination of levels of trust and credibility which will or won't exist in any future relationship between the Community and the Developer..
8. The Scheme Amendment documentation available to the community through City of Cockburn's community consultation website.
9. The proposed Structure Plan documentation available to the community through City of Cockburn's community consultation website.
10. Participation in three of four Community Engagement Workshops hosted and facilitated by the Developer's agents and consultants.
11. My personal engagement with members of the Public (local and across the wider WA community) in the course of sourcing signatures petitioning against progression of this Development.
12. Engagements with office holders of City of Cockburn (COC), SAT, PLAWA and WAPC.

Within the narrative I make reference to the views of not just myself but also members of the local community, with whom I have had significant levels of prior engagement, and are aligned with my position on the matter of whether this Scheme Amendment proposal should be approved. I further point out that no-one I have engaged with, from within the local community, other than Contractors, Sub-contractors and local Business Owners with a direct or indirect financial interest, wished to see their amenity destroyed through the approval of this Scheme amendment. To this point I believe I speak with authority on behalf of members of the Community, and feel compelled to do so on the basis that some Members of the local Community have articulated the Submissions process is a waste of time – a box ticking exercise, a charade – , that Decisions have already been made behind the scenes, and they are not going to enter a submission. Based on the lack of support, and behaviours , actions and decisions exhibited by COC thus far I can understand and empathize with their position.

This Document comprises the following Sub-sections:

- I Submission in response to the proposed Scheme Amendment**
- II Submission in response to the proposed draft Structure Plan**
- III Rebuttal of arguments (by Council and the Developer) in support of the proposed Scheme Amendment.**
- IV Without prejudicing my preferred outcome defined in Subsection (I) – alternative Scheme Amendment concepts which would deliver win-win or “win-lower loss” outcomes for all Stakeholders.**
- VI Closing comments**

SUBSECTION I

Submission in response to the proposed Scheme Amendment

The proposed Scheme Amendment as presented is **REJECTED** in its entirety.

I reject Items 1 through 5 as presented in the Public Notice. I request there be no changes to the current zoning of these Lots and I request the Special Use designations remain.

The proposal represents a loss and destruction of amenity to both me and other residents within Glen Iris Estate. Universally acknowledged definitions of amenity are:

“A desirable or useful feature of a place”

“The pleasantness or attractiveness of a place”

“Something considered to benefit a location, contribute to its enjoyment, and thereby increase its value”a definition pertinent to property and land-use planning.

Below I present the compelling reasons, arguments and considerations that support my position, and the position of other Community Stakeholders, on this matter.

1. Council based their original Decision to submit/initiate the original Developer's Proposal to WAPC and EPA, on flawed information. The Report from [REDACTED] on which the Decision was arrived at, was incomplete and unbalanced in that it did not consider the optionality with respect to longer term strategic objectives and benefits of retaining the existing zoning arrangements (Ref. Ordinary Council Meeting Minutes and Attachments – Ref. OCM 9/12/2021 and 2021/Minute NO 0230). The Report exclusively supported the Developer's position and [REDACTED] did not articulate any arguments in support of the Community (and I had made him aware in prior tel. cons).
2. The Scheme Amendment Proposal as advertised by COC is invalid. Further, to the matter in (1) above, I request City of Cockburn at the very least withdraw the Public Notices and recycle the Developer's proposal - recompile the [REDACTED] Report/Recommendation with Terms of Reference pertinent to ensuring objective and balanced long term strategic outcomes, and that the Report be appropriately peer reviewed before tabling before Council. This will ensure that Council and WAPC make their decision to Initiate based on complete and accurate information.
3. Pertinent to my participation in Community Engagement Workshops hosted and facilitated by the Developer's Agents and Consultants, and with respect to the compilation of related documentation – I have been personally misrepresented by the Developer , through the citation of my name in the

context of community engagement and input into the Developer's vision. Based on the consequential destruction of trust and credibility, I allege that the Developer is not a Fit-and-proper entity to be allowed to undertake Commercial activity in the City of Cockburn. Note also the critical mass of other Workshop participants with similar/shared experience, and the complaints to COC pertinent to the execution of the Community Engagement Workshops, and violations of Terms-of-Reference and Code-of-Conduct.

4. Further to Item 3., the Developer's agent and facilitators did not comply with their stated Terms of Reference and Code of Conduct during the execution of these Workshops. The Developer has stated that the Proposal was based on Community Engagement – this is not the case and was acutely evident during the Workshops. Personally, I rejected (email on record) an invitation to attend the fourth workshop based on these recurring violations.
5. Further to Items 3 and 4 the lack of trust and credibility leads the informed members of the local Community to believe that any assurances rendered by the Developer, with respect to the execution and final-form of the development, have no substance or credibility.
6. The Developer has clear potential to generate ROCI in excess of \$150m from the proposed development in its current form. During the Community Engagement Workshops a number of alternative concepts were proposed under a "Win-Win" philosophy, which would have reduced this figure but still to a level of attractive return-on-investment ...but made the Development more palatable to local Community Stakeholders. The total rejection of these alternatives supports the position that the Developer is motivated solely by profit ..and thus the Community has no confidence in the Developer's values and integrity moving forward.
7. Converse to Item 6. I refer to the personal economic loss I have/will experience through reduction in my property value as a consequence of this Scheme amendment and the attendant loss of amenity. Based on the Sale of the neighbouring property (sold shortly before announcement of the Developer's purchase of the land) and it's recent sale price (into a market informed as to the destruction of amenity), and with calibration to Perth property value changes I can provide a defensible argument that my economic loss is in the region of \$300,000 to \$400,000. Note that the Developer has refused to entertain any discussion pertinent to compensation for economic loss sustained by Community stakeholders.
8. I paid a premium on purchase of my property (in 2008) – with this premium attributable to the rural/open-space character and ambience of the land adjoining my property, and the recreational amenity afforded by the Golf Course. The Developer has refused to entertain any discussion regarding compensation for my economic loss, and I understand that local and state governments will not be compensating me either (and inclusive of a percentage of Stamp Duty upon purchase). Whilst recognizing that the land may never revert to a golf course, I can reduce the magnitude of my economic loss through retention of the current zoning and attendant amenity (character and ambience). Retaining of the zoning will also leverage the likelihood of

reinstatement of the golf course recreational amenity and thus restoration of my property value – which is something I will explore later in this document.

9. The Scheme amendment will destroy the character and amenity of my local environment. When rumours began to circulate re. the purchase of the Golf Course by a Property Developer (c.2017/18), I contacted City of Cockburn to communicate my concern.. The City of Cockburn Planning Officer advised me that any redevelopment of the Golf Course would represent a loss of amenity and would thus not be approved...and I did not need to concern myself. I take this opportunity to remind Cockburn Council and other decision makers that this is another input into the ultimate judgement of their integrity and credibility. COC Decision makers are requested to protect the amenity as enjoyed by current homeowners by retaining the existing SU1 – Gold Course Zoning. Real Estate agents and prospective property purchasers executing due diligence over the last 30 years would upon approaching council or Real Estate Agents equipped with inputs from Council, have been advised (as I was) that the zoning was SU1 - Golf Course (ref. City of Cockburn Town Planning Scheme No. 3 Table 8 Special Use Zones). More specifically the Scheme Describes the Land as “Berrigan Drive, Jandakot, the Glen Iris Golf Course Estate”, and then further defines the actual special use as “..land use and designed for a golf course”. The expectation of the community is that Council will acknowledge the terms under which residents of Jandakot made their property-purchase decisions and not make decisions to destroy their amenity and their home valuations by changing Zone classifications in order to enrich property developers. Decision makers may want to reflect on their integrity and future legacy in arriving at a position.
10. Converse to Item 9 above, the Developer has also exercised due diligence and purchased Land in the full knowledge and understanding of the content of the Scheme, and with the full knowledge and understanding of the significant risk that their proposal would be rejected. Decision makers should evaluate the contrasting positions of the two stakeholder entities: Members of the Community placed their trust in the Democratic System, Security of Title and the documented terms of reference with respect to the classification of their, and adjacent land. Conversely the Developer has purchased land specifically zoned and purposed for use as a golf course with knowledge and intent to directly or indirectly, destroy community opposition, destroy community amenity, destroy home valuations and repurpose the land for their personal enrichment through changing the classification of his land.
11. I refer Decision Makers to City of Cockburn Town Planning Scheme No. 3. The Document defines the “Aims of The Scheme” within S.1.6 and specifically highlights the relevance of amenity within the district and the importance of ensuring “...the quality of life enjoyed by its inhabitants is not jeopardised by ...unacceptable development and the incompatible use of land”. So let’s examine that. Clearly the proposed development is “unacceptable” – independent survey reveal almost 100% of Jandakot residents view the proposed development as unacceptable. To the concept of “incompatible use of land” – consider the SU1-Golf Course land (the primary area of contention

between the Proponent and the Community) and the specific terms of reference within Cockburn Town Planning Scheme No. 3. Per TPS No. 3 “Special Use Zone” exists “To provide for uses which have **unique development** (highlighted in bold font in the native document) requirements that cannot be easily accommodated by the objectives of any other zones included in the scheme”. Thus it can be concluded the proposal also violates another key objective and principle of the Scheme – the Developer intends to remove a significant percentage of land designated Special Use within the district and thereby removing all optionality for purposing this land for unique developments, in perpetuity. I contend that the rezoning of this land is incompatible with the principles, objectives and specific requirements of the Scheme. Decision Makers should consider whether they want to destroy something unique and irreplaceable – and substitute it with something that is evidently not. Perth is currently flooded with housing developments – Developers evidently, already have considerably optionality and opportunity and there is no justification for Decision Makers to support this Scheme Amendment Proposal.

12. There has been some discussion and argument by proponents of this development that the SU1 Land in question has little prospect of reverting to a Golf Course, and a rumour to the effect that in the almost certain event that the Developer’s proposal is rejected that the Developer intends to sit on the land indefinitely (an attritional strategy weaponizing the passage of time). To this point I make the following recommendation to Decision Makers. Intrinsic to the current scheme, the purpose of this Land is “Golf Course” and if the current Owner does not develop and operate the land as a Golf Course then the Developer is misusing the Land and is in violation of the Scheme. The solution is very simple – Council introduce a “Special-SU1 Rate” whereby in this scenario if the SU1 is not being utilized for its intended purpose, or development to achieve the intended purpose has not commenced, then after a grace period of say 6 months , the Owner will be liable for payment of rates at a quantum of not less than 10% of the purchase value of the land per annum. According to JRRRA there are parties who have expressed an interest in purchasing the land and with a view to reinstating the golf course amenity. The introduction of the Special-Rate will encourage the Developer to either comply with the Scheme or liquidate his holding.
13. The Open space characteristic of this land is clearly relevant to the concept of amenity. “Tree Change” and “Sea Change” are common terms. The post COVID WFH paradigm has also resulted in people migrating to more rural landscapes – because they now have the choice. People buy second homes in Margaret River for the rural ambience. Ironically a major equity holder of Eastcourt apparently has a large land-holding in the SW of WA with a Golf Course, and even more ironically Eastcourt (the Proponent) developed “The Cut” Golf Course Estate near Mandurah – offering real estate at premium prices based on proximity to a Golf Course. Eastcourt re definitely aware that there development will result in lost economic values for some stakeholders in the Glen Iris Golf Course Estate. I also note numerous media articles which

highlight the premium in land values conferred where properties are located adjacent to golf courses. People pay premium dollars for environments with these characteristics – FOR THE AMENITY. People pay these incremental dollars and change their locations in order to arrive at the attendant lifestyle and recreational enjoyment outcomes. Evidently and obviously they do not do this to reduce their amenity...and the logical conclusion is that this development will unambiguously destroy amenity. City of Cockburn Town Planning Scheme No.3 S.3.2 Objectives of the Zones , SS 3.2.1 (K) specifically highlights and acknowledges the need to “...retain the rural character and amenity of the locality”. This is a characteristic unique to Jandakot (if benchmarked against Northern Suburbs) and the Community (evidenced by independent Surveys) rejects this attempt to destroy the characteristic.

14. There is no strategic imperative from a local and State Government planning perspective, which motivates for the approval of this Scheme Amendment – in particular there are no drivers associated with TOD. The fact that TOD is currently salient in supporting urban infill is an implicit acknowledgement that Perth’s vehicular-traffic-infrastructure is not keeping pace with current and future growth and urban sprawl. I understand this (TOD) has been an influential criterion in case-history-precedent decisions, and recognizes the Kwinana Freeway needs less traffic – and thus less adjacent (non-TOD) urban development
15. I refer to numerous SAT and Government gazetted decision pertinent to loss of amenity and the fact that so many people have chosen to spend so much time and money defending their positions is an indication of the significance of the concept and the sensitivity of the community.
16. Land adjacent to the Glen Iris Estate typically comprises hectare blocks – specifically I refer to Lakes Way and Glendale Crescent. The open-space/rural characteristic and amenity of the local/bordering land-holdings is currently consistent (i.e. both East and West of the Estate) – very low population density and open space. The approval of the scheme amendment proposal would be a violation of the character of the local environs, and with significant negative impact on the residents of Glen Iris estate.
17. The scope and characteristic of the original golf course land under current zoning classification represents a unique asset to the local and wider communities. Retention of the current SU zoning preserves the option to reinstate a Golf Course and thus address a fundamental gap within the City of Cockburn portfolio of recreational amenity facilities. If rezoning is executed this optionality will be lost in perpetuity
18. To Item 17., and recognizing that the Developer’s short and long term intention are unclear – let me state unambiguously that if a Golf Course is not reinstated in the short or long term that does not change my position – I still request that the Scheme Amendment Proposal be rejected, such that at least some component of my amenity is retained.
19. To Item 18. I further comment that the current zoning is SU-1 Golf Course....thus retaining of the zoning will influence the developer to accept commercial reality and divest the land to a party prepared to reinstate a golf

- course. Retaining the zoning SU-1 Golf Course ensures this optionality to restore the amenity is retained and not lost in perpetuity.
20. Cockburn is now one of very few Councils in greater Perth, without a golf course. A decision to retain the current zoning improves capacity and capability to address this glaring aberration.
 21. Cockburn's vision for a Golf Course at Coogee is c. 10 years away – for an ageing demographic who will continue to place increasing demand on Perth golf courses this time frame does not represent a viable solution for the local golfing fraternity.
 22. The scope and character of this land together with current zoning should be retained for other strategic reasons. Jandakot should not be allowed to evolve into a homogenous housing estate – the areas of land in question provide unique strategic optionality for the future, and this is supported by the principles of TPS3. COC [REDACTED] I notice failed to articulate a single strategic alternative (to golf course or urban infill) for this land in his Report, recommending Initiation of the Scheme Amendment Proposal. I further note that not a single Councilor challenged the Report in this respect. This can only be explained by hidden agendas.
 23. City of Cockburn's Climate Change Strategy objectives include "Conserve biodiversity" and "Increase the Urban Forest". A decision/recommendation to rezone is a decision/recommendation which violates City of Cockburn's Climate Change Strategy.
 24. Further to Item 23 – Perth risks evolving into Sydney – a dystopian rat race with intolerable traffic and toll-roads and urban desertification. The State Government needs to develop a strategic vision for WA – underpinned by additional major centres/cities which complement Perth. This in turn will alleviate the ever/exponential increasing pressure on Perth's limited infrastructure (esp. wrt traffic). Instead of all the Perth-growth/development at all costs why not create a stimulatory economic Business-development zone regime at Bussleton or Bunbury and grow WA there? Look to the USA for guidance – correct me if I'm wrong but most American States have evolved to included multiple urban centres and to the benefit of their populations.
 25. Current traffic levels around Berrigan Drive and on the Kwinana Freeway are already intolerable and have worsened significantly in the last few years due to uncontrolled growth. Local Press excerpt (20/5/2021) : *"Traffic forecasts estimate 26,000 vehicles will use Jandakot Road each day by 2031, an increase of 11,000 on 2017 figures. By 2031 there is expected to be an extra 20,000 to 30,000 people living in the nearby suburbs of Jandakot,, Treeby, Piara Waters, Harrisdale and Haynes"* (Note Jandakot Rd feeds into Berrigan Drive). Exiting Glen Iris onto Berrigan has become a frustrating experience in peak hours in the last two years. Where previously there were no traffic lights there are now several before the freeway can be accessed.. Hundreds of additional houses creating additional traffic movements is not what local residents want. Our situation is exacerbated by recent local housing developments and will worsen with introduction of the recently approved wave park, and 42% population growth in COC 2036. Traffic Infrastructure cannot

- cope with current loads so how can more residential development be justified – and recognizing the unique bottleneck characteristic of the Glen iris Golf Course Estate – Berrigan Drive- Jandakot Road- Kwinana Freeway interface.
26. Traffic accidents at points of local entry/exit have increased in recent years. This is a function of both additional traffic movements and the frustration of drivers faced with delays.
 27. Bird's triangle as applied to empirical accident data suggests that with the thousands of additional traffic movements proposed per day, and the bottlenecking described above (26.) a local fatality is foreseeable and likely. The scheme amendment proposal should be rejected for this reason alone.
 28. The Jandakot Glen Iris Estate is somewhat unique in that it is already in a very challenged environment. Consider its very close proximity to the freeway, and three railway lines. In addition it falls within and close to existing Jandakot Airport flight paths. Local residents have to contend with the noise and vibration from these sources together with fine particulate (emanating from braking systems and tyres) from the freeway traffic. This particulate is hazardous to human health and already exceeds WHO limits. Jandakot residents in recent years have seen these noise/pollution and vibration sources encroach ever closer and increase in intensity. Notwithstanding, it was tolerable because we had the amenity afforded by the open space, low housing density and a rural environment/ambience. The Scheme Amendment as proposed in this context is not tolerable to local residents however – it represents yet more noise and pollution, and the destruction of our open spaces and tree canopy which had to this point made the aforementioned negatives tolerable.
 29. Local surveys have been held facilitated by other parties, which reveal the vast majority of residents (close to 100%) do not want this development. We trust Government decision makers will honour democratic principles and the basis of their roles and responsibilities as elected officers – and will ensure this Scheme Amendment Proposal is rejected. An independent survey commissioned by the local Resident's Association revealed that 98% of residents wanted the existing zoning to remain.
 30. Numerous representations were made at Local Council Meetings by concerned Community Members passionately opposing this Development. No one at these Council Meetings, representing the local Community, spoke in favour of the Development.
 31. The Developer has implicitly acknowledged the significant risk he faces in gaining Community Support which would enable him to progress with his proposed concept. This acknowledgement is reflected in the withholding of a significant payment tranche to the Seller of the land, pending approval of the Scheme Amendment proposal. The Developer has identified this risk scenario and managed it through pertinent financial modelling and contingency. Thus the Developer does not incur any loss should the Scheme Amendment be rejected – conversely the Community will incur both significant financial loss, and loss of amenity should the Amendment Proposal be Approved.
 32. In the course of sourcing signatures for a petition (against the rezoning of the Golf Course Land) I had opportunity to engage with a wide spectrum of

members of the Western Australian community. Both local and wider WA community members willingly signed the petition. The level of willingness increased as I explained the context. A number of signatories rendered comments about Property Developers which were both derogatory and colourful. If not only the local community but also the wider WA community are against this then under our Democratic principles I see the Decision Makers have no option other than to accept that “nimbysm” is not in play, and to reject this proposal.

33. I refer Decision Makers to the historical decision made surrounding the proposed creation of a Wave park at Melville (City of Melville “jurisdiction”), via conversion of land used for recreational purposes. Labour Minister Ben Wyatt fronted up to WA Media and announced that the development would not be proceeding because of objections by local residents. Said local residents did not want to lose their local amenity. The residents of Jandakot are not inferior to the residents of Melville and Applecross, and our majority democratic view deserves to be respected. The proposed Scheme Amendment proposal must therefore be rejected. WA is an egalitarian society, and Jandakot residents request they receive the same level of respect and treatment as residents of other suburbs.
34. I refer Decision Makers to the recent decision (Press Report 31/03/2022) surrounding rezoning of Melville park land (13 parks in total) from “Residential” to Public Open Space, by the Planning Minister Rita Saffioti. This Decision prompted by concerns from the Melville community that they had insufficient levels of protection with respect to the amenity afforded by this Park land. Local Community with the support of City of Melville Council engaged with the planning Minister and achieved an outcome whereby the Local Scheme Amendment was modified to reflect that this land be reserved as Public Open Space. Community members were motivated by concern that their precious local amenity may be lost to housing developments unless protected through rezoning. This supports the comment made at 34. Again....The residents of Jandakot are not inferior to the residents of Melville and our majority democratic view deserves to be respected. The proposed Scheme Amendment proposal must therefore be rejected. WA is an egalitarian society .. Jandakot residents request they receive from Decision Makers the same level of respect and treatment as residents of other suburbs.
35. I benchmark the rates payable by residents of Attadale and the Glen Iris Estate. Residents of this estate pay rates at significantly higher levels than their Attadale counterparts and despite property values and amenity of a lower level. Per media report on 23rd June 2022 average rates in the City of Melville are \$1802 per annum. Jandakot rates are c. 30% higher, yet GRVs in Jandakot are lower than City of Melville, Further to Items 23. I request that Decision Makers recognize this disparity and reject the Scheme Amendment Proposal, such that the disparity is not further exacerbated.
36. Further to Item 35. – City of Cockburn has significant revenue streams and supported by significant economies of scale and higher rates than those paid by residents in other suburbs, thus there is no COC financial imperative to

approve this Scheme Amendment Proposal based on creating “more cows for milking” within the City of Cockburn.

37. To the issue of economic growth in WA and creation of employment. There are no macro economic drivers that suggest this rezoning/redevelopment is required. The WA economy is in rude health and the envy of our neighbours in the Eastern States. GST revenues are high, and on 12 May 2022 Operating surplus projection was revised upwards, to \$5.7 Billion. Unemployment level based on ABS data (July 2022) sits at only 3.5% - THE LOWEST LEVEL IN ALMOST 50 YEARS!. There is no economic imperative to approve this proposal.
38. The tree canopies of Jandakot create micro-ecosystems and promote rainfall by cooling. Out of curiosity I look at BOM's website (23rd July 2022) stated rainfall for the last 24 hours (to 9:00 am on 23/07/22) : Jandakot – **31.4** mm Perth -**15.6** mm.....interesting. The Scheme amendment represents destruction of tree canopy and urban desertification/heating. The Developer's stated intent to “plant trees” is meaningless. These trees will be planted as saplings and require 20 years to reach a level of maturity, and of course a significant proportion of the existing mature trees will be destroyed.
39. Decision makers may wish to reflect on City of Nedland's proposed initiatives to protect precious tree canopy by imposing fines on Property Developers who kill/remove trees. The takeaway is clear that the wider WA Community is also concerned with preservation of tree canopy. The Developer's proposal is incompatible with this outcome.
40. The proposal in a Greater Metropolitan context, and Community desire to preserve flora and fauna, represents destruction of a unique and irreplaceable asset. Reject the Proposal.
41. Adjacent to the rear of my property lives a community of Qendas, members of which I see regularly. I understand they are a protected species, and here are other communities throughout the original golf course. Creation of local roads (intrinsic to the rezoning and subsequent development) will result in destruction of these communities. If the Decision Makers value protected species – then they would logically reject the Proposal.
42. Amendment as proposed will result in destruction of banksia trees local to the rear of my property. These trees are a key habitat and food source for endangered Carnaby black cockatoos. If the Decision Makers value protected and endangered species – then they would logically reject the Proposal.
43. The Scheme Amendment as proposed provides no certainty with respect to ensuring that ultimately an appropriately large buffer of land is created between the rear of my property and the boundary of any adjacent constructed footpath/cycleway/road, and with a view to preserving amenity and privacy eg. Through hectare size blocks with specific building envelopes, as exist currently adjacent to this residential estate (to the East) on Glendale Crescent and Lakes Way. Thus I reject the Proposal.
44. Crime is a function of Population density...the creation of these additional residences together with a network of cycleways and paths will create significant opportunity for undesirables.

45. I refer to an article in the local press – PerthNow dated Thursday August 12 2021. Planning Minister Rita Saffioti stated “people need confidence to invest in WA”, in the context of development activity. I would contend that this statement applies not just to developers but also home-buyers – who also seek protection and confidence when making investment decisions, and what is typically the largest investment decision of their life. In the context of the GIGC Estate prospective purchasers were able to look at the Zoning as applicable to prospective properties and adjacent ones, prior to purchase, and make a decision. In this case people made a decision (THE ADJACENT LAND WAS ZONED “SPECIAL USE – GOLF COURSE”) with the understanding that they could be confident that Government would protect their investment (premium prices paid for increased amenity), by retaining the Zone classification. I would never have purchased my property if the adjacent land (behind my back fence) had been zoned R20/30/40. It remains to be seen whether my “confidence in investing in WA” is retained or destroyed. The only reason I purchased my property was to enjoy the enjoyment and amenity afforded by the adjacent golf course- in terms of Open Space, Ambience, and, speaking as a Golfer, the recreational aspect. Currently I no longer play golf – securing bookings at local golf courses on weekends is almost impossible and the closest public course is a 14 km drive away.
46. A number of Stakeholder in the district are extremely concerned and/or angry at how events are proceeding and at the lack of support they are receiving from COC. In the event of approval of the Developer’s Proposal the Community will explore avenues to contest and appeal. Significant support for a class-action exists. Decision Makers should reflect on whether the thousands of hours and hundreds-of-thousands of dollars expended in class-actions and other appeals is a wise expenditure of time and resource , and with respect to all stakeholders.
47. Opportunity for appeals to SAT by affected persons in the context of Land Planning and Development are significantly constrained through the architecture of enabling legislation. Historically the WA Government has taken an opposite view to their Victorian counterparts (who allow a wider spectrum of appeals against planning decisions) – and have articulated a position that WA Legislation does not require changing because of the considerable weighting attached to the views rendered by impacted Communities/Individuals following Advertising and through the Submissions process. I take this opportunity to remind Decision Makers of this commitment they have made to the citizens of WA – and in the inconceivable case that the Proposal is Approved, I look forward to their explanation to WA Media as to why they approved an unnecessary development, why they destroyed an irreplaceable asset/amenity in perpetuity, why they ignored petitions from Stakeholder within and outside the community, and why they ignored the views of a local community where close to 100% of residents objected.
48. I ask Decision Makers to consider matters of culture and heritage, Golf is part of both the district and also of Australian sporting culture and heritage. A golf course in one form or another has existed on this land since at least the early 1960’s. Coherent with the current zoning this land was zoned “Private Clubs

and Institutions – Golf Club” when the COC adopted its first town planning scheme (District Planning Zoning Scheme No. 1) in 1974. A decision to approve the Developer’s Proposal is a decision to destroy this local cultural heritage and to deny current and future generations of West Australian adequate opportunity to play this wonderful sport. I note the decisions by State Government to reject proposals for implementation of resource-projects at values in the order of billions of dollars based on the need to preserve local cultural heritage (eg. Aboriginal Rock-Art in the Burrup Peninsula). Jandakot and WA residents request an equitable treatment from decision makers and that our unique and irreplaceable cultural-sporting-heritage be preserved. We do not believe we should be treated with a lower level of respect than the communities of the North West of WA.

49. COC have not executed process in a fair and reasonable manner, and failed in their duty to represent local residents. I refer to OCM 9/12/2021 in particular and my comments in Subsection III where I have rebutted arguments/reasons put forward by COC – in favour of Initiating the Scheme Amendment Proposal. I view COCs decision to Initiate as invalid based on failure to apply proper process.
50. I raise the potential/possibility for improper relationships between officers of COC and the Developer – based on rumours circulating within the community. I have heard for example that [REDACTED] (Strategic Planning Officer and Author of Report provided to Councilors with recommendation to Initiate the Scheme amendment) is the owner of a local business and stands to benefit financially should the scheme amendment proposal be approved). Anecdotally I have also heard that [REDACTED] specifically verbalized his desire for the development to proceed and to the benefit of his business interests. I emphasize that this is hearsay, and an allegation, however it stems from a reliable source. I also note that [REDACTED] is no longer employed by COC and departed in mysterious circumstances. Interestingly in a personal conversation I had with [REDACTED] he talked enthusiastically about the challenges posed in arriving at a finalized Structure Plan – this conversation occurred prior to Decision to initiate, and left me with a profound sense of disappointment that a Council Officer viewed the approval of the Scheme Amendment as a fait accompli – at a point in time when Community Submissions had not yet closed. COC Councilors have been invited, by Community residents, to declare their conflicts of interest via questions raised by the community at council meetings. The fact that Council Members have declined to declare any conflict of interest either in the negative or the affirmative, and in the context of a recent history of dysfunctionality, and in the context of Councilors lack of support for the Community thus far, naturally creates deep suspicion on the part of community members. Should the Development Proposal be approved I intend to refer the matter of alleged improper relationships to the relevant Minister for investigation. Also of relevance I refer decision makers to a media article dated October 7 2021 and pertinent to the City of South Perth. Excerpts: “Councillors and election candidates will have to publicly disclose financial donations from property developers in a bid to stamp out corruption in local government under

a proposal being investigated by a local council”, and, “..there were conflict of interest risks associated with councillors accepting donations from property developers and then voting on development applications from the same donors.”, and, “We have a perfect petri dish on which the bacteria of corruption will thrive ...”.

51. COC Strategic Vision espouses “Environmental Responsibility – Our Vision is to provide nature for generations to come”. I ask Decision Makers to “Walk the Talk”, demonstrate integrity and reject the Scheme Amendment Proposal.
52. COC also talks about “Local Economy – a sustainable and diverse economy”. This housing development does not create a sustainable and diverse economy. It will enrich developers who reside outside of the district and possibly provide a short-term-sugar-hit to some local contractors/subcontractors. Compare and Contrast with Wembley Golf Course – sustainable and well managed and highly profitable. I note that COC have to this point failed to acknowledge or recognize the strategic potential of the Glen Iris Golf Course, and synergetic with the other recreational amenity in the area (ARC, Ice Rink, Adventure World, Wave Park). Where is the Vision? – will tourists come to Perth to look at R40 housing developments? No...but if they are offered a suite of recreational amenity options in one locality ...will they not gravitate to that location...all that is needed is the Golf Course and Hotel. Singapore grasp this at the strategic level – look at Sentosa Island. I also note that COC advocates the concept of “tourism oriented infrastructure” (local media – Cockburn Soundings”) – I fail to see how yet another housing development could be construed as support for “tourism oriented infrastructure”, when viewed against the optionality of retaining the current Scheme which provisions for a world class Golf Course and hotel and with appeal to a huge demographic locally and internationally.

SUBSECTION II

Submission in response to the proposed Structure Plan

The Structure Plan as presented is **REJECTED** in its entirety. The related Scheme Amendment Proposal is totally unacceptable and rejected in its entirety and thus renders any attendant Structure Plan redundant and unacceptable by default. A Scheme Amendment which is acceptable to the Community, and based on Subsection IV (unlikely scenario) is required before any Structure Plan is presented.

I provide the following reasoning in support of my Submission:

- I totally reject the Scheme Amendment upon which this Structure Plan is based. Please refer to the reasons I have provided in my Submission pertinent to rejection of the Scheme amendment (Subsection I of this Document).
- Engagements with the Property Developer, in Public Consultation fora, were entered into in good faith with a view to arriving at a Scheme Amendment concept which would create win-win outcomes (for both local community and the Developer). The Developer rejected the viable alternative concepts proposed and I also allege (with supporting evidence available) that the Developer was misleading and deceptive in the execution of community consultation/engagement, and attendant documentation of outcomes. In the light of my experience with this Developer I also conclude that any assurances provided attendant to any Scheme or Structure Plan proposal presented are without credibility. I further comment that other community members who participated in community engagement fora share this view ...and the community has no confidence or trust in any statements made by this Developer.
- I have provided an alternative Concept for Scheme Amendment in my Submission pertinent to the Scheme Amendment proposal (PART IV of this Document). This alternative concept if implemented, whilst not my preferred outcome (No Rezoning and no changes to the current Scheme), would give rise to a Structure Plan that may be both acceptable to residents of the local community, and would enable the Developer to realize a significant return on their invested capital.

The Advertisement of this Structure Plan without a prior finalized Scheme Amendment is suspiciously viewed (by informed Community members) as a cynical attempt by decision-makers (who possibly/allegedly have improper relationships with the Property Developer, and/or who allegedly may gain materially) to manipulate the Glen Iris Community residents into rendering comment on an unacceptable Structure Plan, thus giving the proposed Scheme Amendment concept some credibility, and thereby diluting the Community's efforts to reject or substantially modify the Scheme Amendment Proposal.

Again, and for the record, I emphasise, I consider the COC Decision to initiate invalid (explained elsewhere in this submission). Inviting submissions from the Community without prior application of fair and proper process at the point of "Decision To Initiate" is also invalid.

Subsection III

Rebuttal of the Developer's and Decision Makers' arguments in support of the proposed Scheme Amendment and/or Initiation of the Proposed Amendment (Noteworthy, inexplicable and extraordinary is COC's failure to document for the record, thus far, any argument against the proposed Scheme Amendment)

1. *Nimbyism!* As identified in Subsection I ,the proposals represent significant loss of amenity and particularly for residents with properties bordering the original golf course, significant economic loss. The impacts on the local community are not trivial. I also refer to close to 100% of the WA Community outside of COC rejecting the rezoning concept – evidenced by the petitions. Additionally the Developer was presented with viable alternatives for Scheme Amendments (ref Subsection IV) – which they refused to entertain as their optics were clouded by the profit imperative..
2. *We need economic growth, jobs and houses.* Ref. Subsection I – there are no compelling arguments and particularly in the context of the Glen Iris Estate, infrastructure limitations and the health of the WA economy. Local and State Planners can realize their goals through other options and with application of wisdom and vision, achieve overall greater benefit to both Glen Iris and wider-WA community members.
3. *We will plant lots of trees.* Many mature trees will be lost. A significant proportion of transplanted trees will die. A number of saplings will be planted but these will require c. 20 years to attain maturity – so not a credible argument by the developer.
4. *The proposals were based on Community Input.* This is an extraordinarily misleading and deceptive statement. I attended 3 of 4 Community Engagement Workshops and did not attend the Final Workshop through disgust at: how my inputs and concerns were ignored, and the frequent violations of the Workshop TOR and COC. The Developer and his/her Agents/Facilitators modus operandi was only to incorporate the small % of Community feedback which suited the Developer's agenda (alignment with their preferred Scheme Amendment Proposal concept). An independent survey commissioned by the local Resident's Association revealed that only 5% of residents felt that the Developer had demonstrated positive community engagement.
5. *Council will limit the POS as they do not wish to incur the cost of maintenance, et al.* This is a primitive and one-dimensional view. The Developer's Planning Consultant (during Community Engagement Workshops) stated it was possible

to add areas of land, integral to those titles associated with the Scheme Amendment Proposal to the Titles of residents with adjacent residence. Thus, a win-win-acceptable outcome for all Stakeholders is clearly possible – the existing residents receive land which compensates them for their losses (amenity and economic), residents have a sufficient buffer relative to the new development, Council do not have to maintain this land, and the Developer can generate profits (albeit with a revised Development scope). The additional benefit under this approach is the reduced quantity of dwellings and thus less traffic – thus residents not directly adjacent also achieve a tolerable outcome. Apparently, only the avarice of the Developer is impeding a thorough exploration of this optionality.

6. *There was a higher than average level of Community Engagement by the Developer and in addition COC directed that an independently facilitated community forum be held “...to discuss all of the aspects of the proposal...”.* Ref. my statements in Subsection I – the Developer’s engagement workshops were a charade and a cynical political initiative on the part of the Developer. Numerous complaints were made to Council re. the Developer’s modus operandi – yet Council articulated that there “..was a higher than average level of Community by the Developer”...if COC were being fair to the Community they would have stated “..COC also received numerous complaints relating to values and behaviours exhibited by the Developer in the execution Community engagement..”. So, another of example of COC supporting the Developer at the expense of the Community. The COC Forum added little value – and did not deliver on its terms of reference. Thirty minutes afforded for Q&A to discuss issues of enormous scale and complexity begs the question as to whether this was also a cynical political initiative.
7. COC at a Council Meeting (09/12/21) determined that they would proceed to initiate the Developer’s Scheme Amendment Proposal and referred the Documentation to WAPC and EPA for review. For the record and pertinent to decision making I contend this Decision was flawed and should be revisited based on the biased nature of the Report prepared for Council’s Decision by COC Strategic Planning. I include my rebuttals here as Council members are presumably still operating under the mistaken belief that information provided to them was adequate, accurate and balanced The Report was authored by an [REDACTED], and I object to the Report and the attendant decision by Council to initiate, as follows:
 - The Report in its character supports the change to the Scheme and the Developer’s Proposal and the Developer’s arguments. The Report conversely does not however represent the views and interests of the community (either locally or in the wider strategic context). The Report is rejected because it is both biased and fails to address the strategic requirements and objectives of COC.
 - COC Councillors have failed in their duties under the Local Government Act. On examining the Report it would have been clear that the Report was biased and not sufficiently broad in its scope . Councillors failed to recycle the Report

and with clear Terms of Reference in order to address its inadequacy. In failing to do this Councilors are in violation of the Local Government Act S.2.10 (The Role of Councilors) (a) A Councilor represents the interests of electors, ratepayers and residents of the district.

- [REDACTED] is allegedly a local Business Owner (hearsay) and required to disclose his interests (potentially an increased revenue stream to his Business from increased local population density). If it is the case he did not disclose his interests then the Report is invalid and COC should revert the Planning process to the commencement of Phase 1 and a new report should be compiled upon which Council would determine whether to Initiate. If [REDACTED] did disclose his interests, evidently Council did not direct that a new Report be compiled and authored by a Planning Officer with no vested interests in a positive outcome for the Developer. Notwithstanding, the Report is clearly not fit for purpose anyway and thus the Planning Process should revert to the beginning of Phase 1, a new report compiled and Council make a new Decision as to whether to initiate, Furthermore my expectation would be that if Councilors are representing the residents of the district and the principles of the current scheme they would make a decision “NOT TO INITIATE”. It would then be left as I understand for the Developer to appeal that Decision with SAT and with Council safeguarding the current zoning in alignment with the Local Government Act, TPS3 and COC Community, Sport and Recreation Facilities Plan (CSRFP). Conversely it appears that local residents have no recourse to SAT. I express my disappointment that COC has not recognized that residents have very little power and authority in terms of appeal to SAT, and their decision was highly favourable to the Developer. I appeal to the Ministry, as the ultimate Decision Executive, to recognize the power imbalance and support the residents of COC – evidently our local councilors don’t support us.
- Council Minutes following tabling of [REDACTED] recommendation to Amend the Scheme, state the following reason in support of their decision to initiate : “*An independently facilitated community forum would offer residents and the proponent the opportunity to question, discuss, evaluate and fully understand the implications and potential outcomes of this complex amendment and the proposed structure plan*”. Well, 30 minutes was offered to residents for Q&A, to arrive at this outcome ...and not surprisingly the forum did not offer residents the necessary opportunity to “fully understand”. Thus this conditional element of the decision to initiate was not satisfied and I consider the Decision to be invalid.
- Council Minutes following tabling of [REDACTED] recommendation to Amend the Scheme, state the following reason in support of their decision “ *It is a simple fact that no matter how much any of us would like to be able to retain the golf course at Glen Iris, it is not within our power as a Council*”. A cynical and misleading statement indeed. No...it is not simple fact ..and don’t treat people in your community as being “simple”. The SU1 land in question CURRENTLY IS PURPOSED FOR A GOLF COURSE – evidenced by the zoning in the Town Scheme. The Developer has purchased the SU1 Land in the full knowledge it is purposed for a Golf Course. Council had the option at this point in the

process to advise the developer that their proposal was rejected and the SU1 – Golf Course designation would remain. At this point commercial imperatives apply and if leveraged by an appropriate rates-tariff, or SU-1 use-it-or-lose-it-policy the Developer would be influenced/forced to divest the land. Analogously in the resource sector if Operators do not develop their tenements, then the Government forces them to divest. COC have demonstrated absolutely no interest or commitment in exploring options, supporting their residents and influencing the Developer to arrive at a logical, natural conclusion.

- Council Minutes following tabling of ██████ recommendation to Amend the Scheme, state the following reason in support of their decision: *“The Land is privately owned and there is no legal mechanism under which a compulsory purchase could be forced. As such, it is incumbent upon all of us to look for the best possible outcome for all concerned...”*. This comment either politically cynical or disturbingly primitive and one-dimensional. As per my point above, numerous mechanisms exist by which Council can influence the Developer, and potentially through introduction of new legislation (eg. SU1 Land to be used for purpose within x months), to influence the Developer to Divest. New legislation is probably not even necessary – do Council believe that the Developer is going to tie-up all that Capital indefinitely, whilst recurrently paying millions of dollars in rates. No – the Developer will divest. I find it inexcusable that Council did not discuss/explore any of this optionality and play-out the likely foreseeable scenarios. As to the comment from Council re. best outcome for all concerned the Community has already spoken on this. Independently facilitated surveys indicate that close to 100% the Community wish the SU1 Land purpose (through zoning) to be retained as a Golf Course. Or perhaps COC is seeking “the best possible outcome” for the Developer. COC’s logic here is flawed – the Developer willfully ignored the current zoning and would in the execution of their due diligence, have been told by COC strategic planning (as I was in c. 2018) that a Scheme Amendment would not proceed based on the loss of amenity to the local Community. The community are comfortable and confident with retention of the zoning with no development and no immediate reinstatement of the Golf Course. We will watch the developer burn millions of dollars, recurrently, annually, in Opportunity-Cost-of-Capital and Council Rates...knowing that ultimately commercial reality will prevail. Of course future purchasers will be more financially astute (and competent) than Eastcourt – recognizing that if they buy land explicitly purposed for a golf course under a prevailing planning scheme (TPS No. 3), underpinned by COC Community, Sport and Recreation Facilities Plan, and with COC Strategic Planning Office providing advice that any Scheme Amendment would be highly unlikely to proceed...then they will, in order to generate an adequate return on their (calibrated) investment, need to develop and operate a golf course.
- Council Minutes following tabling of ██████ recommendation to Amend the Scheme, state the following reason in support of their decision: *“Residential development is actually permitted under the current zoning”*. I contend this is a political fig leaf – devised by council to disguise their agenda, The reality is a relatively small portion of land is currently zoned R40 – but this is irrelevant to

the predominantly SU1 Zoned Land currently purposed as a golf course and which with Council's support can be retained as a golf course. Cynical statement by Council to present this as a reason for proceeding to Initiate.

- Council Minutes following tabling of [REDACTED] recommendation to Amend the Scheme, state the following reason in support of their decision to : *“For the SU1 Zoned Land, Eastcourt could prepare a structure plan with no statutory referral to the EPA”*. No, if Eastcourt wish to realize their vision, Eastcourt can't. More white noise.
- Council Minutes following tabling of [REDACTED] recommendation to Amend the Scheme, state the following reason in support of their decision: *“If it was developed in a piecemeal manner, the land could actually be moonscaped”*. Another misleading statement – Council do not allow developments which resemble moonscapes. Note also that the local community are willing to see the land revert to WA bush (awaiting triggering of commercial reality as per above) as a preferable alternative to Eastcourt's vision – inexplicable that Council did not at least articulate that this scenario had been considered. Furthermore for reasons pertinent to Open Space and traffic density I would prefer a moonscape to the proposed two thousand people Eastcourt wish to deposit in my backyard and on my local roads..
- In summary Council offered 6 key Reasons in support of their Decision to adopt the recommendations of [REDACTED]. As per my rebuttals above it is concluded that none of these reasons are valid. I give this Council Decision zero out of ten and question their motivation and agenda and lack of support for their community.
- In his report [REDACTED] invokes Victorian Legislation/Guidelines in support of “conversion of Golf Courses to Other Purposes”, and with a view to giving credibility to the concept. This is breathtakingly cynical – COC selectively cherry picking pieces of legislation from outside of WA in order to serve its agenda. Within the Victorian jurisdiction members of the community have the right to appeal planning and development decisions through their equivalent of SAT. In WA members of the Community do not have this right. So evidently here we are talking about comparison of an Apple with a Lemon...unless of course WA Government are planning on changing Terms Of Reference with respect to SAT appeals in the WA jurisdiction and this legislation will be in place in the next two weeks...I think not. The Council decision to initiate is rejected on the basis it is predicated on Victorian Legislation (in fact a guideline) – and is legally inadmissible in WA. I also note how Local and State Government entities are very quick to reject arguments by community members on the basis that “this is not allowed by WA Legislation”, and yet these same entities can invoke Victorian guidelines to try and confer credibility to their flawed decision making. Please note COC that Victorian legislation and Victorian Guidelines do not apply in WA and you may wish to improve the capacity and/or capability of your legal department. Note also COC that a guideline is not a law unless underpinned by an act or a regulation.
- COC claims the former Golf Course would need significant capital expenditure if it were to reopen as a viable proposition . No data was presented by Council

to support this assertion. It would require some CAPEX but that would be calibrated to a Business Plan and forecast profits (I note that other Golf Courses in Perth are profitable). Furthermore this is not COC capital – it would come from the private sector. Another questionable statement by COC in the context of supporting their decision making.

- COC states “Eastcourt have repeatedly advised that they have no intention of instating the former golf course use, or on selling the land to a third party for this purpose”. This is totally irrelevant – Glen Iris community will be happy to see the land revert to natural bush as a preference to rezoning and residential development. Eastcourt are trying to threaten/blackmail the community into submission. Eastcourt will however have to confront commercial reality at some point and either reinstate the golf course or divest to someone who will. On the theme of bias – interesting how COC emphasise what Eastcourt have repeatedly advised...however they treat district residents with contempt in terms of not stating for the record what the “**residents** repeatedly advise/communicate”.
- COC states that PLAWA (Parks and Leisure Australia, WA) Guidelines of Community Infrastructure (2020) discourages the creation of additional golf courses in Perth. The same document (2012 version) advocates one golf course per 30,000 population. I note COC current population at 110,000 and projected to grow to 170,000 in 2036. Thus according to the 2012 guidance we should now have 3 Golf Courses and be planning for 5. The 2020 version does not discourage the creation of additional golf courses it actually states no more golf courses are required based on whether or not populations in catchments have access to a golf course. Here another cynical-selective use of information. The WA guidelines do not advocate destruction of golf courses and the guidelines have not analysed the impact of destroying particular golf courses. Furthermore having access to a golf course does not in any way reflect whether use of the golf course is achievable through competition by people in accessing this limited resource. Furthermore PLAWA executive advises that their analysis is very high level and does not explore specific levels of utilization and requirements of particular catchments – they simply invoke a simple benchmark based on whether residents can access a course (within 10km of a City boundary). PLAWA document is primitive and one-dimensional – the benchmark of adequate amenity is “do you have a golf course within 10 km of the City boundary” – the actual amenity may be “You get in your car and drive more than 20km and can’t play golf because the course is fully utilized”. Additionally COC cynically manipulates the data pertinent to the distances residents need to travel to access a course. For the 4 Public courses closest to COC, distances relative to the COC boundary are quoted as 3km, 6km, 8km, and 8km. The reality for GI Estate residents who purchased locally in order to play golf locally their travel distances are 18km, 18km, 22 km and 14km. So I reject the political spin imparted by COC – the reality is, Golfers in Jandakot and surrounds now have to travel long distance to access golf courses which are almost fully utilized at weekends and thus the current amenity is close to zero.

- In arriving at their decision COC made no reference to their own Document (City of Cockburn – Community, Sport and Recreation Facilities Plan (CSRFP) 2018 - 2033) – amazingly they considered it more appropriate to selectively use information extracted from a Victorian guideline. So lets examine what the COC document says. In the context of the significant growth within COC (current and projected over the next 10 – 20 years) COC states “This level of growth presents the City with a variety of challenges to ensure the increasing need of the community are met in the provision of community, sport and recreation facilities and reserves”. “ The current population is currently estimated at 118,100 people in 2018 and expected to grow to 167,751 in 2036”. “..the City requires a high degree of confidence that the Community’s sport and recreation needs can be met”. So in the light of these demographics, and the significant challenges COC’s response is to ignore any optionality for preserving and curating land which will support recreational amenity, and proceed to press the destruct button – inexplicable. The document also articulates the challenge in financing community facility requirements – so again , inexplicable, the SU1 Land in question is purposed for a golf course and would be owned and operated by the private sector with no strain on, or risk to City finances. More analysis , excerpt from CSRFP – CSRFP will aim to “..ensure that the right mix of facilities are provided to reflect the demand which an actual sport will have in to the future”. So, knowing that golf is Australia’s No.1 Participation sport for males and No 2 for both genders in aggregate , and played in high measure by both genders and across an enormous age-range demographic , and knowing that COC will increase by 42% from 2018 to 2036, and knowing that COC currently does not have an operational golf course , COC state that “ ..it is appropriate that alternate land uses ..now be considered”, AND WITH NOT EVEN A MENTION OF THEIR CSRFP Inexplicable.
- Now I can go on and on...but how much do you need? Decision Makers by now will have arrived at a conclusion that (i) Council’s decision to Initiate was flawed and (ii) there is no other option than to reject the Developer’s proposal. Any additional input is unnecessary – if you have not arrived at the correct decision by now you never will.

Subsection IV

Without prejudicing my preferred outcome defined in Subsection (I) – alternative Scheme Amendment concepts which would deliver win-win or “win-lower loss” outcomes.

Alternative Concepts are presented here to provide some contingent optionality in the event that City of Cockburn and the Ministry determine that the view of the majority count for nothing in a Democratic Society, and they attach importance to further enriching multi-millionaire property developers at the expense of irreplaceable

amenity, and the home-values of hard-working WA taxpayers.....and that a Scheme Amendment (albeit in a modified form) will proceed . I cannot envision how Decision Makers could land on this position, and in this event I question the integrity and credibility of these Decision Makers in their capacity as government office holders.

However, and in order to demonstrate that I have tried to keep an open mind:

ALTERNATIVE CONCEPT A

- For those Residents who are significantly materially impacted (their titled land bordering the golf course), and have objected to the Development - Add a % of the Developer's land to the Titles of these existing adjacent residents' landholdings. This land to be transferred as compensation for amenity and material economic loss. This land to extend 50 m from the rear fences of existing residences in order to provide the requisite interface buffer to the new development. Through the described engineering of titles COC would not incur any costs in maintaining this land.
- No more than 100 dwellings to be permitted in aggregate with respect to the SU1 components, in order to limit traffic levels to tolerable levels.
- Sports Oval to be included under POS..

ALTERNATIVE CONCEPT B

- Scheme Amendment to be based on hectare blocks for the SU1 components...which aligns with residential-zoning densities of Titles to the East of Glen Iris Estate. Building Envelopes to ensure a 50m setback to the rear fence of existing residences.

ALTERNATIVE CONCEPT C

- Scheme Amendment Proposal as current, to be executed for the land south of Berrigan Drive only.
- Scheme Amendment Proposal to be modified for the land north of Berrigan – and based on Alternative Concepts A and/or B above....or alternatively (preferred) the zoning north of Berrigan to be retained to confer future optionality/possibility of creating a 9 hole Golf Course.

Subsection V

Closing comments

I appeal to the decision makers in Council, WAPC and State Government – to reject both this Structure Plan and the related Scheme Amendment, and retain the Zoning pertinent to the current Scheme. I understand we live in a democracy and both local and state governments are the elected representatives of the people. Furthermore powerful and compelling arguments and facts are presented within this document which support the overwhelming view of the Community. Thus if Council and Ministry value democratic principles and decision makers understand their roles and responsibilities as elected officers I am fully confident they have no other option than to reject the Scheme Amendment Proposal. I also take this opportunity to highlight that with respect to petitions against this development – my personal experience when engaging with members of the Public, in sourcing numerous (>100) signatures, revealed:

- 99% of people willingly signed once they understood the context.
- The majority of signatures I sourced were from people outside of Jandakot.
- Comments reflecting a very negative attitude/perception to Property Development at the expense of Open Space.

Based on the information presented in the Submission the three obvious outcomes are:

- 1. Reject all of the Developer's Proposals.**
- 2. COC to reassess their original Decision to Initiate and declare that Decision invalid due to failure to follow proper process and (possibly/allegedly) undeclared conflicts of interest.**
- 3. COC to influence (suggested tools within the body of this document) the Developer to operate the Land in accordance with its current zoning (Golf Course) and TPS 3, or divest it.**

I also encourage decision makers (and primarily the Ministry, as COC seem intent on supporting the Developer's position at all costs) to reflect on:

- Consider your legacy to both current and future generations. Property Developers will always find opportunities, but the land subject to this redevelopment proposal is unique and irreplaceable in its scope and character, and capacity to afford future recreational and general amenity. Please retain the zoning - to provide optionality and amenity in perpetuity – and for all Western Australians.

- The absence of any clear requirement for this Scheme Amendment to proceed and evidenced by the weak reasoning and deceptive information put forward by COC in attempting to support their Decision to Initiate.
- The Lorax – my kids loved this movie – they watched it recently and said ..”..hey this is like the golf course...”. Sometimes a child’s view can bring some clarity – perceptions unclouded by politics, cynicism and hidden agendas. Indeed the movie has a lot of resonance with the Golf Course and its destiny. Watch it, and ask, what Character you most closely identify with and on what side of history do you want to find yourself....

PLEASE HELP OUR THIRSTY QUENDAS:

Eastcourt's Project Manager, Acumen, recently announced on the "haveyoursayglenirisestate" website (Fauna and Flora Information Sheet dated 10 March 2021) states: The 'highly experienced consultants from Emerge Associates' plus other sources, including Native Arc, RSPCA, Dept of Water and Environmental Regulations – "Our environmental experts have confirmed quenda do not need supplementary water (eg via watering stations) as their water intake is generally through ingestion of plant material, insects and bugs containing water, rather than actually drinking from water sources."

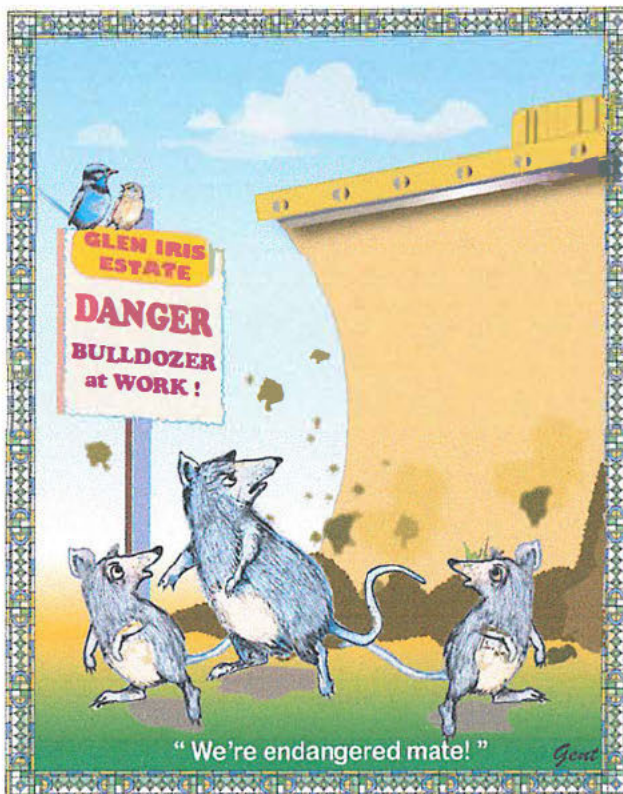
TOTAL MISINFORMATION!

Independent, knowledgeable, competent academics tell the truth. <healthywildlife.com.au> state: "PROVIDE CLEAN WATER SOURCE, PARTICULARLY OVER SUMMER. IF YOU HAVE A POOL, USE POOL COVER OR PROVIDE A WAY FOR THE QUENDA TO GET OUT IF THEY FALL IN."

Dr. Geoff Barrett, Dept of Parks and Wildlife – Community Quenda Survey 2012 – reported 16% of quenda deaths in urban areas is due to "animals drowning in pools" looking for water. Page 39 "PROVIDE AN ALTERNATIVE SOURCE OF WATER, SUCH AS A SHALLOW DISH, TO ENCOURAGE QUENDAS TO DRINK MORE SAFELY" – than swimming pools.

natureconservation.org.au – Dr. Gillian Bryant states: "OTHER THINGS YOU CAN DO TO HELP TO KEEP QUENDA HAPPY INCLUDE KEEPING A SHALLOW WATER DISH TOPPED UP FOR A CONSTANT DRINKING SUPPLY ESPECIALLY DURING SUMMER AND HOT DAYS."

SHAME, SHAME, SHAME ON YOU EASTCOURT/ACUMEN AND YOUR CONSULTANTS FOR IGNORANCE AND MISINFORMATION!



Contact or write to as many organisations as you can, including the following, and express your concern about the welfare of our quenda because... somebody needs to care!

admin@nativearc.org.au
rspca@rspcawa.asn.au
primehouse.reception@dwer.wa.gov.au
enquiries@dbca.wa.gov.au
tbrun@cockburn.wa.gov.au
electedmembers@cockburn.wa.gov.au
admin@emergeassociates.com.au
sam@eastcourt.com.au
news@fremantleherald.com

Mike Smith
 Glen Iris concerned animal lover

TO DRINK OR NOT TO DRINK – THAT IS THE QUESTION!!

WHO CARES #2 – WATER AND AIR – “GLEN IRIS GOLF COURSE ESTATE”

Eastcourt’s Project Manager, Acumen Development Solutions, announced on 10 March 2021 on the “haveyoursayglenirisestate” website ‘The highly experienced environmental consultants to ensure best practice’ said “The geotechnical investigations revealed soil conditions consistent with the expected profiles in this part of Perth, with deep sandy layers that have high infiltration rates for water.”

Well done Eastcourt! – it is called the Jandakot Groundwater Mound. It contributes 9 gigalitres (320 million cubic feet) annually to Perth’s municipal supply of drinking water.

There are concerns for the increasing illicit drug content in Perth water, the quality of recycled water, plus climate change says less rainfall and more CO₂ so is it prudent for Eastcourt to cover 54.9ha of Perth rain catchment area with +/-800 homes, roads, concrete and pathways. This will ensure “the high infiltration rate is minimal for rainwater”.

Watercorp tool shows the water table is less than four metres in the southern part of the golf course. “The superficial aquifer at Jandakot is extremely vulnerable to contamination from inappropriate land use because of the direct recharge that occurs from rainfall across the whole control area and the shallow depth to the water table.” <Jandakot Underground Water Pollution Control Area Drinking Water Source Review.water.wa.gov.au>.

With a high water table, what about pollution from hundreds of homes: water bores, pool chlorine, pesticides, garden products, lawn care, car washing detergents, even illicit drugs, etc permeating through the reported “deep sandy layers that have high infiltration rates for water” – as quoted by Eastcourt’s advisors.

REMEMBER, THIS IS PERTH’S DRINKING WATER – ASK THE WATER CORP!

What about oxygen?

“The average 18-hole golf course (80 acres or 32ha) produces enough oxygen annually to sustain 85,000 people. Turf grass and vegetation also have the effect of reducing the heat of an area – **CRITICAL IN URBAN ENVIRONMENTS.**”

*(University of Maryland, Environmental Science and Technology, October 2018,
Golf benefits to the environment)*

Glen Iris Golf Course is 54.9ha - extrapolated, this can annually produce enough oxygen for over 135,000 people.

Climate change says we are getting less rain and more CO₂.

It would appear that the Government and City of Cockburn Council cannot protect our future assets - it is private land!

WHO CARES?

Mike Smith B.Sc. (Geology, Zoology, Botany)
University of Wales, Cardiff

(Glen Iris Golf Course Estate resident)
22 March 2021

WHO CARES #3 – PERTH DRINKING WATER – GLEN IRIS GOLF COURSE ESTATE

Eastcourt plans to convert the Glen Iris Golf Course Estate by adding an additional +/-800 on the Jandakot Groundwater Mound which supplies the whole of Perth with drinking water.

Climate change is predicted to reduce rainfall and increase carbon dioxide (CO₂).

Glen Iris golf course is 54.9ha of open grassland which can produce oxygen (O₂) and provide a huge rain catchment area for the Jandakot aquifer.

Why cover it with hundreds of homes, roads, footpaths and covered areas?

Groundwater levels across the Jandakot Groundwater Mound have generally declined over the last 30 years. This is due to a combination of:

- The Jandakot Groundwater Mound receives more rainfall than the Gnangara Mound;
- Abstract pressure on the Jandakot Groundwater Mound is less than on the Gnangara Mound;
- Large parts of the Jandakot Groundwater Mound are now urbanised which has increased recharge <Government of Western Australia Dept of Water. water.wa.gov.au>

Groundwater recharge commonly increases because of:

1. Leakage from water distribution systems, sewer lines, detention ponds and storm drains;
2. Over irrigation of lawns, gardens and parks;
3. Artificial recharge;
4. Reduced evapotranspiration infiltration through impervious cover.

The Minister for Water, Hon Dave Kelly states “that Cockburn is one of the places on the plant most affected by climate change. As Perth has become hotter and drier our groundwater has been significantly reduced. Since 1975, Perth’s average rainfall has declined by 15% due to climate change, which means there is less water soaking into our aquifers.”

Eastcourt will destroy a rainwater catchment area golf course of 54.9ha which also can annually produce oxygen for 135,000 people.

WHO CARES?

Mike Smith
Glen Iris resident

WHO CARES #3 (continued) – PERTH DRINKING WATER – “GLEN IRIS GOLF COURSE ESTATE”

Eastcourt Property Group plans to increase the Glen Iris Golf Course Estate by adding an additional +/- 800 homes on the Jandakot Groundwater Mound which supplies Perth with drinking water.

Climate change is predicted to **reduce rainfall** and **increase carbon dioxide (CO₂)**.

Glen Iris golf course is 54.9ha of open grassland and trees which can produce oxygen (O₂) and provide a huge rain catchment area for the Jandakot drinking water aquifer which supplies Perth.

Why lose this environmental jewel with infill of hundreds of homes, roads, footpaths and covered areas?

Groundwater levels across the Jandakot Groundwater Mound have generally declined over the last 30 years but at a slower rate than seen across the Gnangara Mound. This is due to a combination of:

- The Jandakot Groundwater Mound receives more rainfall than the Gnangara Mound.
- Abstraction pressure on the Jandakot Groundwater Mound is less than on the Gnangara Mound.
- Large parts of the Jandakot Groundwater Mound are now urbanised (see Fig 1) which has increased recharge. <Government of Western Australia Dept of Water. water.wa.gov.au>

Groundwater recharge commonly increases because of:

1. Leakage from water distribution systems, sewer lines, detention ponds and storm drains.
2. Over irrigation of lawns, gardens and parks.
3. Artificial recharge.
4. Reduced evapotranspiration infiltration through impervious cover.

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Eastcourt’s proposed new housing development will destroy a rainwater catchment area – the golf course of 54.9ha which can also annually produce oxygen for 135,000 people.

Is the Government and the City of Cockburn Council going to protect our essential assets? - it is Eastcourt’s private land!

WHO CARES?

Mike Smith B.Sc. (Geology, Zoology, Botany)
University of Wales, Cardiff

(Glen Iris Golf Course Estate resident)
24 March 2021

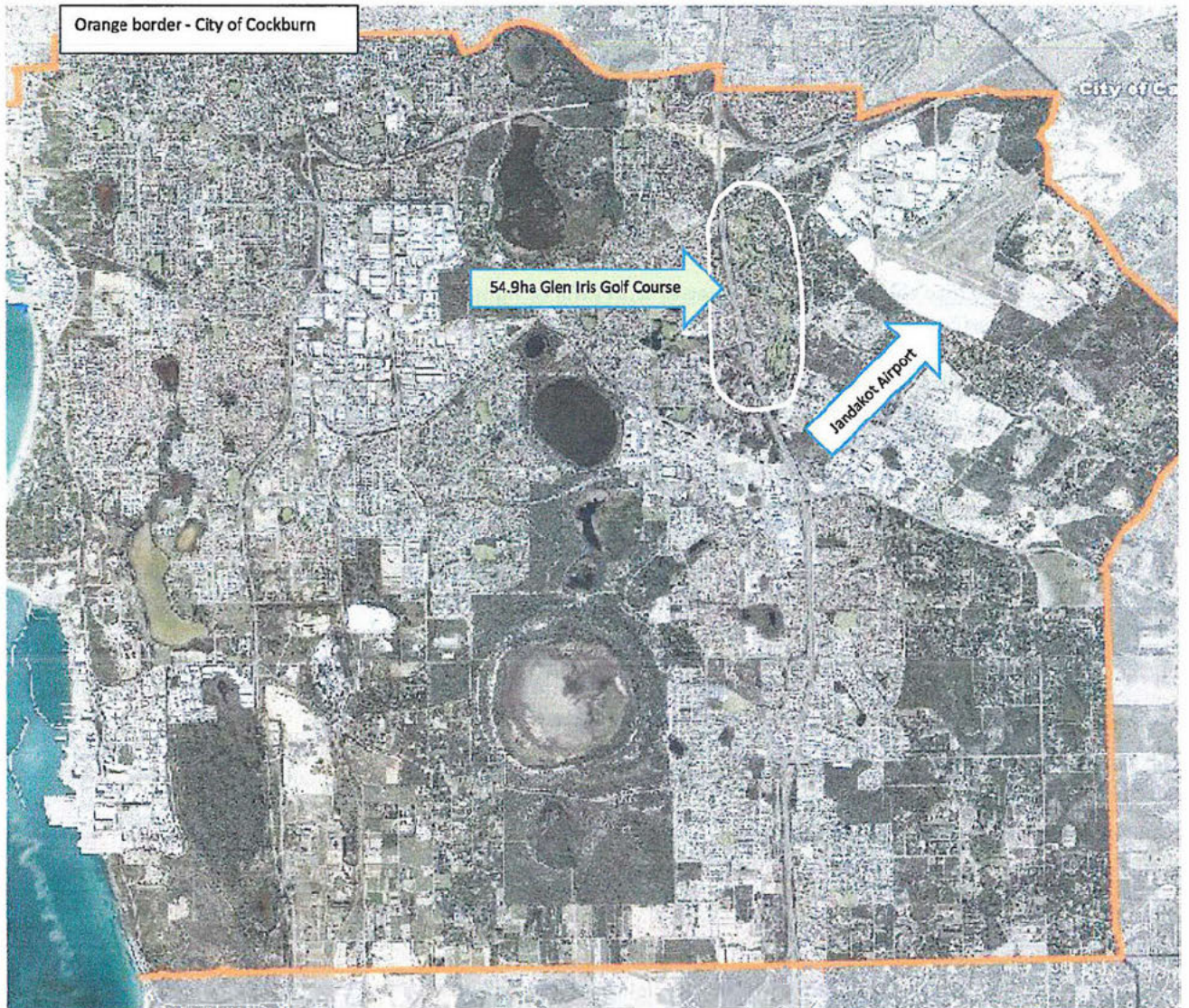


Fig 1 - Glen Iris Golf Course Estate - 54.9ha of green open space - rainwater catchment area for Jandakot Groundwater Mound and (as a 54.9ha golf course) can produce oxygen annually for 135,000 people.

WHO CARES #4 – QUENDA RELOCATION – “GLEN IRIS GOLF COURSE ESTATE”

Eastcourt’s Project Manager, Acumen Development Solutions, recently announced on the “haveyoursayglenirisestate” website (Fauna and Flora Information Sheet dated 10 March 2021): ‘The highly experienced consultants from Emerge Associates, plus other sources, including Native Arc, RSPCA, City of Cockburn, Department of Fisheries, Dept of Biodiversity, Conservation and Attractions, Dept of Water and Environmental Regulations “Relocating quenda is a standard process often undertaken for development in WA and this option will be explored by Emerge.”

HOWEVER - Independent, knowledgeable, competent academics differ!

The Govt of WA, Dept of Biodiversity, Conservation and Attractions, Fauna Notes states: “THE RELOCATION OF QUENDA TO OTHER SITES IS NOT AN APPROPRIATE OR RECOMMENDED OPTION.”

From the same source: “Quendas released into new areas may have to compete with other wildlife for resources and increases their chance of being killed by vehicles, cats, foxes and dogs in their new environment.”

Eastcourt further announced “as part of our ongoing management and monitoring of the site, we are also gaining input from other sources, including Dept of Biodiversity, Conservation and Attractions.”

What ‘input is being gained’ from the DBCA especially as - according to Acumen - “this is a standard process often undertaken for development.” Additionally, the DBCA has already publicly stated “that the relocation of quenda to other sites is not an appropriate or recommended option.” In fact, should the DBCA be providing any input when application for rezoning will be submitted to this Department?

“Quendas are not territorial but actively avoid each other and are generally quite shy” <Broughton and Dickman 1991>. Thus, large areas are required for the ideal relocation of quendas.

Were there any quendas at Wellard where Eastcourt built the 800 home “Providence Estate”? Did any survive and where were they relocated?

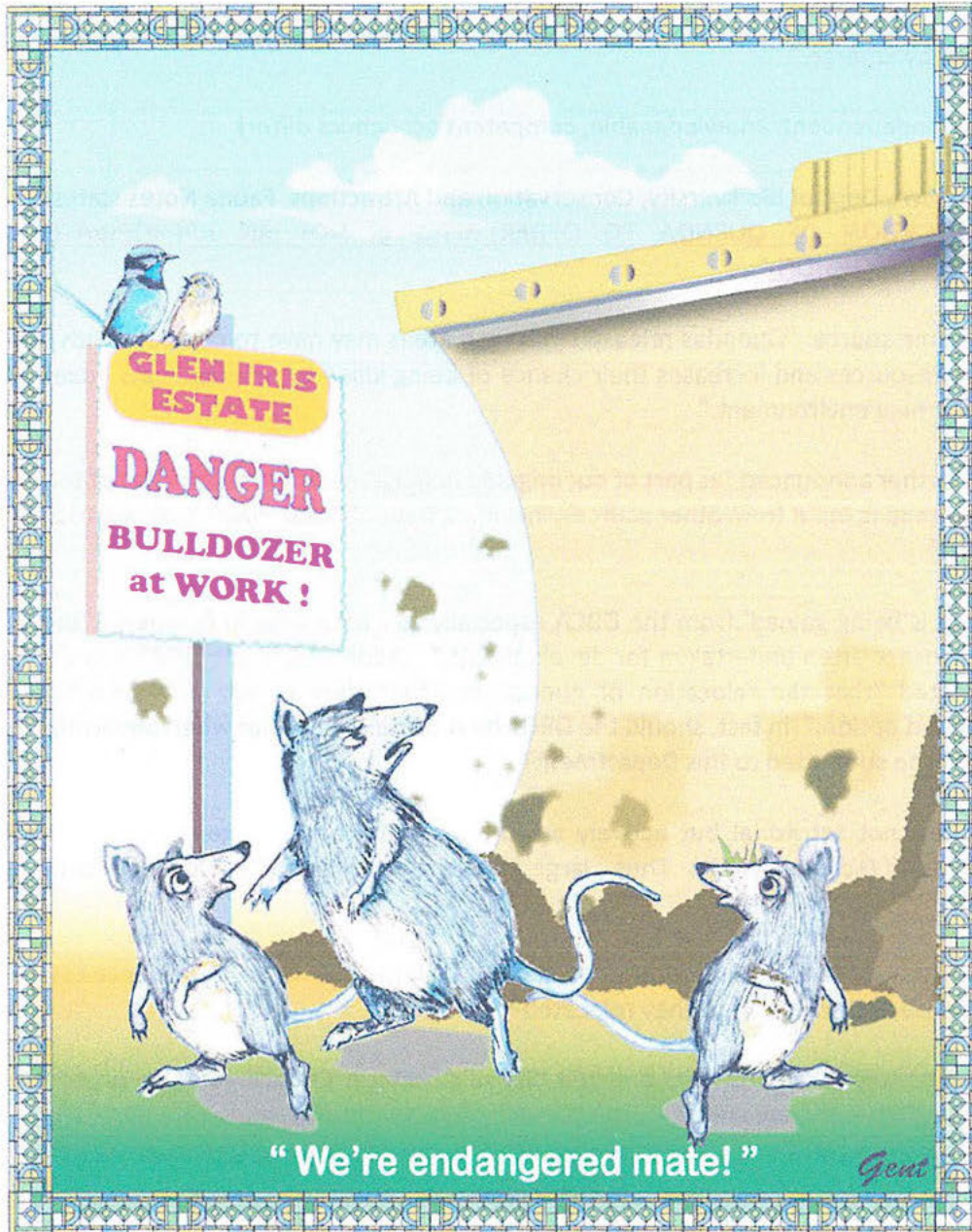
Are the Government departments and the City of Cockburn Council going to protect our future assets? – it is private land!

WHO CARES?

Mike Smith B.Sc. (Geology, Zoology, Botany)
University of Wales, Cardiff

(Glen Iris Golf Course Estate resident)
29 March 2021

.../2



**" The re-location of the Quenda to other sites
is NOT an appropriate option! "**

**(Source: Government of W.A - Department of Biodiversity
and Attraction - Fauna Notes)**

WHO CARES #5 – CARNABY'S BLACK COCKATOOS– “GLEN IRIS GOLF COURSE ESTATE”

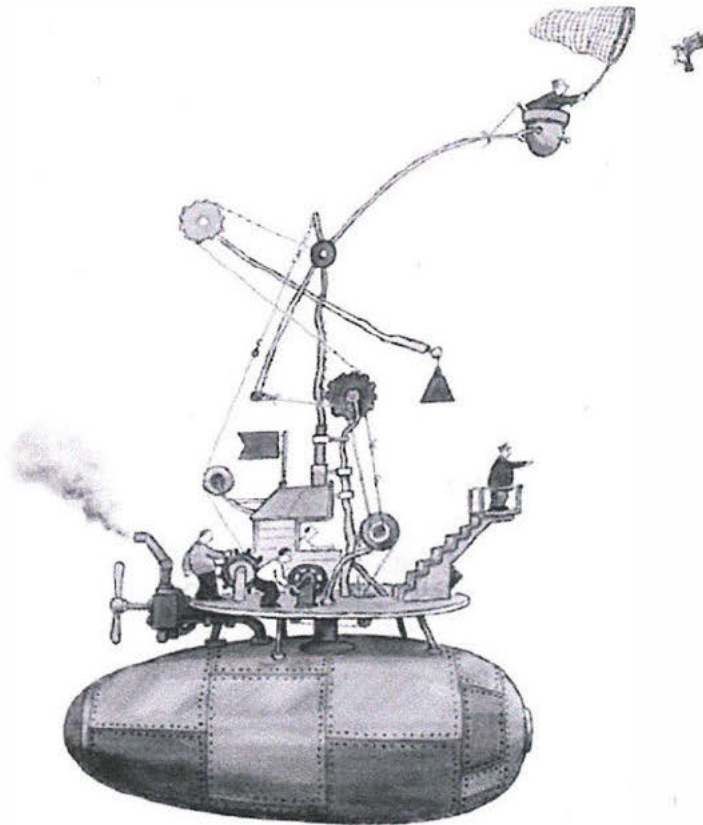
Eastcourt's Project Manager, Acumen Development Solutions, recently announced on the “haveyoursayglenirisestate” website (Fauna and Flora Information Sheet dated 10 March 2021): “There is **no evidence of black cockatoos breeding** ever occurring on the project site.”

The very next paragraph contradicts itself: “It is anticipated that a **substantial portion of breeding, foraging and roosting habitat at Glen Iris will be retained** as part of the future development, thereby limiting the impacts on the Carnaby's Black Cockatoos.”

‘Sanctuary for the Protected Fauna and Protected Flora on the Glen Iris Golf Estate, Jandakot WA’ dated August 2020 - Survey #37 has observed Carnaby's cockatoos nesting for several years in a tall tree on the golf course etc etc.... It may emerge that one is incorrect!

The majority of the lakes necessary for the cockatoos have been drained which, according to Acumen, was to prevent drownings and to limit mosquito breeding. If the aim was to prevent drownings, why haven't the two remaining lakes been fenced? Once the lining of the two remaining lakes is punctured, there will be absolutely no water on the golf course for these and other birds.

The reality is that relocating wild birds is not like relocating turtles: it can only be done (in this case) by catching them and releasing them close to tall trees, water and banksias. How much natural habitat will be left with Eastcourt's proposed infill of 800 homes?



“hot air relocation team in action!”

Are the Government departments and the City of Cockburn Council going to protect our future assets? – it is private land!

WHO CARES?

Mike Smith B.Sc. (Geology, Zoology, Botany)
University of Wales, Cardiff
(Glen Iris Golf Course Estate resident)

1 April 2021

WHO CARES #6 – CARNABY'S BLACK COCKATOOS– “GLEN IRIS GOLF COURSE ESTATE”

Eastcourt's Project Manager, Acumen Development Solutions, announced “Our Project Team includes highly experienced environmental consultants from Emerge Associates (Emerge) to ensure a best practice approach.” To act as development advisors for Eastcourt, Acumen reported in June 2020 Emerge had completed a Fauna Assessment. “The survey provided our Team with a detailed understanding of the wildlife to be found across the project site.”

The Carnaby's black cockatoo is under Federal Environmental Protection and Biodiversity Protection and as Schedule 1 – that is rare or is likely to become extinct.

In 2020 there were flocks of between 70 and 100 birds regularly seen roosting and resting in the tall trees at Glen Iris – a very significant number as there are reportedly less than 40,000 birds surviving and recent publications have stated that by 2030 they could be extinct.

Emerge (Qube Hammond Link reported December 2020 Basic Fauna and Targeting Black Cockatoos Assessment) said for the protected cockatoos: “Roosting habitat consists of groups or individual trees that are used by black cockatoos for roosting during the day or overnight. Roosting generally comprise the taller trees in an area and can include native and non-native trees. Roosts are often located within 6km of water and food resources.” (emphasis mine).

Did development advisors, Emerge, notice the Carnaby's black cockatoos in Glen Iris? **Why didn't Emerge apply the same criteria to Glen Iris as it also has many tall trees and (did have) seven water sources?**

Did the highly experienced consultants with their “detailed understanding of the wildlife to be found across the project site” miss the roosting site at Twin Waters/Dean Road bridge with the lake and the tall trees so Acumen could drain the lakes to prevent drownings and upset mosquito breeding habits – the latter previously successfully controlled by the City of Cockburn.

Report from Bird Life Australia: Great Cocky Count – 12 March 2021. The main roosting point in the report seems to be at the junction of Twin Waters/Dean Road. It would have been good to include in the Great Cocky Count over the last few years. However, we do have a least one site quite close to the golf course that we will continue to monitor which may reflect the impacts of the drained lakes on the golf course. (Merryn Pryor WA Black Cockatoo Project Officer, Bird Life Australia).



Carnaby's cockatoo on Banksia menziesii in the Glen Iris Sanctuary

Are the Government Departments and the City of Cockburn Council going to protect our environmental assets? – it is private land!

WHO CARES?

Mike Smith B.Sc. (Geology, Zoology, Botany)
University of Wales, Cardiff
(Glen Iris Golf Course Estate resident)
5 April 2021

WHO CARES #7 – EXTINCTION OF CARNABY'S BLACK COCKATOOS – "GLEN IRIS GOLF COURSE ESTATE"

Eastcourt's Glen Iris Project Team, Acumen, advise that they have "highly experienced environmental consultants carefully monitoring and guiding the environmental management of the site." (Glen Iris)

These Project completion advisors are reported as recommending draining the ponds (to prevent drownings and mosquito control) which has removed essential water bodies from Federally protected Carnaby's black cockatoos knowing water is required close to their roosting sites, shutting off water to intermediary fauna species in the ecosystem, stating that "our environmental experts have confirmed quenda do not need supplementary water" – does not reflect apparent competent fauna advisement from qualified academics as supposedly provided.

Information from the highly experienced environmental advisor's further states: "It is anticipated that a substantial portion of breeding, foraging and roosting habitat will be retained as part of the future development, thereby limiting the impacts on the Carnaby's black cockatoos."

It is further anticipated that the proposed infill of 800 homes, roads and infrastructure, complete with several thousand more residents, families with young children, dogs, cats, cars and over 6,000 (conservative) traffic movements per day, fewer mature trees and no lakes will possibly not "impact on the Carnaby's black cockatoos?" However, residents of Glen Iris are not highly experienced consultants.

Eastcourt developed the Providence Estate at Wellard, again around 800 homes, with many of the featured fauna attractions promised as 'concept' plans at Glen Iris.

There does not appear to be any records of any relocated quendas or even visible small flocks of protected Carnaby's black cockatoos roosting in tall mature trees next to ponds as noted by Acumen's concept environmentalists.

There is, however, a fitting tribute to the animals which are all liable for extinction, Federally-protected Schedule 1 Carnaby's black cockatoos and Priority 4 Quendas (brown bandicoot) – see picture – so that future generations can see pictures as opposed to the real thing. It is understood that the City of Cockburn will also be erecting a memorial to the Carnaby's at the Cockburn Train Station.



*Memorial to the Carnaby's black cockatoo (reported to be extinct by 2030).
Photo taken at Eastcourt's Providence Estate, Wellard*

**Are the Government Departments and the City of Cockburn Council going to protect our environmental assets?
– it is private land!**

WHO CARES?

**Mike Smith B.Sc. (Geology, Zoology, Botany)
University of Wales, Cardiff
(Glen Iris Golf Course Estate resident)
8 April 2021**

WHO CARES #8 – INDICATIVE CONCEPTS – “GLEN IRIS GOLF COURSE ESTATE”

The long-established ecological system at Glen Iris Golf Course Estate developed over some 30 years. A symbiotic relationship existed between the fauna, flora and the environment. This is being destroyed by Eastcourt under guidance of their environmental development advisors.

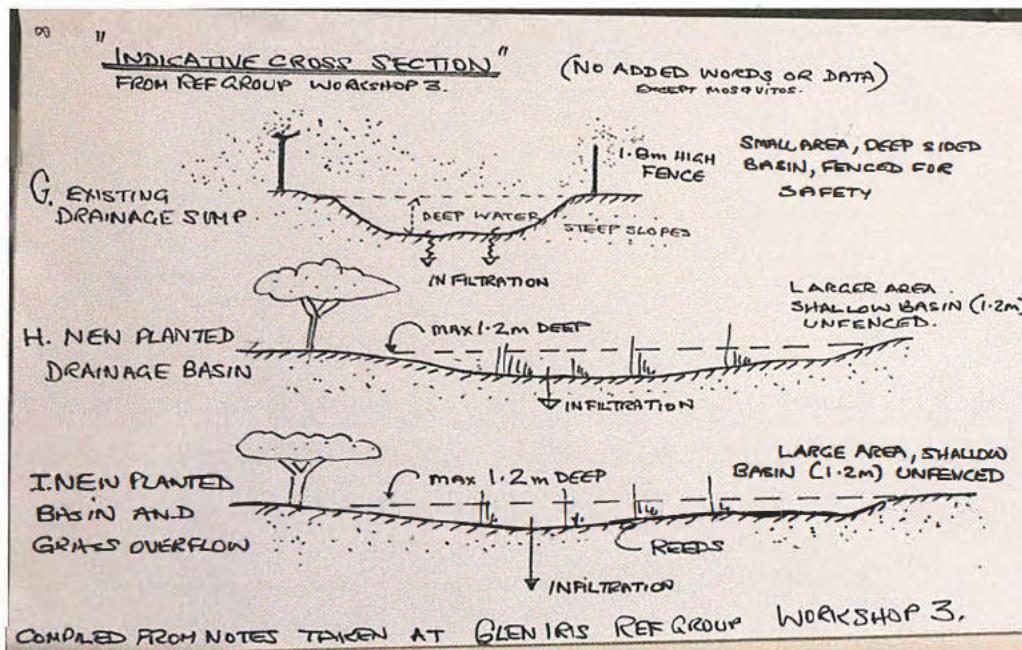
After purchase (April 2020), it was announced in September 2020 that the lakes would be drained to prevent drowning and curtail mosquito breeding. Lack of the lake water also curtailed Federally protected Carnaby's black cockatoos roosting in adjacent tall trees next to water, as noted By Eastcourt's environmental advisors, Emerge Associates, at Qube Hammond Link December 2020. Black Cockatoo Assessment - **but apparently not applicable at Glen Iris where hundreds of protected birds have been observed.**

Many aged mature trees on the golf course have relied on the reticulated water and produced near surface lateral root uptake, thus they have not been required to develop deep water seeking tap root systems. Next summer these magnificent trees will exhibit stress which should be addressed - **if indeed they are supposed to survive?**

Will the advisors continue to assist Eastcourt with its continuing destruction of its acquired private land, a 54.9ha environmental jewel so needed to counter the increasing effects of climate change?

The undulating topography of the northern aspect of the golf course will result in considerable rainwater runoff, especially if sealed with roads, houses and concrete. Additionally, Eastcourt have already noted: "Three of the lakes form part of the drainage network capturing and storing stormwater runoff from surrounding roads – Glen Iris Project information Sheet 10 March 2021." Note: runoff from the surrounding roads is contaminated water – ie oil leaks from vehicles, car washing materials, pesticides, garden and lawn treatments, pool and household waste, driveway washdowns., even discarded drugs.

Glen Iris Reference Group Workshop 3 acknowledges necessary lakes for the 'proposed housing infill'. Below is my sketch of what was presented at the above Workshop.



The unsealed lakes will result in varying seasonal water retention and the reeds will provide organic material which can decay. Without suitable moisture plus bacteria and an acceptable Ph, **anaerobic conditions will create unpleasant odours.**

Do we have Eastcourt's Concept Plan, to be used as a sales aid guaranteeing nothing for residents but including an indicative plan to instal ponds which were earlier drained to destroy the environment? Will total safeguards be incorporated to prevent drownings and curtail mosquito breeding?

Are the Government Departments and the City of Cockburn Council going to protect our environmental assets? – it is private land!

WHO CARES?

Mike Smith B.Sc. (Geology, Zoology, Botany)
University of Wales, Cardiff
(Glen Iris Golf Course Estate resident) 12 April 2021

WHO CARES #9 – EASTCOURT’S CONCEPT PLAN - “GLEN IRIS GOLF COURSE ESTATE”

CONCEPT definition: “AN IDEA OR INVENTION TO HELP SELL OR PUBLICISE A COMMUNITY”

The sales pitch “*will have consideration (maybe?) for the Community input from the Precinct Reference Group and other discussions (unknown?) with community members (less than 0.1%) along with input from expert consultants.*” (Development Advisors)

The language of Eastcourt’s Project Team comprises events and actions which *should happen* and *could occur* if possibilities existed for utopia and happenings within the developer’s concept which will not eventuate! – or other fantasies!

For example:

Consideration refers to eight hours of regulated input from a Precinct Reference Group of less than two dozen people, being 0.1% of the Estate’s residents given a free speech ‘Code of Conduct’:

- *Maintaining confidentiality as required.*
- *Refraining from taking photographs or video, or electronically recording the proceedings in any way.*

Similarly, the ‘environmental advice’ has not benefitted the so-called protected animals whether furred or feathered.

The verbiage sales pitch continues with boundless uncertainties:

- *“It is anticipated”* – may or may not happen.
- *“The Concept Plan will have consideration”* – passing thought only.
- *“Our team is considering the site in its entirety – for an equitable balance”* – may not happen; could be all houses like Eastcourt’s Providence Estate in Wellard.
- *“The solution may include a combination of options such as public open space and widened road reserves with retained trees”* – may not as well, without options.
- *“There is no guarantee of any specific distance or set back until the final planning designs”* – **absolute truth at last! – maximum houses, maximum profit for Eastcourt.**
- Etc, etc, etc!!!

Remember, the ‘Concept plan’ for Glen Iris at its conception approximately 30 years’ ago and the then Prodev Sales brochure pitch which promised: (Developer’s concept)

“A luxury complex for the whole family to enjoy. Complimenting the world class golf course, the club has been designed to incorporate a wide range of sporting and recreational facilities: Pool, tennis court, gymnasium and sauna, lounge, sprig bar, bistro and restaurant...” **The only facility we saw was the bistro and restaurant (because it was a high profit earner) – the other facilities never eventuated!** So much for all the original developer’s promises!! and concept plan.

Compare that with Eastcourt’s current dreamtime:

“Eastcourt, has purchased the site of the Glen Iris Golf Course in Jandakot with the aim of redeveloping the 54.9ha into a quality residential community. The vision is for a residential development that delivers premium housing options while retaining mature trees and creating leafy streetscapes and parklands to be enjoyed by the whole community.”

...“planning a vibrant new residential heart for Glen Iris in Jandakot.”

Eastcourt’s concept, infill of 800 new homes, will result in maximum houses, cars, buses, roads, noise, dust, streetlights at night, pollution, fewer birds, no quenda, environmental impact on the Jandakot Water Mound which supplies Perth’s water, plus reduced quality of life for everyone. (see Eastcourt’s ‘Concept’ Estate in Wellard)

NO CONCEPT – FACT! FACT! FACT!

WHO CARES?

Mike Smith B.Sc. (Geology, Zoology, Botany)
University of Wales, Cardiff
(Glen Iris Golf Course Estate resident)
19 April 2021



CONCEPT ONLY - THE CONCEPT OF REALITY WHO CARES NO 10

CLIMATE CHANGE + HEAT ISLAND

The average 20 more golf courses in South Australia enough oxygen annually to sustain 10,000 people. That grass and vegetation will have the effect of reducing the heat of urban areas.
CIPICAL IN URBAN ENVIRONMENTS
University of Maryland, Environmental Science and Technology, October 2004. - Good benefits to the environment.
After the last Corrie in SA, the environmentalists who can actually produce should support the next 100,000 people.

JANDAKOT AIRPORT

Acumen has very cleverly 'grayed out' the 773 existing homes in their Concept Plan - only showing the proposed mix of 532 new homes.

Current roads are highlighted which clearly shows the added congestion we can expect if this development goes ahead.

Only Acumen talks of a shopping centre, cafes and restaurants. The grocery store across the freeway closed over the years ago because it was not sustainable. Four delicatessens tried to make a living in the Benangan Centre Shopping Centre strip - all closed!

The Process Reference Group (PRG) has continually told Acumen that a grocery store will not work, especially with the promise of an air conditioned, walk to be integrated, Benangan Shopping Centre, with easy parking!

ANOTHER EXAMPLE OF THE "SUSTAINABLE" DEVELOPED BY ACUMEN!

Excerpt of letter dated 2 September 2020 to The Hon Matthew Swinburn MLC from Mr. Daniel Arnold, Acting CEO, City of Cockburn

"An application to restore and redevelop the subject land would mean to disengage the address numbers south of the proposed neighbourhood 'situation' arranged other things. **They would also be expected to provide extensive justification including but not limited to demonstrating why a golf course is no longer viable.**"



ROAD PROBLEMS - JANDAKOT
Circular road 6.5m wide, north from Benangan Drive controlled by traffic lights.
• Five prime fill areas
• Emergency vehicle access?
• Through road from Benangan enter leg, smoke and dust trap
• Distribution traffic from first light every day
• Dust, noise, health risks, quality of life
• Construction conditions from heavy equipment and noise from golf course
• Pollution of animal life, no water for birds, especially around and under the light
• 4,000 10,000 vehicles measured daily without safety?
DO THE NEIGHBOURS DESERVE IT... EXISTING SITUATION!

MASTERPLAN CONCEPT
GREENWOOD ESTATE
JANDAKOT



- TRAFFIC FROM BOUNDARY ROAD, SULLY, WHEELY, PLANKTONS
- EXISTING HOMES
- 532 NEW HOMES
- NEW 4 WAY TRAFFIC LIGHTS
- EXISTING ENTRANCE CLOSED
- EXISTING PUBLIC OPEN SPACE



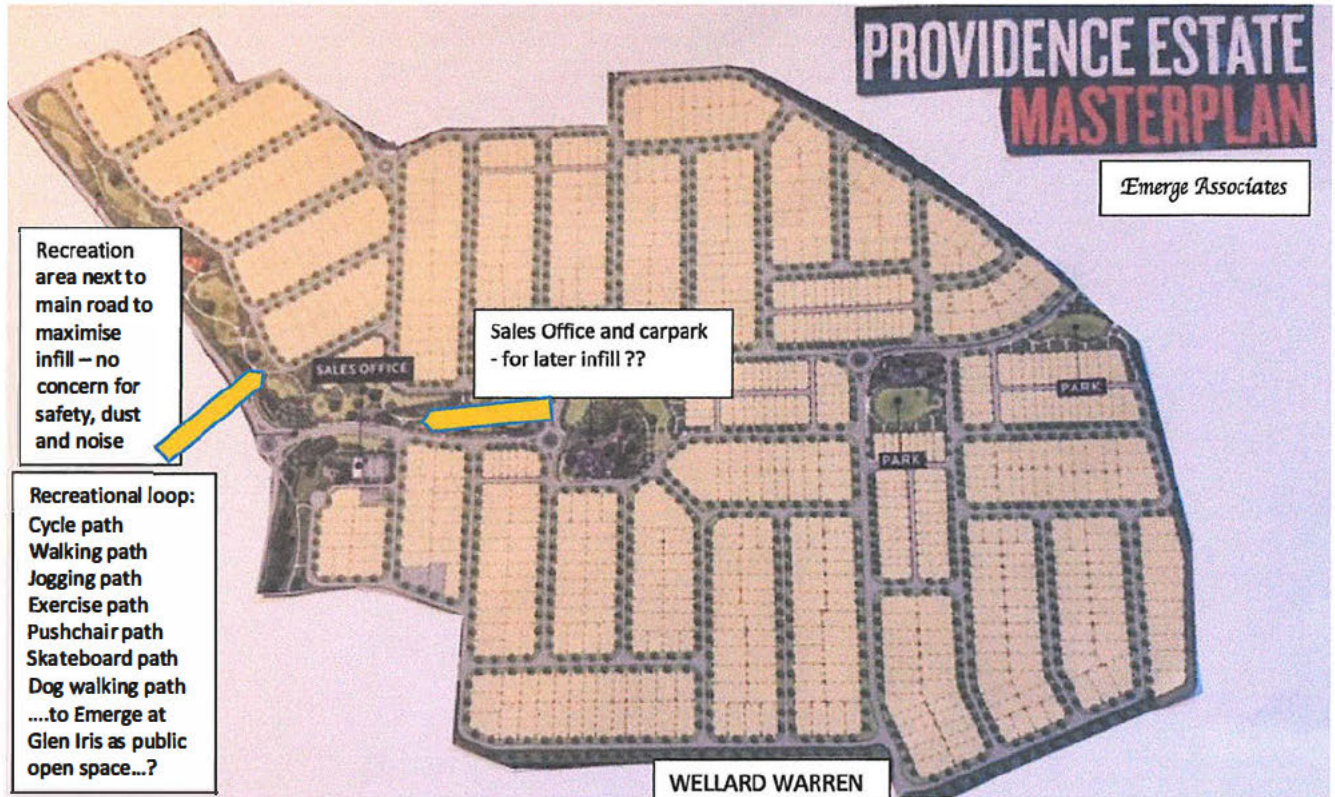
AMENDED BY CONCERNED RESIDENT WHO CARES

WHO CARES #11 – EASTCOURT'S "PROVIDENCE" CONCEPT

A CONCEPT HAS NO BOUNDARIES – EASTCOURT PROVIDENCE ESTATE, WELLARD

CONCEPT – "The Estate's tree-lined backdrop combined with over 20ha of landscaped parks, bushland and eye-catching public art, gives Providence the feel of a contemporary Country Club" – (*Eastcourt Living Brochure*)

"The eye-catching public art" is the concrete memorial to Quenda and the soon-to-be-extinct endangered Carnaby's cockatoos that lived in the area - ("*Who Cares*" #9)



CONCEPT – EASTCOURT COMMUNITY NEWSLETTER EDITION – AUGUST 2020 "If you added together all the open space we have the **potential*** to include, it **could be*** around five times the size of Optus Stadium" – looks like a green cycle track!
(*note the "CONCEPT" wording!)

The Glen Iris CURRENT CONCEPT is for 552 homes, but it can easily increase to 800+ homes - like Wellard with its 'tatty' saplings - (or even the 900 homes as mentioned at a PRG 'talk-fest' by Jarrod Rendell - Acumen).

The new internal roads at Glen Iris will allow for:

- o more crime
- o increased traffic congestion, including restricted access for emergency vehicles (fire, ambulance)
- o privacy will be severely impacted for homes abutting the golf course
- o the bus service offered in the PRG "Have your Say" session will allow for more varied housing
- o the nighttime street lighting will destroy any peaceful slumber
- o the colorbond maze fencing will add 'ambiance' with inevitable graffiti

Plus, climate change, heat, CO₂, noise from trains, planes and automobiles will affect quality of life.

IF IT CAN HAPPEN, IT WILL – AFTER ALL, IT'S ONLY MONEY – AND LOTS OF IT!!!

WHO CARES?

Mike Smith
(Concerned resident - Glen Iris Golf Course Estate)
3 May 2021

DO THE CONCEPTS OF PROVIDENCE RESEMBLE THE CONCEPTS OF GLEN IRIS – WHICH CONCEPT WILL EMERGE?

WHO CARES #12 – EASTCOURT’S CLIMATE CHANGE PLANS

Community Newsletter – Edition 1 – August 2020 – Eastcourt’s dreaming vision sheet stated “If you added together all the open space we have the potential to include, it could be around five times the size of Optus Stadium” ...“opportunity to look at creating a vibrant neighbourhood hub with a small upmarket grocery outlet.”

Time passed and we had the poorly attended Acumen’s talkfest where constructive resident comments were ignored as “we must move on!”

Then, in April 2021 we received the Eastcourt Concept Plan – “concept” – an idea or invention to help sell or publicize a commodity. Consequently, the Optus stadium spaces has resulted in a peripheral pedestrian/cycle track painted green to conform with environmental requirements and climate change policies. This will maximize encircled building layout and the requirement to give non-public land any meaningful size or varied use. The peripheral green track will allow cyclists, walkers, joggers, doggy people, prams, skateboards, wheelchairs, all to mingle and enjoy Eastcourt’s concession. The created “vibrant neighbourhood” can visit Eastcourt’s neighbourhood hub which now (Edition 4 – October 2021) includes an IGA which closed down five years’ ago (due to being non-viable) together with many non-service shops located adjacent to a huge (... to be expanded...) air-conditioned shopping complex with useable carparks.

The latest Newsletter – October 2021 - does not mention the wandering ducks, the absent so-called Federally protected Carnaby’s Cockatoo and the Forest Red-tailed Black Cockatoo, or 60 species of birds now absent due to the draining of the lakes.

Permission to drain the lakes was NOT obtained from the Department of Biodiversity Conservation and Attractions as was publicly stated on Eastcourt’s “haveyoursayglenirisestate” website as it is private land under Eastcourt’s “Code of Conduct.” The reticulation has been destroyed, cutting off water to the near surface lateral roots of our diverse climate change warriors – the mature trees. They have not developed deep tap roots and will further suffer this summer.

Eastcourt promised “one street tree per new home plus thousands more in the parks and open space”. Reality now (Edition 4) 1,000 trees to be planted in new parks (or on perimeter cycle track). Eastcourt encourages us by using “native plant species to create habitat for local fauna in open spaces”. Their environmental efforts so far have driven away Federally protected birds even though they know they need water near trees for roosting. They erected a memorial to the quendas and cockatoos at Wellard because there are none left!

Further rambling on “water sensitive urban design to support ecological health” with one narrow road around Glen Iris, 11,500 daily traffic movements (Acumen’s figures – based on an additional 550 new homes: more if greater infill) increased automotive pollution, all in topographical low fog prone catchment area of Jandakot.

All of the “sensitive Eastcourt urban design” with its open spaces, dream parks and areas “designed to be special” will need lots of fertilizer, pesticides, herbicides, water and money to maintain – after Eastcourt has “cashed in” and disappeared! - not to mention drainage through the soil which could affect the Jandakot Groundwater Mound.

Edition 4 rambles on “streets and homesites planned to provide best practice solar access” and at night residents can have best practice street lighting to shine into all windows of the existing golf course facing homes!

“Research suggests that artificial light at night can negatively affect human health, increasing risks for obesity, depression, sleep disorder, diabetes, breast cancer and more” –(source??) The Circadian Rhythm and Melatonin require adherence.

Glen Iris is currently “mindfully sustainable” which will be destroyed by infill, health issues, traffic problems, increase in crime and loss of many native animals due to unsuitable environment, dogs and especially cats at night.

Wake up Eastcourt – you are intending to destroy 54.9ha of green open space amid the urban Cockburn sprawl and increasing traffic with all its hazards if you plan to cut down 700 of the 1,200 mature trees plus others lost to water problems. You plan to replace the current efficient working trees with saplings, similar to those at your Providence Estate in Wellard, and the memorials to endangered species, lost.

Eastcourt’s concept for infill, removal of vegetation, increased pollution, more congestion, loss of habitat for endangered species, loss or urban green open space.

Ignorance of the effects of climate change and quality of life for Cockburn and its future.

PS Where are all the schools for all the young families Eastcourt hopes to attract to Glen Iris and how will all the new employment workers beat the traffic?

WHO CARES?

Mike Smith
(Concerned resident - Glen Iris Golf Course Estate)
23 October 2021

WHO CARES?

City of Cockburn at Glen Iris Jandakot currently has a golf course which has existed since 1965, nurtured in its early development and later operation by a passionate couple who made it into a popular golf course and public amenity. They (Bill and Iris Wilson) passed away and the quality of the course deteriorated plus the popular, highly profitable restaurant and bar was closed long before the "Covid-19 plague" so the golfers went to greener pastures. The owners (the Wilson children) then closed the golf course as a developer had bought the 54.9ha golf course.

This 54.9ha green open space thus now stands out as an area of Cockburn which must not remain green because it is an area that can be utilized commercially rather than wasting it for public use or even expanding the extensive wildlife habitat that has thrived within its protected sanctuary wall for over 25 years making it into a protected species sanctuary. Urban infill is supposedly the answer and our politicians (all of them) realise that there are no expensive train lines or stations to build at Glen Iris, no new roads, drains, freeway extensions to the bush with even the chance of changing the voting demography especially in a marginal seat, who cares wins!

The developer is happy because the development costs are reduced and margins are increased by the millions. Huge sums of money are involved in developments, say, purchase price around \$28 million with, say, over \$175 million gross return.

There are, of course, many discussions to be held to ensure success as so much money is involved and any possible loss must be addressed and due attention paid, thus the deal is "done" and the project can enter the application for development phase.

A few residents protest regarding reduced house prices due to the infill, loss of views, loss of amenity, more noise, more barbecue smoke, more cars, being sold a unique lifestyle with 'quality of life', they furthermore complain about premium prices paid to live in a golf course country club estate as advertised in multiple Glen Iris Golf Course/ Country Club glossy brochures etc - all emotional issues - so the application proceeds. They should be looking into dilapidation reports and who pays what when the work compaction cracks their concrete pool or their house gets structural damage – their insurer will not care as it's a "known occurrence".

The Sitting member and the Federal member duly front the enraged mob with cries of "to the guillotine, vivre the peoples' rights: "they listen carefully because it is again all emotion and does not require any response action which will delay "due process".

The developer allows the golf course to decay and revert to bush so that the residents can complain about the fire risk and dust plus the local council says that as it is private land they cannot interfere even to protect the many endangered animals and plants they know exist.

The developer gleefully installs the firebreaks and, in the process, starts to clear the protected banksias as you can buy the necessary credits at the 'enviromart' plus the endangered Carnaby's black cockatoos have flown away due to all the activity and loss of food and water,

as the developer had purposely shut down the pumps and pipes when they purchased the golf course.

Does the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) apply – what about the Banksias?

So, the developer clears the old golf course and few said anything – who cares!

The finest firebreak to fit inside any boundary is installed and, even then, the other *naysayer* residents are not happy because the animals that wanted to speak could not, who cares! The developer continues to clear his land unsupervised, flouting the existing environmental regulations, ticking the regulation boxes, undertakes “we care” consultation/meetings with “have your say” sessions because the developer does not have to listen and the political process grinds on “exceedingly fine and unhindered” in legal terms – with care.

Increased traffic from the planned infill development plus the existing residential traffic will equate to many thousands of cars all sitting waiting to enter the freeway at peak times via traffic light-controlled exit roads. Fog blankets Jandakot in the winter months due to the depressed topography and, with contaminants, becomes smog which seriously affects health; also new research shows increased air contamination from auto brake shoes exacerbated by increased traffic density – “who cares” they said - it was a great infill design with beautiful homes, sapling lined streets and manicured parkland around the sales office. The developer is doing what he does best – with care.

Politicians are happy as all the laws are addressed because someone else should care. The politicians say what should be said at the time: for example, Premier Mark McGowan said at the developers’ lunch fest - 28 August 2020:

“We will fight the NIMBY’s and density critics and naysayers.”

His government was *“ambitious when it comes to development, housing or planning”*.
“I am a supporter of density, I’m not afraid to say it.”

“We need to fight off the naysayers and the critics, the people who oppose good density and want no change whatsoever, especially if it’s near where they live.”

Interestingly previously the Premier had said on the channel 9 news 10 July 2020 in response to endangered and protected animals killed in Africa:

“I’m pretty annoyed to be honest with you. This is one of those things I hold dear. The preservation and conservation of endangered species is one of the things that are core to my belief system.” (What about the animals at Glen Iris, Jandakot, Western Australia?)

Additionally, his leader, Mr Anthony Albanese on Marrickville Golf Course 16 September 2020 says: *“the health crises in which we are now living has only reiterated the need for community spirit, open green spaces, and affordable leisure activities”*.

Maybe he is on the other side of the pandemic fence, a borderline case. The Liberal Party and Greens Party wants to care but nobody cares to listen.

The developer is doing what he does best, the politicians are happy, the residents are usually complacent, generally doing nothing, and all the laws are ignored because someone else should care. We must not listen to the four-legged “naysayers” because they do not understand the value of quality infill development or the benefits it will bring and it is a case of “to be or not to be; that is the question. (W. Shakespeare) because “Australia is a world leader in the extinction of species.” – who cares!

YOU might think this is a load of environmental crap as the title indicates - but who cares?

EVERYONE SHOULD CARE as the City of Cockburn needs to stand strong and say ‘NO’ to infill of the Glen Iris Golf Course Flora and Fauna “Sanctuary”, vote to retain this ever so important green space corridor, as the role of Council is an especially important one - preserving our ‘quality of life’.

.....

“The average 18-hole golf course (80 acres or 32ha) produces enough oxygen annually to sustain 85,000 people. Turf grass and vegetation also have the effect of reducing the heat of an area – CRITICAL IN URBAN ENVIRONMENTS.”

(University of Maryland, Environmental Science and Technology, October 2018, Golf benefits to the environment)

Glen Iris Golf Course is 54.9ha - extrapolated, this can annually produce enough oxygen for over 135,000 people.

.....

Mike Smith
Glen Iris Resident
m7js@icloud.com
0403 574 815

Submissions close 4pm, Monday 25 July 2022

Please complete this form and either:

- Post it to: City of Cockburn, PO Box 1215, Bibra Lake DC WA 6965, allowing sufficient time for delivery by Australia Post.
- Scan and email it to: customer@cockburn.wa.gov.au
- Place in the wooden box on the veranda at 8 Hartwell Parade, Jandakot by Sunday 24 July 2022 (JRRR will then deliver them in bulk.)

Regarding your submission, Council requires a Schedule of Submissions to be prepared which includes a submitters name and address. This forms part of a Council Agenda report, which is available for public viewing (published in hard copy and on the City's website). You have the option to keep your details confidential – see below.

Name	[Redacted]
Address	[Redacted]
[Redacted]	[Redacted]

Please circle response

Would like to keep your details confidential?	NO	Yes
Do you support the infill redevelopment of the Glen Iris Golf Course	NO	Yes

Please provide your own comments below:

I'm writing to express my strong objection to the development of the land previously known as the Glen Iris Golf Course.

There are many environmental issues at stake: loss of habitat for threatened bird species, loss of a vital carbon sink, increase in urban heat generation, loss of mature trees, and loss of several water bodies, to name a few.

Also at stake is the devaluing of nearby residences who paid a premium for land in proximity to the golf course, loss of public park space to improve health & wellbeing, & increased traffic congestion.

Please do not allow this development to go ahead.

Submission on the former Glen Iris Golf Course, Jandakot
Submissions - 109/152 and 110/226

224

Submissions close 4pm, Monday 25 July 2022

Please complete this form and either:

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Name	Janet Wallen
Address	41, The Lakes Blvd Jandakot W.A. 6164
Email	tjwallen@bigpond.com

Please circle response

Would like to keep your details confidential?

NO

Do you support the infill redevelopment of the Glen Iris Golf Course

NO

Please provide your own comments below:

My husband + I bought our plot of land + built here because of the Golf Course. We enjoyed the social amenity of the club house, bar, + restaurant. New friendships were made. We enjoyed the birds, quendas, ducks, bobtails + other wild life, now largely gone. Even after ceasing to play golf the friendships were maintained through the social hub of the club house, but fragmented. By closing the golf course Eastcourt has all but destroyed a community.
Wallen.

Submission on the former Glen Iris Golf Course, Jandakot
Submissions - 109/152 and 110/226

Submissions close 4pm, Monday 25 July 2022

Please complete this form and either:

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- Scan and email it to: irra@cockburn.wa.gov.au
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Regarding your submission, Council requires a Schedule of Submissions to be prepared which includes a submitter's name and address. This forms part of a Council Agenda report, which is available for public viewing (published in hard copy and on the City's website). You have the option to keep your details confidential – see below.

Name	KRISTINA WALLEN
Address	33 Evelyn Road, Jendon TW9 2TF
Email	k.wallén@harpwallen.com

Please circle response

Would like to keep your details confidential?

NO

Do you support the infill redevelopment of the Glen Iris Golf Course

NO

Please provide your own comments below:

My parents moved here in 2003 to be closer to my brother & sister in law & to enjoy the golf course & its amenities.

They both played golf & made friends through the Glen Iris Golf Club & whilst we visited regularly from the UK we too enjoyed playing golf & the social side of the clubhouse - often meeting up with friends & family.

When my father died in 2018 it was a place my mother was happy to go to on her own to meet friends & family. Many of the ladies she met through Glen Iris were a great support to her at this time.

It was a very fitting place to hold the celebration of my father's life after the service. It is sorely missed as a hub of the community as is the wonderful wildlife.

FOREWORD: Excerpt from interview with PerthNow on Mayor Howlett's re-election (2021)

Question: What are some of the issues that you would like to continue and tackle during the next four years?

Answer: *A united Council that respects individuals points of view and that embraces the opportunities ahead for our community, support & promotion of our small business sector and Industry including job creation and training opportunities, greater input from our various community, sporting & other groups in the future direction of the City, promoting the culture & history of our first nations people, making 'space' for our volunteers to prosper, and delivering on the City's Strategic Community Plan, Long Term Financial Plan and other strategies adopted by Council.*

Question: What are some of the things you would like to improve in the City of Cockburn as well as the functions of the council?

Answer: *Getting our messages out to a wider audience, improving the security and safety of our homes & businesses and ourselves, improving traffic flows across the district and addressing climate change.*

The Community Consultation Snapshot resulted in the following



Based on the aforementioned, I would hope the Cockburn Council would now all be behind us in opposing this proposed development.

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1 A bit of background:

During Dec 2019 and Mar 2019, we visited 100+ “Open Houses” and settled on our forever home situated on [REDACTED] in Jandakot – a suburb we’ve always wanted to stay in.

At no stage were we informed of the development by either of the two agents used by the seller. We learnt the shocking news shortly after moving in during April 2019. We were aware of the roadworks but had no idea just how close it would come to our homes.

A pre-inspection report was done prior to the widening of the Kwinana Freeway and I am still trying to sort the damage from that construction.

What was our dream home for retirement (allowing adequate space for my wheelchair usage, etc.) has now turned into a home in the middle of a construction zone, with no one giving any regard for the impact of noise, constant night works, terrible vibrations, etc. We are NOT against development of our infrastructure. We simply want to live out our last years in peace, which is why we moved into an established, older, and leafy community. (Both my husband and I are disabled, and I am my husband’s carer as well). We both had successful corporate careers before we became ill and had to adapt to a lot in a short space of time.

Post the Kwinana Freeway Widening we now have a backyard that is lit like Optus Stadium every night, necessitating block-out rollers and curtains and still the grandkids aren’t keen on sleeping over due to the noise in the rooms closest to the freeway. The noise management is pathetic to say the very least and the high walls on the opposite side of the freeway is bouncing all the noise back to us.

Prior to the widening we hardly heard the train, let alone any other traffic. Since the widening it sound like the train is driving down the front of our house, namely ON [REDACTED]. All the neighbours are upset, and a number have sold. We do not have this option. Our lifestyle has been disrupted and changed irrevocably, and this is BEFORE a developer is trying to turn a lovely golf course into another development within a development!

2 Current loss to date PRIOR to the proposed development

2.1 Quality of life

2.2 Sanity

2.3 Serenity

2.4 Normality

It's not normal to be surrounded by all this noise constantly

2.5 'Home' no longer feels like home

2.6 Darkness – or the lack thereof!

Save to say when we moved in this was our dream home, our LAST, FOREVER HOME since we are both disabled, and the NDIS has already refurbished our ensuite to be wheelchair-accessible for myself. When we moved in we were so excited, loved living here as it was a dream come true and very conveniently close to hospitals, specialists, etc. I foresaw how we would “walk” around the golf course (me with my mobility scooter), etc.

This was short-lived when they expanded the Kwinana Freeway, which is now a few metres from our fence, provided inadequate noise mitigation, decimated a whole lot of trees at the end of our street which made an irrevocable impact on the noise levels. As more trees were removed, the noise became incessant and the vibrations terrible!! We must still address all the damage done to our house. As stated, now when the train goes past it sounds like it is going past **ON** [REDACTED], as opposed to on the train line. All the neighbours share this complaint and a number have since sold. We do not have the option to sell our house and although I approached the Council for assistance with the road works, I was told I had to address it to Main Roads. I would have thought our Council could assist its ratepayers but unfortunately, I very quickly got reasons why something seems to be OUTSIDE their purview as opposed to INSIDE of it. I was given the impression of ‘not our problem’.

What are we left with post the roadworks (and not even taking the railway and additional works into account):

- Horrible view from my kitchen window. I used to always open the blinds, now I must look onto trucks going down the onramp to the freeway, the support beams for the electrical cables for the trains, etc. Just a horrible sight. My kitchen blinds stay closed now.
- Noise is still a factor – especially when big trucks gear down on the onramp and their brakes come into play

- The train sounds like it is directly outside our home frontage
- At times we need to turn the volume up on the TV just to be able to follow a program due to the noise
- We now have 'Optus Stadium' lighting in our backyard. The lights light up our entire backyard right up to the side gates – one is never able to just have darkness outside anymore. I had to install block out blinds and curtains but still my kids would prefer the grandchildren not stay over as their rooms are closest to the freeway and the noise is an issue. (This one hit me the hardest).
- Our lifestyles were forever changed, and no one seems to care about it at all!!
- It has impacted our mental health as well – happy to elaborate further if requested to do so.

NOW for our submission on the infill of Glen Iris:

Both my husband and I vehemently oppose this proposed development.

3 Potential concerns and reason for opposing the development

3.1 Traffic impact

Traffic is already an issue as we have limited entry and exit points into the estate, and they are all busy roads.

Infilling with another 550+ homes will increase traffic immensely. Refer point 3.3.

3.2 Group Housing

On the Southern Side they plan 4 additional GH's (Group Housing). This is of significant concern, as we already have Group Housing here. Adding 4 GH's would probably mean it would be pretty compact and not only is parking a problem, but the average house dweller often has more than one car and as these units normally only allow one car per person, it leaves the extra cars often taking up visitors parking, leaving visitors to park on the street. I can attest to this as we live opposite one of the current townhouse developments on [REDACTED].

The Lakes Boulevard already has a problem with being a relatively narrow road and often cars are parked on the verge. This is the current status quo. Now add all these new dwellings, and I personally foresee a major problem. I have an even bigger concern with the children, as well as the older and/or disabled people using the footpath. This is an accident waiting to happen!

I used to go with my husband and our dog when they went for a walk, with me using my mobility scooter and/or my rollator that turns into a wheelchair. I often got stuck with people parking on the verge and I couldn't get past them as my mobility scooter cannot drive over the kerb. I was stuck and had to turn around and negotiate the same route back. We used to go up to Imlah Court as I could use my mobility scooter, then onto Prinsep and all the way to Berrigan and back to our house. We had to stop this as well as there are always cars parked on the footpath in Prinsep Road and the road is too busy to get past. This is extremely frustrating. Now add a development into the mix and it will be even worse!

3.3 Impact on our road specifically – [REDACTED]

The developers already expressed an intent to change The Lakes Boulevard into a left in, left out intersection only, with an anticipated increased in vehicles from 400 per day to 2000 per day (appendix 9 Figure 7.1).

“As stated in the online documentation, during 2017 the City of Cockburn constructed two cul-de-sacs at the intersection of Imlah Court and The Lakes Boulevard to improve the local amenity and discourage heavy vehicle traffic that was using Imlah Court and The Lakes Boulevard as a shortcut to the Kwinana Freeway to by-pass the Prinsep Road / Berrigan Drive.”

I can guarantee you, should this development continue, the new 'Southern Estate Development' residents will quickly turn our street into a rat run to easily access the freeway and to avoid the set of lights the developers are planning. The additional traffic will result in chaos. I respectfully do not believe our road was designed to accommodate this.

This also impacts one of the reasons we got this house, namely easy access to hospitals, specialist, etc. If this change was to go ahead in terms of the road, it means we don't have easy access anymore and

whilst we can get out (in-between all the other traffic), coming back means we must use the traffic light and effectively drive past our house only to get back to our house through the new development. The same goes for ambulances and any other emergency personnel.

My biggest concern is getting out should a fire come through. We've previously had to evacuate numerous times for fires elsewhere. Allowing the proposed changes will effectively put us in a very precarious situation and I would like to see that the relevant authorities have proper input into this before it becomes a disaster! Apart from the entry/exit points, the traffic will increase down all our entry/exit roads, causing people to use rat runs to the freeway and this would become a danger zone! It does not make sense on ANY level, except if you're a developer wanting to make money and move on!

3.4 Group Housing

On the Southern side the developers have earmarked 4 areas for Group Housing (GH).

- If you look at the size of the Southern Development against the rest, it seems like most of the Group Housing has been placed in the smaller section, namely the southern side.
- Touched on the impact on traffic
- Touched on the problem of parking issues
- Most importantly, there is a huge expectation that 'younger' families will move here, but there is NO provision for either a primary or a secondary school. From my understanding, my current neighbours already have a problem finding schools for their kids to attend, now the developer wants to add 550+ homes with no schooling, oval, etc? This defies logic! Add to this the fact that there is no public transport and the traffic chaos will be crazy!
- I cannot for a moment imagine that this type of GH would 'blend in' with the current homes in the estate.
- As stated previously, this can very quickly become a death trap in the case of fire or other emergencies.
- Where will the children play safely? Most importantly, how will they get there? We need to protect the children!
- As stated previously, I am disabled and am not able to accompany my husbands on walks anymore, due to the fact that the verge often has cars parked on them. It does not help reporting them either.

Just another thing that's been taken from me! Now you want to increase the problem?!

- Do we need the infill? I believe the City of Cockburn has reached residential infill targets and there is no need for additional housing!

3.5 Noise increase

Unfortunately, we are in a prime position to relay the impact of noise on health and wellbeing! As stated, we lived through the widening of the Kwinana Freeway and whilst not against this, I do believe more could have been done to minimize noise. When we moved in we hardly noticed the trains, the traffic was relatively silent and not something to be concerned with. Move ahead to 2022 and we now live directly adjacent (as in metres) to the onramp to the Kwinana Freeway, having lived through years of noise, vibrations, night works, only to now live in a house that is lit up like Optus Stadium every night. I do not even need a flashlight to go out as the lights light everything up to our side fence. Our house has suffered significantly and due to health issues I am still trying to sort this out. We hear EVERY train going past, especially in our main bedroom that front ONTO [REDACTED]. For this reason, we hardly have visitors or grandchildren staying over as it is too noisy. We've put up block out blinds and curtains, but this does not help with the noise and to date we have not received any assistance although our lifestyles have been turned upside down! The noise walls on the other side of the freeway are much higher, meaning all noise is bounced back to us. To add insult to injury, all the trees at the bottom perimeter of the road has been removed and this had a very significant impact on noise.

I understand the need for the waterpark and again, I am not against that. But I am against destroying a lovely golf course, our wonderful nature and wildlife and just in filling it with another development within a development! This is ludicrous! In fact, a golf course could be a very good addition to the waterpark, especially since the trees alone provide oxygen for thousands of people BUT MOST IMPORTANTLY act as a buffer against the noise!

Removing 750 mature trees, infilling with the development, resulting in thousands more residents will exponentially increase the noise for all, not just for us, as well as have a detrimental impact on our environment, everyone's health and mental wellbeing.

3.6 Acoustic Assessment

The Structure Plan states:

“Road Noise

Concept Planning proposes residential and commercial development in proximity to Berrigan Drive and the Kwinana Freeway. Therefore, noise levels for the future road traffic are such, that at some of the lot facades, the noise could exceed the 55db(A) noise targets. Therefore, amelioration in the form of Quiet House Design is required. These area have been identified in the Acoustic Assessment and general “deemed to satisfy packages” as per the SPP 5.4 guidelines applied. Detailed design for these requirements can be applied at subdivision staging once further information is available.”

Great for the new homes, but what about the existing homes, such as us?

The Structure Plan also states:

“The Acoustic Assessment identifies two areas which exceed the 55 db(A) noise target based on the future Kwinana Freeway traffic flows, however this is marginal and not at a sufficient level to require acoustic amelioration within the site. Notwithstanding, as noise levels exceed the noise target, the residential lots in this area would require Notifications on Title, advising of the potential noise impact.”

As one of those people in the ‘marginal’ section, I can attest to the fact that the constant noise can ruin your life completely! Worst of all, no one seems to care! [People are not important, just money!!!](#)

As you are aware we have the Jandakot Airport to contend with and it is getting busier, which means it will hit us from all angles! Yes, we were aware of the airport, but do not further compound it with another development, ruining nature!

All I can say is after adding the Aventura park and the infill, I reckon I may just lose my mind and you may have to commit me, with me becoming a burden on the government.

3.7 Rates and Taxes

I can only see this increasing to accommodate all the additional infrastructure, as well as watering the saplings, since the developer is allowed to remove 750+ mature trees and plant ~1000 saplings. This makes NO SENSE whatsoever!! Why can the developer not be tasked to change their plans to retain mature trees and build around them to

some degree? In our native country, South Africa, we were NEVER allowed to remove mature trees and had to plan around it, encompassing it into the plans in some way or another. Removing it incurred a VERY HEFTY fine!

3.8 Environmental impact

Apart from losing the federally Carnaby's and Red-tailed black cockatoos, along with 60 recorded bird species driven away by Eastcourt draining the lakes, we are told we are ALSO losing 750+ mature trees. When will it stop?! I know the Council states it is private land and they cannot get involved, but why is a species protected if not even a Council is willing to assist and/or engage the relevant parties to assist its' ratepayers?! What about their duty of care to the environment, the promises made to their ratepayers? Just refer the first two pages of this document!

What does it help to erect a memorial at Cockburn Station, only to remind us of the decimation of our wildlife and environment not only at this proposed development, but other developments by the same developer?! Also refer the following point.

3.9 Current building issues impacting development

We are all aware of what is transpiring in the current building market, **The structure plan states:**

"The proposed retention of approximately 500 existing mature trees and the planting of some 1000 new trees across the site will also assist in managing the interface with the existing residential development, and maintaining the character of the area."

The above just spells danger to me! The moment 'approximately' is used, in my mind we can end up with only 300 or 400 trees! Who will be managing this? How will they 'maintain the character of the area' when they are already planning on removing 750+ mature trees?! Maybe in 40 years when the saplings have grown bigger, but they will destroy the character of the area the moment they remove the mature trees! **What happened to PROTECTING OUR ENVIRONMENT?!** Yes, we heard it is private land, but what is the use of having 'protected species' if no one, bar the residents, will protect them? This Council and this State has a duty of care to protect our environment.

When we lived in the Kwinana Council rangers would be sent out to owners with 5+ acres if they noticed (via their regular air footage) that quad bikes were driven through the bush on private land! How is it different for our Council? **SOMEONE must take ownership?!**

We need these trees! Nature needs these trees! We will end up on a heat island should infill occur and this will be disastrous for the environment and the community, and is not in line with our Environmental and Protection Guidelines.

As the ultimate decision maker, I urge you Minister Saffioti, protect our environment, our mature trees and the only golf course in Cockburn! We don't need an estate within an Estate! You could use this to WA's advantage and along with the Aventura Development, this can be turned into something that attracts tourists to our lovely area! You could leave a legacy and defy the developers! To my knowledge the Jandakot Residents and Ratepayers Association has some suggestions.

3.10 Current building issues impacting development

We are all aware of what is transpiring in the current building market, existing builders are way behind, and a number has been declared bankrupt. Everything points to the fact that this could blow out by years?! If it is approved, will it be managed by giving each plot owner a timeline within which to complete their building? This is a major concern at present! You cannot expect the residents to live in uncertainty and withing a building site for several years – not when one bought into an existing residence?!

3.11 Mobile coverage

The Structure Plan states:

5.12.5.1 MOBILE PHONE COVERAGE

“Mobile phone coverage in the vicinity of the site is provided by Telstra, Optus and Vodaphone. Based on the coverage maps from these providers there does not appear to be any issues with coverage or capacity in the development area.

Notwithstanding, JSDi contact the Mobile Black Spot Program Team (managed by the Department of Infrastructure, Transport, Regional Development and Communications) in February 2022, to seek information relating to the proposed development. As at the date of this report no specific feedback has been received.”

From personal experience I can attest to the fact that it's not only the newer developments such as Treeby struggling with reception, but we have the same issue here in Jandakot. I have such bad reception I often need to walk outside just to have a conversation (not easy when you are mobility impaired) and once you get outside, you have the freeway noise and construction to contend with! I've tried several providers and though this would be sorted when I joined Telstra. Well, after numerous complaints, Telstra went so far as to tell me to rather move onto a different provider as they have to meet their SLA's with this provider using their network, and therefore their own customers cannot enjoy the coverage promised. We are struggling with reception as it is, now the developer wants to add 550+ houses! Very soon we may also not be able to contact emergency services, doctors, family, etc. For me this is very important due to my ongoing health issues (incurable) and being my husband's carer. I suggest you get more input from the current Jandakot residents! We have a problem here! I am on my fourth service provider.

3.12 Infrastructure

I personally do not believe the infrastructure is suitable to service the area should the infill take place. When we moved in, we often had water issues and this has eventually been fixed. Currently the water pressure is bad again. If we are already experiencing these issues, what would it be like with another 550+ homes?! How can we be assured that services will be able to cope with the infill?

3.13 Amenities

Where to start?!

Appendix 13 suggest a small supermarket, along with 5 to 10 shops comprising 2500m², relying on 32% immediate spending by the residents of Glen Iris/Jandakot and 5% total catchment area. Jandakot had an IGA that closed. We are just down the road to Cockburn Gateway Shopping Centre and other shopping centres. I just don't see this working and to add insult to injury, this further increases the traffic and enough has been said about the anticipated traffic congestion.

No provision has been made for either a primary school or a secondary school. Most parents pop into shopping centres on the way back from

school, which means they are more likely to stop off at a well-known shopping centre, making it easier to negotiate traffic on the way home.

The fact that no schooling has been provided for is of huge concern, since they are hoping to attract younger families, yet current resident already has a problem with schooling, now the developers want to compound the problem with another 550+ homes. This defies logic.

Where will the children play safely? Most importantly, how will they get there? We need to protect the children!

As stated previously, I am disabled and am not able to accompany my husbands on walks anymore, since the verge often has cars parked on them. It does not help reporting them either. Just another thing that's been taken from me! Now you want to compound the problem?!

3.14 Staging

"5.12.6 STAGING

Staging of the Structure Plan area is anticipated to commence from the general intersection of Hartwell Parade and Dean Road, progressively extending to the north and south from this point. The development is likely to be undertaken over 17 stages of approximately 30 to 40 lots each.

It is anticipated full build out will be complete within approximately 5 years of Structure Plan and subdivision approval, depending on sales rates. Refer Fig 16 – indicative Staging Plan."

According to the Structure Plan infill is staged and anticipated to be completed "within approximately" 5 years!

When I see 'approximately' I immediately think more like 7+ years. Do we therefore have to contend with several more years of construction, whilst simultaneously living through the Aventura development? How much more can we tolerate? As stated, this is our forever home, we simply do not have the luxury to up and move. However, I cannot vouch for our mental health having to tolerate more noise, vibrations, dust, disruption, etc. This is a serious concern taking my husband's diagnosis into account. We thought we moved into an established community avoiding all of this! So much for that!

3.15 Pre-inspection reports

Will we be provided with a pre-inspection report as well as a post inspection report? And will we have to wait five or whatever amount of years before we can claim for damages? We've seen the damage the freeway widening did to our property, and still trying to sort this!

3.16 Lack of public transport (buses)

The fact we do not have public transport on the southern side means our only means of travelling is by using our cars. This would be true for all the people in the 'new development'. This also means all parents need to drive their kids to school, resulting in additional traffic. Is Transperth planning bus routes for the southern section? As far as I am aware there are no plans for this.

3.17 Parking

The Structure Plan states:

"Embayment carparking is proposed adjacent to the larger areas of open space and along certain streets. The car bays will cater for local visitors and a variety of social events and informal activities".

With all due respect this is as open and vague as I've ever heard! This could mean one car bay or 5, it is not clear where either. It seems very selective. Without further clarity it is difficult to provide an informed opinion. I would prefer to see a lot of embayment parking to avoid people parking in the street.

3.18 Prinsep Park Concept

Having an Oval and a Waterpark in very close proximity to the existing Southern houses leads me to believe it is simply more noise to contend with. The trees that could have acted as a barriers have been removed. Again, we will have to contend with more noise, more construction, increased traffic all whilst living in a 'cement estate' on a heat island?!

3.19 220 Homeowners surrounding the Golf Course

I can only imagine how these owners feel?! They bought into a Golf Course Development, paid a premium, to be left in this horrible position overlooking the decimation caused by the developer over a period of time, with no assistance from anyone! I honestly don't want them to contend with what we had to contend with in regard to construction, etc. I really believe the Jandakot residents have been let

down by not only the Council, but Environmental Protection and other bodies they approached for assistance.

3.20 To the Decision Makers

As a ratepayer I feel let down by the Cockburn Council. Every meeting I attended I found legalese were used to answer/rather shut people up. The blatant lack of follow-through was very demoralising. The moment we brought the wildlife and the impact of what the developer is doing to the attention of the CoC, I believe they should have done more to protect our environment. It's not as if they were unaware – they were informed by the residents. I for one was very despondent post the "Virtual Information Session" since it felt extremely impersonal and not everyone got a chance to ask questions. It was not interactive at all. Everything was hurried and it felt like it was simply another "tick in a box". I do believe this could have been held in person.

Speaking for myself, having had to contend health issues since August last year followed by a recent operation, it was extremely difficult to work through a whole lot of technical documentation when I am not performing at capacity. I reckon it is a LOT of information that a lot of people are not able to work through.

Please step in and look at the bigger picture! Please refuse the rezoning and retain the current zoning!

On Tuesday July 19, 2022 Sky News published the following (with coverage on our News Stations):

Tanya Plibersek announces Environmental Protection Agency following 'shocking' report into Australia's ecosystems

Tanya Plibersek has announced a new agency to track and enforce Australia's environmental goals after a damning report which "tells a story of crisis" was released.

*Tanya Plibersek has unveiled the government's new Environmental Protection Agency in the wake of a "shocking" five-year report which found the **nation's ecosystems are at risk of collapse**.*

Later in the afternoon, she outlined "three essential goals" that would guide her and the Labor government during its first term of in power.

***"They (Australians) just need a government that cares as much as they do. Which is why in this term of government I will be guided by three essential goals,"** she told the National Press Club on Tuesday.*

"To protect, to restore and to manage Australia's environment. We need to protect our environment and heritage for the future.

"We need to restore environments that have already been damaged and we need to actively manage our landscapes, oceans and waterways, and the critical places that we have vowed to protect so they don't become run down through neglect. That's our agenda."

Ms Plibersek said clear environmental standards with explicit targets need to be set so that proper protection can be achieved.

"This will require a fundamental reform of our national environmental laws and empowering a new Environmental Protection Agency to enforce them," she said.

"We need trust and transparency. Decisions need to be built on good data, to show the public how we're tracking in real time.

"Data that can be shared so we don't keep collecting the same information again and again but instead we build over time a useful, usable, picture of our environment."

The review also found an increase in animal and plant species being listed as threatened (202 in total) and fears there will be an increase in coming years after the devastating 2019-2020 Australian bushfires that killed one billion to three billion animals.

Australia's temperature has also warmed since the 1950s "by a means of 1.4C on land and 1.1C in the oceans" and marine heatwaves had led to mass coral bleaching events in the Great Barrier Reef in 2016, 2017 and 2020.

Ref: <https://www.skynews.com.au/australia-news/politics/tanya-plibersek-announces-environmental-protection-agency-following-shocking-report-into-australias-ecosystems/news-story/40b5f2154ce3a48754f2e83424a81165>

Please turn over

4 FOR THE ATTENTION OF MIN RITA SAFFIOTI

Please step up as a leader and preserve the Glen Iris Golf Course Black Cockatoos' habitat! Stop allowing the private landowners to decimate the two Federally protected species of threatened black cockatoos!

I urge Min Saffioti, as Minister for Planning in WA and, as the final decision maker, to put a stop to this! Retain the zoning. Use this to the advantage of the broader WA and create a tourist attraction whilst maintaining our natural habitat.

At least, before you decide, we cordially invite you to come and visit us. You are welcome to stay over in our King Size guest bedroom with your own en-suite. Come and stay in our suburb, visit with a few of the concerned ratepayers before making your decision? Use this opportunity to put WA on the map for the right reasons!

During Aug 2018 when Cockburn was named WA's most accessible community, Mayor Howlett stated:

“Our environment plays a big part in whether a community is a welcoming one or can provide an improved quality of life for people of all ages and abilities, and that includes physical, digital and social environments.”

<https://www.cockburn.wa.gov.au/About-Cockburn/News/Latest-News/Cockburn-named-WA-s-most-accessible-community>

If this development goes ahead, the above is no longer true. Our environment is being decimated, we are stuck in our houses not able to go anywhere and the disabled can no longer use the footpaths as people park across it due to the lack of parking.

I trust common sense will prevail!

Thank you for your time reading through my submission.

Submission on the former Glen Iris Golf Course, Jandakot

Submissions - 109/152 and 110/226

Submissions close 4pm, Monday 25 July 2022

Drop in Box 8 Hartwell Parade

Please complete this form and either:

- Post it to: City of Cockburn, PO Box 1215, Bibra Lake DC WA 6965, allowing sufficient time for delivery by Australia Post.
- Scan and email it to: customer@cockburn.wa.gov.au
- Place in the wooden box on the veranda at 8 Hartwell Parade, Jandakot by Sunday 24 July 2022 (JRRA will then deliver them in bulk.)

Regarding your submission, Council requires a Schedule of Submissions to be prepared which includes a submitters name and address. This forms part of a Council Agenda report, which is available for public viewing (published in hard copy and on the City's website). You have the option to keep your details confidential – see below.

Name	
Address	
Email	

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

We bought into this Estate over 20 years ago mainly because it was "SMALL".

It was also a haven for small animals & birds, which is going to be now destroyed by taking the safe trees & golf course.

I am now 84 years old & don't appreciate developers making money & not living on the Estate that they are destroying!!

Page 1 of 3.



Indicative Revised Layout - example

Glen Iris Golf Course, Jandakot



Job No.: 0214
Drawing: 0214_220720_Concept
Date: 20 July 2022
Scale: 1:2000 @ A3

LATERAL
PLANNING

Planning Guidelines for the Conversion of Golf Course Land to Other Purposes

June 2020



Acknowledgments

We acknowledge and respect Victorian Traditional Owners as the original custodians of Victoria's land and waters, their unique ability to care for Country and deep spiritual connection to it. We honour Elders past and present whose knowledge and wisdom has ensured the continuation of culture and traditional practices.

We are committed to genuinely partner, and meaningfully engage, with Victoria's Traditional Owners and Aboriginal communities to support the protection of Country, the maintenance of spiritual and cultural practices and their broader aspirations in the 21st century and beyond.

Photo credit

Gary Lisbon, Visit Victoria

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About this guideline

The purpose of these guidelines is to provide guidance on preparing a proposal to redevelop a golf course to ensure a net community benefit and a quality outcome is delivered

These guidelines should be used for developing a proposal to be either assessed through a planning scheme amendment process and/or a planning permit application.

These guidelines are intended as a resource for:

- proponents considering redevelopment of a golf course in Victoria,
- responsible authorities and stakeholders who provide advice and consider the appropriateness of the redevelopment of a golf course in any given location,
- any party interested in understanding the process for redeveloping a golf course in Victoria.

Golf courses in Victoria

Golf courses are a major land use and important to Victoria's culture and liveability. Golf course land typically has a number of special characteristics including:

- being large tracts of land – often located in built-up urban environments;
- containing a number of environmental and biodiversity values;
- are large areas of open space;
- contributing to stormwater management;
- are managed either for the benefit of club members or the community;
- often limiting vehicle or sustainable movement due to the scale of the courses; and
- often containing heritage values.

Golf in Victoria is in transition as it responds to changing demographic and participation trends. Overall, traditional golf club membership is in decline and clubs are facing changing leisure patterns and increasing operating costs. Some golf clubs have been forced to merge or close. This trend has drawn interest in the redevelopment and repurposing of golf course land for other uses. Ensuring that these significant land holdings are appropriately developed to ensure positive social, economic and environmental outcomes is a primary concern of these guidelines.

Definitions

In these guidelines:

- **golf course** includes land used for maintenance, clubhouse and other facilities associated with a golf course
- **redevelopment of a golf course** means the use or development of all or part of a golf course for another use (for example, a residential use).





Application

These guidelines apply to:

- the preparation of an amendment to enable the redevelopment of a golf course.
- the preparation of an application for a permit, or an application to amend a permit, for the redevelopment of a golf course.

Golf courses subject to these guidelines include:

- freehold golf course land;
- golf course land owned by the Victorian Government or local government where the land ownership would permit conversion from an open space use;
- metropolitan or regional golf course land;
- the full or partial redevelopment of golf course land; and
- golf course land inside or outside a settlement boundary, including the Urban Growth Boundary.

Proposals seeking to rezone golf course land should be consistent with state and local policy objectives for particular locations. Any change to a defined settlement boundary or the Urban Growth Boundary raises policy issues not addressed in these guidelines. The process outlined in these guidelines does not supersede state and local policy objectives.

Golf Course Redevelopment Standing Advisory Committee

The Golf Course Redevelopment Standing Advisory Committee (GCRSAC) was established by the Minister for Planning under section 151 of the *Planning and Environment Act 1987* (the Act) to provide advice on proposals for the redevelopment of golf courses.

The Minister may refer the following matters to the GCRSAC for advice:

- An application for the redevelopment of a golf course that the Minister has called in under section 97B, or has been referred under section 97C, of the Act.
- A request to prepare an amendment to a planning scheme to enable the redevelopment of a golf course.
- An application or request for authorisation under sections 8A or 9 of the Act to prepare an amendment to enable the redevelopment of a golf course.
- A proceeding related to an application for the redevelopment of golf course land that the Minister has called-in under clause 59 of Schedule 1 of the *Victorian Civil and Administrative Tribunal Act 1998*.

Legislative and planning policy context

Legislation

The *Planning and Environment Act 1987* (the Act) establishes the framework for planning the use, development and protection of land within Victoria and is implemented through the Planning Policy Framework (PPF), Local Planning Policy Framework, Victoria Planning Provisions (VPPs) and local government planning schemes.

State Planning Policy

These guidelines have been prepared in accordance with the purpose of the Planning Policy Framework (PPF) as outlined in the Victoria Planning Provisions at *Clause 71.02 'Operation of the Planning Policy Framework'* which seeks to 'ensure that the objectives of planning in Victoria (as set out in section 4 of the Act) are fostered through appropriate land use and development planning policies and practices that integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development'.

The following state policies are considered relevant to golf course redevelopment proposals in Victoria

- **Clause 11 Settlement** - These policies seek to ensure sustainable growth and development of Victoria and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. In particular:
 - o **Clause 11.01-1S Settlement** broadly seeks to deliver networks of high-quality integrated settlements that have a strong identity and sense of place and are sustainable by responding to population growth and changing environments, support resilient communities, balance strategic objectives to achieve improved land use and development outcomes, preserve and protect features of rural land and natural resources, provide appropriately located supplies of residential, commercial and industrial land and improve transport network connections.
 - o **Clause 11.03-6S Regional and local places** seeks to ensure integrated place-based planning by providing specific direction for the planning of sites, places, neighbourhoods and towns and consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.
- **Clause 12 Environmental and landscape values** – These policies seek to ensure planning helps protect the health of ecological systems and the biodiversity they support and conserve areas with identified environmental and landscape values. In particular:
 - o **Clause 12.01-1S Protection of biodiversity** seeks to protect and conserve Victoria's biodiversity by ensuring that planning takes into account the impacts of land use and development on Victoria's biodiversity, including consideration of cumulative impacts, habitat fragmentation and the spread of pest plants, animals and pathogens into natural ecosystems.
 - o **Clause 12.03-1S** River corridors, waterways, lakes and wetlands seeks to protect and enhance river corridors, waterways, lakes and wetlands by ensuring that development is sensitively designed and sited in order to respond to and respect the significant environmental, conservation, cultural, aesthetic, open space, recreation and tourism assets of water bodies and wetlands. Growth in established settlements must only be facilitated where water and wastewater can be managed.
 - o **Clause 12.05-1S Environmentally sensitive areas** seeks to protect and conserve environmentally sensitive areas with significant recreational value from development that would diminish their environmental conservation or recreational values.
 - o **Clause 12.05-2S Landscapes** seeks to protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments by ensuring development does not detract from the natural qualities of significant landscape areas.
- **Clause 13 Environmental risks and amenity** – These policies outline planning should strengthen the resilience and safety of communities, aim to avoid or minimise natural and human-made environmental hazards, environmental degradation and amenity



conflicts, ensure development and risk mitigation does not detrimentally interfere with important natural processes and should prepare for and respond to the impacts of climate change. In particular:

- o **Clause 13.01-1S Natural hazards and climate change** seeks to minimise the impacts of natural hazards and adapt to the impacts of climate change by considering the risks associated with climate change in planning and management decision making, directing population growth and development to low risk locations and ensuring siting and design of development minimises risk to life, property, the natural environment and community infrastructure from natural hazards.

- o **Clause 13.02-1S Bushfire** seeks to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

- o **Clause 13.03-1S Floodplain management** seeks to protect life, property and community infrastructure from flood hazard, the natural flood carrying capacity of waterways, the flood storage function of floodplains and waterways and floodplain areas of environmental significance or importance by avoiding inappropriately located use and development.

- **Clause 15 Built environment and heritage** – These policies recognise the role planning plays in delivering land use and development outcomes that responds appropriately to its surrounding landscape and character, valued built form and cultural context in order to deliver liveable and sustainable cities, towns and neighbourhoods. In particular:

- o **Clause 15.01-1S Urban design** seeks to ensure urban environments are safe, healthy, functional and enjoyable and contribute to a sense of place by requiring development responds to its context, contributes to community and cultural life by improving the quality of living and working environments, ensures the interface between public and private realm protects and enhances safety, supports access to transport and provides landscaping that supports the amenity, attractiveness and safety of the public realm.

- o **Clause 15.01-2S Building design** seeks to ensure building design outcomes contribute positively to the local context and enhance the public realm.

- o **Clause 15.01-3S Subdivision design** seeks to ensure the design of subdivisions achieve safe, attractive, accessible, diverse and sustainable neighbourhoods in new residential areas and in the redevelopment of existing areas.

- o **Clause 15.01-4S Healthy neighbourhoods** seeks to ensure neighbourhoods foster healthy and active living and community wellbeing through good design.

- **Clause 16 Housing** – These policies recognise planning should provide for housing diversity and efficient provision of supporting infrastructure, ensure long-term sustainability of new housing and provide land for affordable housing. In particular:

- o **Clause 16.01-1S Integrated housing** seeks to promote a housing market that meets community needs by increasing the supply of housing in existing urban areas, ensuring an appropriate quantity, quality and type of housing is provided, ensure housing



developments are integrated with infrastructure and services and high quality social housing is delivered.

o Clause 16.01-2S Location of residential development seeks to ensure new housing in designated locations offer good access to jobs, services and transport by increasing the proportion of new housing in designated location in urban areas and reduce the share of new housing in greenfield and dispersed development areas, encourage higher density housing development, ensure an adequate supply of redevelopment opportunities within established urban areas and facilitate residential development that is cost effective in infrastructure provision and use, energy efficient, water efficient and encourages public transport use.

- **Clause 17 Economic development** – These policies recognise planning plays an important role in provide for a strong and innovative economy and contributes to the economic wellbeing of the state and foster economic growth.
- **Clause 18 Transport** – These policies promote an integrated and sustainable transport system that is safe and provides access to social and economic activities, facilitates economic prosperity, contributes to environmental sustainability and coordinates reliable movements of people and goods.
- **Clause 19 Infrastructure** – These policies promote the development of social and physical infrastructure that should be provided in an efficient, equitable, accessible and timely manner, recognising social needs for a range of accessible community resources. In particular:

o Clause 19.02-6S Open space seeks to establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.



Guidelines

When preparing an amendment to a planning scheme or application for the redevelopment of a golf course, the following steps should be followed in accordance with Figure 1.

1. Consider whether the land should be redeveloped.
2. Identify the strategic direction for the site.
3. Determine what assessments and approvals are required.
4. Document site values, constraints and opportunities.
5. Engage the community.
6. Develop a land use concept that delivers net community benefit.
7. Deliver a quality outcome

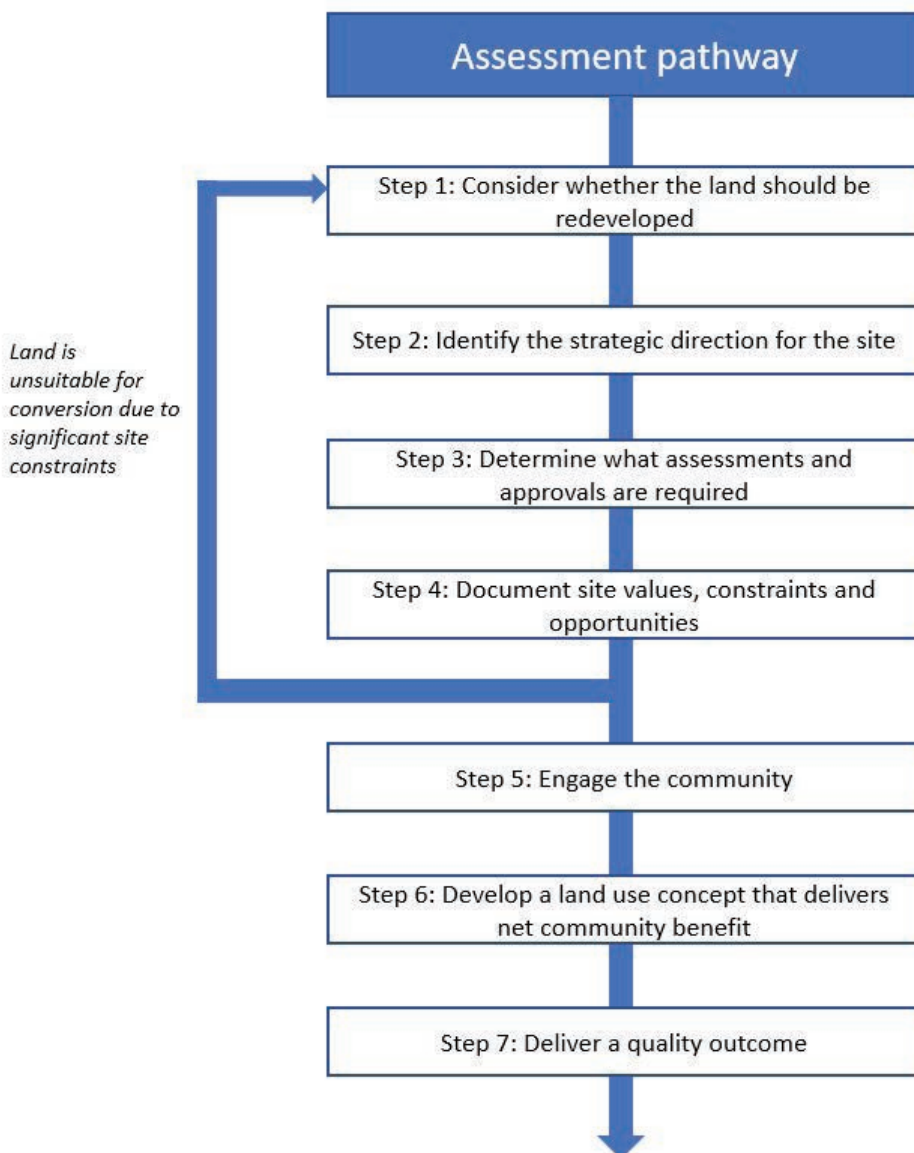


Figure 1: Indicative assessment pathway

Step 1: Consider whether the land should be redeveloped

The following questions should be addressed in establishing whether golf course land should be converted to another use:

- Does the land tenure allow for conversion?
- Is the golf course surplus to golfing?
- Are there economic alternatives to conversion?
- Should the land remain as open space?

Proponents should confirm the ownership of the land and that it is available for conversion and document any title or legal restrictions on its future development.

To assess whether the golf course is surplus to the needs of golfing, a proponent will need to identify:

- Whether the course has been identified in a regional golf facility plan as a course that should remain or is a candidate for conversion to another use. If there is no relevant golf facility plan, consider:
 - the demand for golf courses in the region and whether the course is located in an area currently under-supplied or over-supplied with golf courses
 - whether there is capacity for the golf course to be improved to incorporate contemporary design standards and facilities.
- Whether the proposal delivers improved golf facilities consistent with Victoria's Golf Tourism Strategy and any relevant golf facility plan.

The proponent should commission independent economic advice on:

- whether golf is likely to remain viable at the course taking into account:
 - the course facilities and layout
 - the club patronage and financial status
- the broader economic implications of the proposal.

Golf course land, particularly in metropolitan areas, presents a rare opportunity for governments to purchase a significant land parcel for community or public use. Where golf course land has been determined as being surplus to the needs of golfing, the land should be offered at first instance for acquisition to the Commonwealth and Victorian

governments and local governments.

This involves three considerations as outlined below:

- State-owned public golf course land will be offered under the Victorian Government Landholdings Policy and Guidelines (2017). All other golf course land owners should be encouraged to make genuine effort to investigate whether any government authorities are interested in acquiring the land by engaging with local and/or state government.
- Local government planning authorities should assess redevelopment proposals in accordance with strategic planning for the local area, including identification of future public land requirements.
- Local government planning authorities should identify the public land requirements generated by the proposed urban development made allowable as a result of the golf course land conversion.

Step 2: Identify the strategic direction for the site

Establishing the strategic direction for the site is a key step to developing a concept for the site. Any concept for the site should begin with the question: what does policy say is the best use for this site?

The strategic direction for a proposal should consider, the following:

- The level of access to transport and activity centres.
- The local open space network or wildlife network.
- Whether the proposed conversion is consistent





with relevant policies and strategies including:

- the Planning Policy Framework in the Victoria Planning Provisions or relevant planning scheme
- *Metropolitan Planning Strategy*
- any metropolitan open space strategy or regional open space strategy
- the Yarra Strategic Plan, if adjacent to the Yarra River
- any relevant waterway, catchment, or flooding strategy
- any approved council open space strategy
- any approved council housing strategy.
- Whether proposal has the potential to contribute to broader strategic priorities, such as:
 - *Active Victoria Framework*
 - *Water for Victoria Water Plan*
 - Any regional *Integrated Water Management Plan* or the achievement of water sensitive urban design principles
 - Victorian 30-Year Infrastructure Strategy
 - *Protecting Victoria's Environment – Biodiversity 2037.*

Step 3: Determine what other assessment and approvals are required

All other applicable assessment and approvals for the proposal based on the relevant legislation should be identified. Consider all relevant legislation, including:

- *Aboriginal Heritage Act 2006*
- *Environment Effects Act 1978*
- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*
- *Heritage Act 2017*

Determine:

- who are the relevant decision makers
- the level of effort and rigour required to document the site values and constraints

- the program for the preparation of documentation and engagement.

Step 4: Document site values, constraints and opportunities

The values, constraints and opportunities at the golf course land must be clearly documented. The values, constraints and opportunities will be identified by the proponent, relying on technical studies and feedback from community engagement.

The following matters should be considered, as relevant, when identifying the values and constraints of a site:

- the environmental values of the site, including biodiversity values, habitat connectivity and the strategic biodiversity significance or role of the site in the local or regional ecosystem, including the relevant bioregion
- the community values of the site, including community facilities providing for active or passive recreational pursuits, the catchment of the community using the site, whether the site is accessible to the public
- the open space values of the site, including whether the site is accessible to the public, or if it has broader landscape values through the provision of tree coverage and green areas
- any environmental hazards including hazards that are mitigated by the way the golf course land is currently managed, such as flooding or bushfire hazard
- the cultural heritage values of the site, including aboriginal heritage values and other cultural heritage values
- any contamination, including any known or likely sources of contamination that may exist due to historical uses or through the management of the golf course land
- the site's integration with existing infrastructure, such as transport networks (public transport, road, pedestrian and bicycle routes), stormwater infrastructure, electricity transmission links
- the site's relationship to nearby residential areas, rural or green wedge areas including its interface with residential development.

The opportunities for the site should consider:

- integration with existing open space networks and recreational facilities



- restoration of environmental values, including protection of biodiversity, native vegetation, water ways, water bodies and wetlands
- opportunities to increase resilience to climate change and natural hazards, including a design response that may increase the community's resilience to bushfire and flooding events and sea level rise
- additional community facilities
- educational and health facilities
- a range of dwelling types including affordable housing
- tourism facilities
- introduction of environmentally sustainable measures and design features, such as the generation of renewable energy, water sensitive urban design, wastewater reuse, and waste reduction.

Step 5: Engage the community

Develop a comprehensive community consultation program and commence consultation before preparing detailed designs.

The purpose of this consultation is to:

- assist the community to understand the need for the golf course land conversion
- allow the community to provide input to identification of site values and constraints
- allow the community to contribute to identification of opportunities and ideas for the golf course land conversion
- foster open channels of communication between the proponents and the community.

Step 6: Provide a land use concept that delivers net community benefit

Proposal to convert golf course land must provide a net community benefit and a high level of sustainability.

As well as an overall community benefit the proposal should:

- deliver a net increase in public open space
- deliver improved environmental values

- deliver a net community benefit for the community surrounding any redeveloped course.

The following factors should be considered to determine if, the proposal provides a net community benefit and environmental benefit:

- whether a proposal:
 - contributes to achieving state or local government policy objectives and strategies
 - delivers improved golf facilities and whether these are accessible to the public
 - provides additional public open space, sporting or recreational facilities or makes financial contributions to improve or develop regional or local sporting facilities and open space
 - protects and enhances the wider open space network and ecological connectivity
 - rehabilitates degraded land or mitigates existing environmental risks
 - contributes to local housing priorities such as the provision of affordable or social housing, sheltered housing or crisis accommodation
 - delivers connected walking and biking paths and general improvements to pedestrian and cycling connectivity
 - delivers social or community infrastructure such as libraries, medical or education facilities
- the impacts on local transport and traffic networks
- any proposed commercial uses, and whether any potentially out of centre commercial uses are proposed
- how the proposal will integrate with surrounding land uses, infrastructure and services
- whether the proposal incorporates climate change adaptation measures for communities and the environment.

Other factors may also be relevant considerations depending on the circumstances of the golf course land and the proposal.

Proponents are encouraged to liaise closely with the planning authority in an iterative and negotiated process to arrive at a final position regarding the net community benefit of the proposal.

Step 7: Deliver a quality outcome

Any proposal to convert golf course land must deliver a high quality outcome.

To ensure net community benefit, the redevelopment of golf course land should achieve the following:

- at least 20 per cent of the land area to be developed is set aside as publicly accessible useable open space that contributes to an integrated open space network. This land may be encumbered by easements, reservations, heritage, vegetation or other conditions and make provision for land to be used for passive or active recreation
- enhance and protect state, regional and locally significant environmental assets and biodiversity corridors
- landscaping that delivers an appropriate amount of tree canopy cover (excluding active sporting areas) to mitigate urban heat effects and is at least equivalent to, or greater than the surrounding area
- active transport links are provided into the surrounding area and must be provided on the golf course land proposed for redevelopment.

The strategic response

The Planning Policy Framework (PPF) outlines objectives for land use and development in Victoria. For the redevelopment of golf course land, the strategic response must ensure it delivers on these objectives as well as addressing, where relevant, matters set out in this section.

The strategic response should address the recommendations of reports which identify the

- environmental
- ecological
- arboricultural
- landscape
- viewshed
- archaeological
- historical and cultural values and features of the site
- transport impacts with transport management proposals

The strategic response should include a site analysis and design response demonstrating a response to

site opportunities and constraints, with particular regard to:

- the physical constraints of the site.
- public open space requirements.
- the interface with adjoining uses and developments.
- identified heritage assets.

as well as any adopted policy or code for residential development and subdivision.

Housing

Where a redevelopment proposal seeks to include housing development, the strategic response should encourage the provision of affordable housing, and show or make provision for:

- a range of dwelling types to cater for a variety of housing needs.
- management of amenity impacts to ensure the reasonable amenity of future residents of the site.

Built form

The strategic response should include Urban design guidelines for the land including but not limited to:

- building envelopes, massing, heights and setbacks.
- treatment of car parking areas and orientation of garages.
- building orientation and location, car parking areas, public roads, vehicle access locations, pedestrian and bike paths and areas and locations of private and public open space.
- the preferred design and interface treatments to public open spaces within and adjacent to the land.
- development setbacks from internal streets.
- treatments to achieve reasonable amenity to public urban spaces, streetscapes and pedestrian and bicycle paths including overshadowing and wind tunnelling effects.

Open space

The strategic response should show or make provision for the following matters, as appropriate:

- open space integrated into the site which includes not less than 20 per cent of the developable area of the site as publicly accessible useable open space that contributes to an integrated open space network. This land may be encumbered by easements, reservations, heritage, vegetation or other conditions and make provision for land to be used for passive or active recreation.
- existing trees identified in an Arboricultural report to be retained.
- a landscaping concept plan including a maintenance program.

Circulation and movement

The strategic response should address matters raised in any Transport Management Plan prepared by an appropriately qualified expert addressing the following matters, as appropriate:

- the impact of the development on the arterial and local road network.
- mitigation works required on the road network.
- funding responsibilities.
- connections to adjoining land.
- road hierarchy.
- cross sections.
- proposed transport management devices.
- bicycle network.
- public transport routes.
- pedestrian links.

The strategic response should make provision for the internal road and path network for pedestrians, bicycles and vehicles to create a high level of permeability through the site by considering:

- the primary access and egress from the land for vehicles from Gumnut Highway to the standards of the relevant road authority.
- future pedestrian links into the site to connect nearby open space.
- links to public transport services.

Environmental Management

The strategic response should address the requirements of any Environmental Assessment of the land, including the following matters as appropriate:

- A flora and fauna survey, which identifies existing vegetation or habitat of international, national, state, regional or local significance required to be protected and enhanced in adjacent waterways or the subject site.

Natural hazards

The strategic response should address the requirements of any Natural Hazard Assessment of the land, addressing the following matters as appropriate:

- a bushfire risk assessment that identifies the bushfire risk at the landscape and site scale and identifies appropriate bushfire mitigation measures.
- flood risk assessment that identifies the risk of flooding, predicted impacts of sea level rise and identified appropriate mitigation measures.
- geotechnical hazard assessment.

Social Impact

The strategic response should address the requirements of any Social Impact Assessment Report which considers the following as appropriate:

- An assessment of the adequacy of existing social and community infrastructure to serve the land.
- Any additional social and community infrastructure to be provided as part of the redevelopment.
- Any community infrastructure contribution to be made in connection with the development.

Heritage and Archaeological Survey

The strategic response should address the requirements of any Heritage and Archaeological Survey and show or make provision for the following matters as appropriate:

- cultural heritage including places and objects.
- any buildings to be retained under any conservation controls.

Subdivision

The strategic response should show the following:

- indicative lot layout, roads and pedestrian connections and public open space.
- any proposed staging of development including staging of infrastructure and open space delivery.

Planning mechanisms

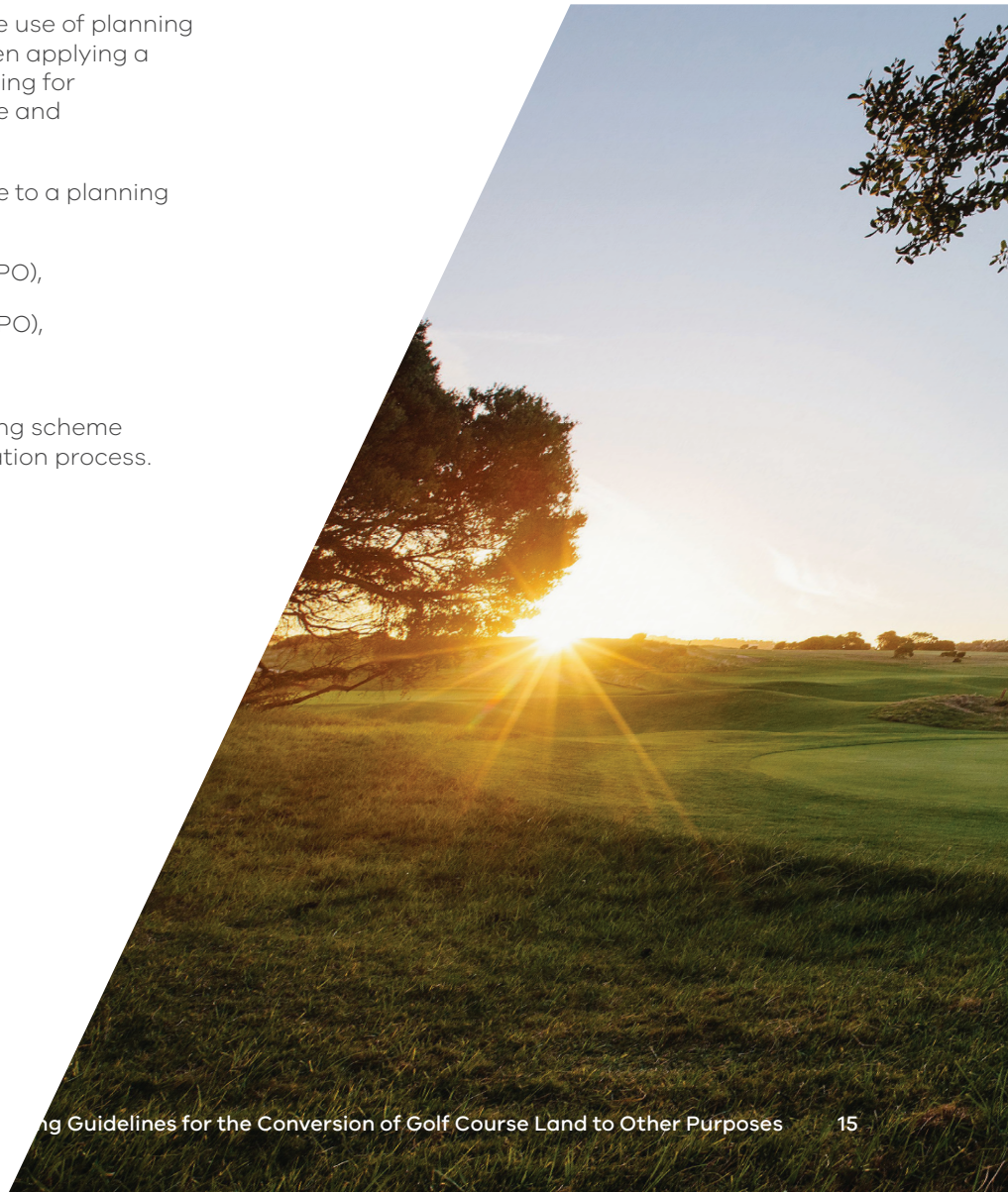
An appropriate planning control should be used to guide the development of the land to ensure a quality outcome is delivered in line with the objectives outlined in these guidelines.

Circumstances relating to each golf course site vary. There are several planning tools that can be used to ensure the development of the land achieves net community benefit and the requirements of the guidelines.

There is existing guidance about the use of planning tools that should be considered when applying a planning controls to the land, including for requirements relating to open space and infrastructure contributions.

Potential planning controls available to a planning authority include:

- a Development Plan Overlay (DPO),
- an Incorporated Plan Overlay (IPO),
- a Precinct Structure Plan (PSP),
- a Section 96A combined planning scheme amendment and permit application process.



Submission on the former Glen Iris Golf Course, Jandakot

Submissions - 109/152 and 110/226

Submissions close 4pm, Monday 25 July 2022

Please complete this form and either:

- Post it to: City of Cockburn, PO Box 1215, Bibra Lake DC WA 6965, allowing sufficient time for delivery by Australia Post.
- Scan and email it to: info@cityofcockburn.wa.gov.au
- Place in the wooden box on the veranda at 8 Hartwell Parade, Jandakot by Sunday 24 July 2022 (JHRA will then deliver them in bulk.)

Regarding your submission, Council requires a Schedule of Submissions to be prepared which includes a submitter's name and address. This forms part of a Council Agenda report, which is available for public viewing (published in hard copy and on the City's website). You have the option to keep your details confidential – see below.

Name PAUL WALLEN
 Address 62C DEAN ROAD
 Email paulwallen58@hotmail.com

Please circle response

Would like to keep your details confidential?

NO

Do you support the infill redevelopment of the Glen Iris Golf Course

NO

Please provide your own comments below:

We visited a friend ~~name~~ living on the course 22 years ago. The moment we drove into the estate my wife remarked of its welcoming feeling. We moved into the estate within a year.

Enjoying the great life-style and serenity in the ensuing years. Being a golfer I enjoyed the course and facilities to a great extent. We enjoyed life so much I persuaded my parents to buy a block and build their "for-ever" home because of everything that the "estate" offered. We celebrated my father's life at "Club" and as per his wishes scattered some of his ashes on the course because of ~~the~~ his love of the place.

I celebrated my 50th birthday at the club.

It must not become a faded memory.

Save all the natural habitat.

There is too much land being lost.

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Name	[Redacted]	
[Redacted]	[Redacted]	
Email	[Redacted]	

Please circle response

Would like to keep your details confidential?	<input checked="" type="radio"/> NO	YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

I would hate to see the glen iris Golf Course be redeveloped into another money making scheme for the greedy east coast property development group to take advantage of! This Golf course is the heart of Glen iris, with houses across the west acreage, ~~and~~ ~~community~~ used recreationally by the Cockburn community and surrounding suburbs. I personally used this course, growing up around it with my fellow family and estate. The redevelopment of this into a housing estate would take the unique tranquil feel of our beloved estate and turn it into the boring, generic suburb, taking the glen iris out of glen iris!

Sincere,

[Redacted Signature]

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Name	
Address	
Email	

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

I HAVE HEARD THAT THE PROPERTY DEVELOPER PROPOSES TO KNOCK DOWN 750 MATURE TREES THIS IS OUTRAGEOUS !!!

SAVE GLEN IRIS GOLF COURSE FOR THE COMMUNITY DO NOT BE SHORT-SIGHTED

Submission on the former Glen Iris Golf Course, Jandakot

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Name	[Redacted]
Address	
Email	

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

How can authorities even consider allowing housing on the golf course at Glen Iris.

You allowed over 200 homes to directly surround it. Someone said to me that the golf course closure has impacted their social life. They now have to travel a long way away to play golf. I loved the restaurant there. The guests community are so cute & should be protected within the golf course boundary walls.

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Name	[Redacted]
Address	[Redacted]
Email	[Redacted]

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

I dont personally Support the infill redevelopment of Glen Iris golf course. it has been delightful Seeing the golf course at its best. Ive played golf there myself it is a great exercise place and the signature bird the black cockatoo. Now in the car coming home from school I see a very unpleasent old golf course I cannot imagine living in a estate with an extra 500+ houses lots of polution less trees and most important our native wildlife. Signed: [Redacted]

Submission on the former Glen Iris Golf Course, Jandakot

Submissions - 109/152 and 110/226

Submissions close 4pm, Monday 25 July 2022

Please complete this form and either:

- Post it to: City of Cockburn, PO Box 1215, Bibra Lake DC WA 6965, allowing sufficient time for delivery by Australia Post.
- Scan and email it to: customer@cockburn.wa.gov.au
- Place in the wooden box on the veranda at 8 Hartwell Parade, Jandakot by Sunday 24 July 2022 (JRRR will then deliver them in bulk.)

Regarding your submission, Council requires a Schedule of Submissions to be prepared which includes a submitters name and address. This forms part of a Council Agenda report, which is available for public viewing (published in hard copy and on the City's website). You have the option to keep your details confidential – see below.

Name	
Address	
Email	

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

Redevelopment of the area will have a devastating affect to the biodiversity and heavily impact the ecosystem that has been established. The area also does not have enough infrastructure to meet the capacity of the projected increase in population, this will lead to more congestion in and around cockburn.

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Submissions - 109/152 and 110/226

294

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Name	Ray Jones
Address	156 Cornthian Rd, Shelley
Email	raylynjones@gmail.com

Please circle response

Would like to keep your details confidential?	<input checked="" type="radio"/> NO	YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

As a regular user of the Glen Iris Golf Course I was extremely dismayed when it was sold to redevelopers. I was always fond of the large trees and atmosphere of the course and was part of a club that used the facility on a regular basis. We always stayed for a drink and a meal after in the club room. I'm now having to drive to further away amenities, and it's difficult to get bookings with few golf courses around that are close by. I also feel for the residents who have built their homes around this course, and for many who it was their lifestyle.

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295

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Name	Melinda Fowler
Address	12 Kooyonga Cross Jandakot
Email	damanandmelinda@yahoo.com.au

Please circle response

Would like to keep your details confidential?	<input checked="" type="radio"/> NO	YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

My husband and I built our home specifically designed for the views we have of the golf course. We positioned windows etc to enjoy viewing of the course and primarily one of the many lakes. We liked that we had plenty of natural surroundings - trees, birds, quenda's and that the estate was set apart from others in that regard. We paid a premium price for our land as we were buying into a 'golf course estate'.
~~we~~ I feel its extremely unfair that all of what we bought into and have enjoyed for so many years can be removed and simply replaced with more houses, more traffic and generally nothing left that we once enjoyed.

M.Fowler 23.07.22

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Address	
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Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

The removal of the remaining pines over Perth's largest underground drinking water source (Gnangara Pine Removal) surely means that ALL Federally protected black cockatoo habitat should be protected at the Glen Iris 18-hole Golf Course. My Grandad & Dad used to love playing there, I loved playing there! I used to like walking down to the restaurant amenity with my family. This restaurant/bar should be re-opened.

Do the right thing - Save the Glen Iris Golf Course for future generations!

Submissions close 4pm, Monday 25 July 2022

DROP IN BOX AT 8 HARTWELL PARADE

Please complete this form and either:

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Name	[REDACTED]
Address	[REDACTED]
Email	[REDACTED]

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

My name is [REDACTED]

I live with my husband & family in [REDACTED]

Regarding the Golf course in JANDAKOT.

We have lived in this house for 23 years and are very happy. The reason we build in this area was because of the peace and the Golf Course.

There is so much that can be done on this Golf Course like a tennis court and other amenities for to keep fit for children and adults.

The area is enormous and we could use it being more people to enjoy it, and leave a part for the Golf Course and also for the birds and wild life to enjoy it that we should be protecting.

Page 1 of 3.

Submission on the former Glen Iris Golf Course, Jandakot

Submissions - 109/152 and 110/226

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Address	
Email	

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

I am a recreational golfer and made the decision to reside in the Cockburn community based on having a Golf Course near to my place of residence.

The Golf course was also an active part of my life

1. I helped arrange and promote the annual community golf day an event open to all residents to enjoy a day playing Golf and meeting others

2. I would play on a regular basis with work & business colleagues then enjoy a social experience in the club house afterwards.

3. My family and children were able to use the driving range and practise putt then enjoy a meal at the clubhouse cafe.

23/7/22

Submission on the former Glen Iris Golf Course, Jandakot

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Name	[REDACTED]
Address	[REDACTED]
Email	[REDACTED] ESTATE

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

GLEN IRIS GOLF COURSE ESTATE WAS ADVERTISED & MARKETED AS AN INTEGRATED GOLF COURSE ESTATE

THIS IS WHY I PURCHASED A BLOCK HERE & BUILT MY FOREVER HOUSE/HOME HERE APPROXIMATELY 27 YEARS AGO I AM ALSO AN AVID GOLFER WHO FREQUENTED THE COURSE & ITS AMENITIES.

CAMBRIDGE DICTIONARY MEANING OF INTEGRATED:

① COMBINED TO FORM A SINGLE THING.

② WITH TWO OR MORE THINGS COMBINED IN ORDER TO BECOME MORE EFFECTIVE.

Submission on the former Glen Iris Golf Course, Jandakot
 Submissions - 109/152 and 110/226

306

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Name	[REDACTED]
Address	[REDACTED]
Email	[REDACTED]

Please circle response

Would like to keep your details confidential?	NO	<input checked="" type="radio"/> YES
Do you support the infill redevelopment of the Glen Iris Golf Course	<input checked="" type="radio"/> NO	YES

Please provide your own comments below:

<p>1. We purchased land & built on the Glen Iris Estate – we were told it couldn't be built out as it was zoned for public open space and special zoning was granted to provide a golf course.</p> <p>As we had come from the country, we especially wanted an outlook of trees and open space & not feel locked in.</p>
<p>2. A large number of people, including ourselves, enjoyed the full amenities provided by the Golf Club. These amenities were NOT just for a select few. It is a PUBLIC Golf Course, so anyone could book a Tee time. The restaurant was well supported, by golfers and the general public for breakfast, lunch, dinner, meetings, and bookings for special occasions (eg Weddings, Birthday Parties, Annual Dinners, Christmas, etc)</p>
<p>3. Banksia Trees – are Federally protected – then why are they about to be removed & who is going to pay?</p>
<p>4. Bigger blocks – 600 sq metres???for single residence or can these blocks also be divided, so more small houses are built, not what we would desire.</p>
<p>5. What is Cockburn City Council doing about sporting (GOLF) facilities in its own area? Recently we played Men's Pennants, WA Golf were not able to access a Golf Course for it's Finals. Golf has become a very important social outing for many people, especially Public Golf Courses & since the Pandemic. Golf Box & Drummond Golf, two of the Golfing outlets for equipment have never been so busy.</p>
<p>6. Cockburn are building a Wave Park with facilities, accommodation, etc nearby. Surely a golf course and amenities would go hand in hand with other developments of this nature. Golf Course retained could be developed further with more outdoor activities, ege Mini Golf, Gym, Tennis, Basketball.</p>

7. Traffic issues – with the development of the Industrial area around the Jandakot Airport and the Cockburn Industrial area, traffic has already become an issue. The Lakes Boulevard was closed off at Imlah Court to protect the residential area from speeding traffic and the danger to residents. With a new set of traffic lights and a road through the development of the back nine of the golf course, prediction that industrial traffic (ALCO & Western Power) will again speed through these areas to exit or enter at the lights.

We are totally opposed to the re-development of the Glen Iris Golf Course and we continually see trees being removed from Cockburn City Council precinct and not replaced. 'Climate Change issues'.