



# Ordinary Council Meeting

Tuesday, 8 July 2025

## **AMENDED Attachments**

Item 14.1.1

Recommendation on Final Adoption -  
(Complex) Amendment No.166 to Town  
Planning Scheme No.3 - Former Roe Highway  
Regional Road Reservation (Remainder Stages  
8 & 9)

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**Amended Attachements**

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14.1.1 RECOMMENDATION ON FINAL ADOPTION - (COMPLEX) AMENDMENT NO.166 TO TOWN PLANNING SCHEME NO.3 - FORMER ROE HIGHWAY REGIONAL ROAD RESERVATION (REMAINDER STAGES 8 & 9)	
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Town Planning Scheme No.3  
Amendment No.166  
(Complex)

*Former Roe Highway Regional Road Reservation*

**DECEMBER 2024**

***Planning and Development Act 2005***  
**RESOLUTION TO AMEND A TOWN PLANNING SCHEME**

***City of Cockburn***  
***Town Planning Scheme No.3***  
***Amendment No.166***

RESOLVED that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of Cockburn Town Planning Scheme No.3 by:

1. Zoning the proposed centrally located MRS 'Urban' zoned land, between Leda Street and the MRS 'Parks and Recreation' reserve straddling Blackwood Avenue 'Development', as depicted on the Scheme Amendment Map.
2. Introducing special control area 'Development Area No.46' as depicted on the Scheme Amendment Map and into 'Table 9 – Development Areas' of the Scheme Text, as follows:

REF NO.	AREA	PROVISIONS
DA 46	Former Roe Highway Regional Road Reservation (and surrounds)	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.</li> <li>2. The Structure Plan is to provide for:               <ol style="list-style-type: none"> <li>(a) a green (ecological) link extending through the area from east to west as an integral element;</li> <li>(b) appropriately scaled education, recreation, mixed-use and/or local scale commercial development;</li> <li>(c) an appropriate mix of residential densities; and</li> <li>(d) ensure the layout and urban form provide an appropriate interface to adjacent roads and existing properties.</li> </ol> </li> </ol>

3. Zoning the proposed MRS 'Urban' zoned Cardigan Street Precinct 'Residential (R15)', as depicted on the Scheme Amendment Map.
4. Zoning the proposed MRS 'Urban' zoned Rockingham Road Commercial Precinct 'Mixed Business', as depicted on the Scheme Amendment Map.
5. Zoning the proposed MRS 'Urban' zoned Bibra Lake Drive / Hope Road Precinct 'Residential (R30)', as depicted on the Scheme Amendment Map.
6. Reserving the proposed MRS 'Urban' zoned road reservations, adjoining portions of Bibra Lake Drive, and slivers of land either side of Southwell Crescent and Forrest Road as 'Local Road' reserves, as depicted on the Scheme Amendment Maps.



The amendment is 'Complex' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.*

Dated this 14<sup>th</sup> day of December 2023



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CHIEF EXECUTIVE OFFICER

**FOREWORD: Inclusion of Minister’s Modifications**

*Subsequent to Council initiation, on 5 December 2024 the Western Australian Planning Commission (WAPC) wrote to the City requiring in accordance with section.83A(2)(b) of the Planning and Development Act 2005, the proposal to be modified in the following tracked changes manner, prior to advertising:*

**Planning and Development Act 2005**

**RESOLUTION TO AMEND A TOWN PLANNING SCHEME**

**City of Cockburn  
Town Planning Scheme No.3  
Amendment No.166**

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3. Zoning the proposed MRS 'Urban' zoned **Healy Road and Cardigan Street** Precinct '**Development Residential (R15)**', as depicted on the Scheme Amendment Map.
4. Introducing special control area 'Development Area No.47' as depicted on the Scheme Amendment Map and into 'Table 9 – Development Areas' of the Scheme Text, as follows:

REF NO.	AREA	PROVISIONS
DA 47	Healy Road and Cardigan Street, Hamilton Hill	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.</li> <li>2. The Structure Plan is to:                             <ol style="list-style-type: none"> <li>(a) provide for residential densities generally commensurate with, but not limited to, the maximum permissible for land in the locality of DA 47 (R60);</li> <li>(b) include a Bushfire Management Plan detailing appropriate bushfire mitigation measures and design responses in accordance with <i>State Planning Policy 3.7 – Planning in bushfire prone areas</i>; and</li> <li>(c) provide for retention and integration of existing vegetation in future subdivision and/or development proposals where practicable.</li> </ol> </li> </ol>

5. Zoning the proposed MRS 'Urban' zoned Rockingham Road Commercial Precinct 'Mixed Business', as depicted on the Scheme Amendment Map.
6. Zoning the proposed MRS 'Urban' zoned Bibra Lake Drive / Hope Road Precinct 'Residential (R30)', as depicted on the Scheme Amendment Map.
7. Reserving the proposed MRS 'Urban' zoned road reservations ~~and~~, adjoining portions of Bibra Lake Drive, ~~and slivers of land either side of Southwell Crescent and Forrest Road~~ as 'Local Road' reserves, as depicted on the Scheme Amendment Maps.

The amendment is 'Complex' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.*

## AMENDMENT REPORT

### 1.0 INTRODUCTION

The purpose of this scheme amendment is to introduce a local planning framework over the 'Urban' zoned portions of the former Roe Highway 'Primary Regional Road' (PRR) reservation, within the localities of Hamilton Hill, Coolbellup, North Lake and Bibra Lake.

### 2.0 BACKGROUND

At the 14 September 2023 OCM, Council considered the State Government's proposed removal of the remaining portions of Stages 8 and 9 of the former Roe Highway Primary Regional Road Reservation from the Metropolitan Region Scheme [MRS (Major) Amendment 1404/41].

A copy of the City's final submission to the Department of Planning, Lands and Heritage (DPLH) is included as **Attachment 1**. Key aspects of Council's resolution relevant to this Local Scheme Amendment proposal include:

- 1) Its SUPPORT for the MRS Amendment, subject to the following modifications:
  - a) Expansion of the regional 'Parks and Recreation' reservation to include the land between Lot 89 Rockingham Road, Dixon Park, Starling Street, Rockingham Road and Leda Street, to accommodate future development of a regional Basketball Facility in this location; and
  - b) Widening the 'Urban' zoned alignments of both Southwell Crescent and Forrest Road, based on updated traffic modelling (prepared in alignment with the City's current District Traffic Study work), that more appropriately considers the full implications of this proposal on the local road and associated movement network.
- 2) A REQUEST, pursuant to s.126(3) of the *Planning and Development Act 2005*, that the resultant 'Urban' zoned land be concurrently zoned 'Development' under the City of Cockburn Town Planning Scheme No.3, aside from:
  - a) the existing road reservations of Carrington Street, Sudlow Road, Coolbellup Avenue and Bibra Drive; in addition to
  - b) the affected road reservations of Southwell Crescent and Forrest Road [as adjusted by (1)(b) above];which the City will consider reserving as 'Local Roads' via a future local Scheme Amendment.
- 3) ADVISING the State Government of its intention to initiate a complementary local scheme amendment that:

- a) may refine the extent of the concurrent Development Zone, to streamline future redevelopment in appropriate circumstances; and/or
- b) introduces Special Control Areas to facilitate structure planning over broader areas (beyond the boundaries of the existing regional road reservation), to ensure future development appropriately integrates with (and facilitates the redevelopment opportunities) of surrounding landholdings afforded by this proposal.
- c) Includes a specific provision within any future Development Zone which provides for a green (ecological) link extending through the area from east to west to form an integral element of the structure plan. This will ensure more flexibility to work with the community about where this connection should be.

Since this time, the City has undertaken further analysis of the areas expected to be zoned 'Urban' in the MRS, to inform responding changes to the local planning framework based on the key parameters outlined above.

### 3.0 AMENDMENT TYPE

Part 5, Division 1, Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, identifies different amendment types: basic, standard and complex.

Regulation 35(2) requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion.

This proposed amendment is considered a 'complex' amendment, which Regulation 34 describes as any of the following amendments to a local planning scheme:

- a) *an amendment that is not consistent with a local planning strategy for the scheme that has been endorsed by the Commission;*
- b) *an amendment that is not addressed by any local planning strategy;*
- c) *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality;*
- d) *an amendment made to comply with an order made by the Minister under section 76 or 77A of the Act;*
- e) *an amendment to identify or amend a development contribution area or to amend a development contribution plan.*

This proposed amendment satisfies part (c) of the above criteria.

Specifically, based on the preceding Development Concept and MRS Amendment processes run by the State, it is an amendment that is expected to be of significant interest to the local community.

## 4.0 SITE DESCRIPTION

### 4.1 Location

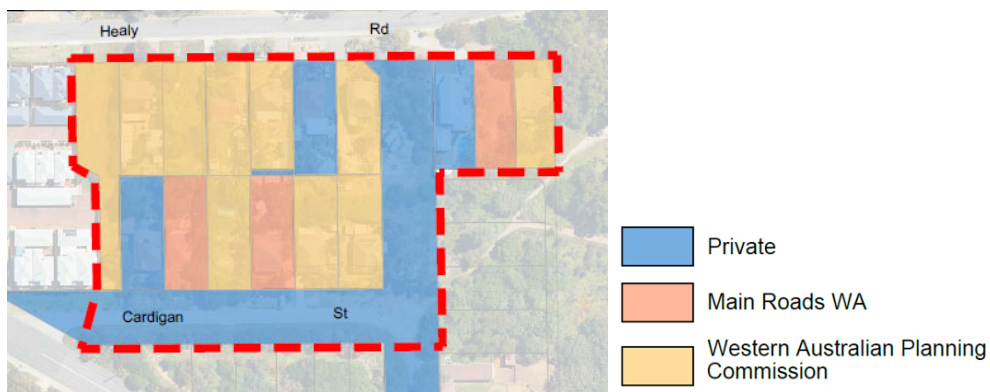
Given its overall size, for the purposes of this proposal the affected landholdings have been broken-up into distinct precincts, across five separate Scheme Amendment Maps, as summarised (west to east) below:

- Healy Road & Cardigan Street Precinct (Hamilton Hill – Amendment Map 1)
- Starling Street Precinct (Hamilton Hill – Amendment Map 1)
- Central Precinct (Hamilton Hill – Amendment Map 2)
- Southwell Crescent Precinct (Hamilton Hill – Amendment Map 3)
- Forrest Road Precinct (Coolbellup – Amendment Map 4)
- Bibra Drive / Hope Road Precinct (North Lake – Amendment Map 5)

### 4.2 Existing Ownership, Land Use and Improvements

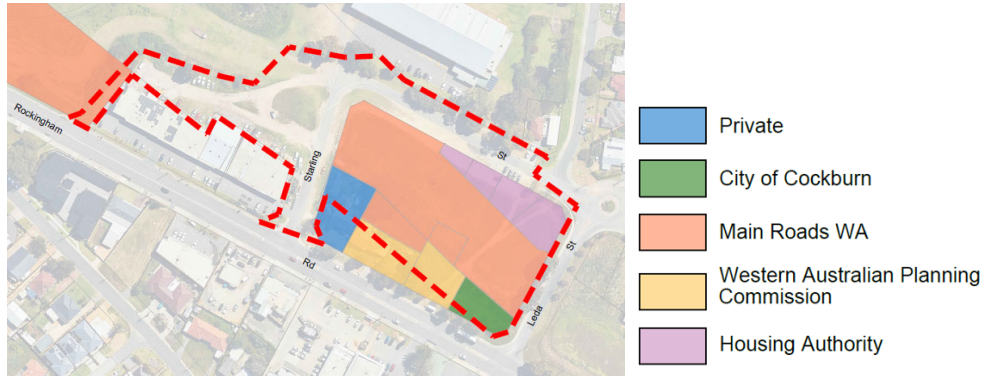
#### Healy Road & Cardigan Street Precinct, Hamilton Hill

This precinct principally incorporates relatively old, single dwellings on large lots ranging between 589 – 698m<sup>2</sup> in area. All but three of the lots are in government ownership (Main Roads WA or the Western Australian Planning Commission), whilst both Cardigan and Hardey Streets inclusive of the unconstructed portion connecting to Healy Road and a sliver of land to the rear of #31 Healy Road, form the subject of a deceased estate.



#### Starling Street Precinct, Hamilton Hill

This precinct principally incorporates existing roads and vacant land periodically used for informal car parking purposes by surrounding land use. There are two existing houses fronting Rockingham Road with associated infrastructure, one that remains in private ownership and a drainage sump (at the intersection of Leda Street and Rockingham Road) owned in freehold by the City. Otherwise, all the land is in the ownership of the State Government (MRWA, WAPC and Housing Authority).



Central Precinct, Hamilton Hill

Most of this precinct is comprised of undeveloped land. Scattered throughout are old dwellings and a variety of other structures, some of which are registered sites of local and/or state heritage significance.

Most of the land directly related to the former Primary Regional Road reservation is within State Government ownership, large tracts of which have been leased and developed with low value infrastructure that has enabled temporary commercial or private education use (some of which have been operating over a long time period).

Some of the land is being used as an expansion of existing local reserves located directly adjacent the former road alignment. Otherwise, the surrounding frame is principally relatively old single residential housing, in private ownership, some of which have suffered from significant social issues associated with an interface to undeveloped public land.



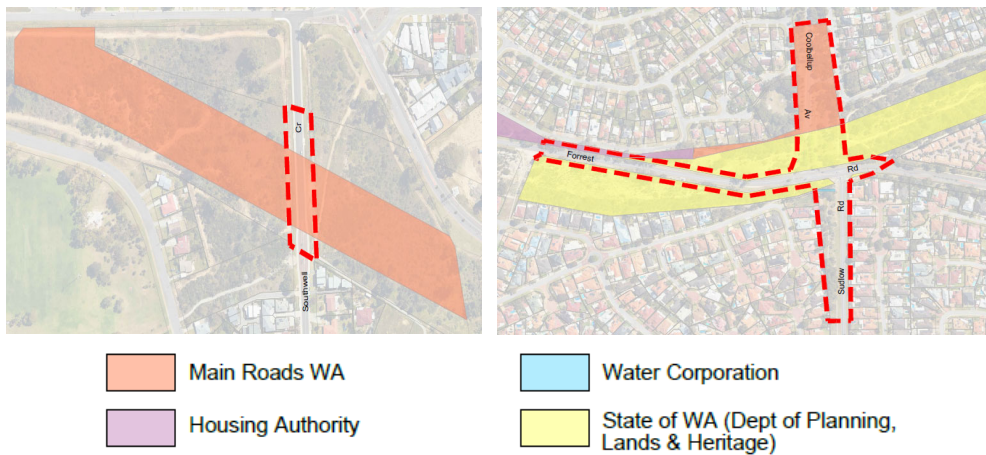


Southwell Crescent & Forrest Road Precincts, Hamilton Hill & Coolbellup

The affected portion of Southwell Crescent is cleared road reserve, some of which is yet to be dedicated and remains in Main Roads WA ownership. Unlike further south, the road carriageway has open shoulders and no median that would allow for the planting of trees or safer crossing by pedestrians.

Unlike west of Stock Road, the affected portion of Forest Road is an undivided carriageway, with on-road cycle lanes and bus stops that could benefit from the provision of upgrades that focus on better managing traffic speeds and enabling safer pedestrian crossing.

Reflective of an earlier staggering of their intersections with Forrest Road, the relevant sections of both Coolbellup Avenue and Sudlow Road are much more expansive and contain significant trees of high environmental and landscape amenity value. Portions of Coolbellup Avenue are also yet to be dedicated, and remain in State Government (Department of Planning Lands and Main Roads WA) ownership.



Bibra Drive / Hope Road Precinct, North Lake

All of this precinct is either existing road reserve or surplus undeveloped acquired and recontoured by Main Roads as part of the Roe 7 Highway works.

A drainage sump is located adjacent Bibra Drive, however at this stage it is unknown whether this is a temporary or permanent piece of infrastructure.





## 4.0 TOWN PLANNING CONTEXT

### 4.1 Perth & Peel @3.5million

The Perth and Peel @ 3.5Million suite of planning documents provides an envisaged development outcome for the Perth and Peel regions in the future. It makes the case for change from a 'business-as-usual' perspective to a more considered, connected, consolidated urban form.

The South Metropolitan Peel Sub-regional Planning Framework forms part of the Perth and Peel @ 3.5 Million suite of planning documents. The Framework does not identify an existing or proposed regional road along the alignment of Roe 8 remainder or Roe 9. Instead, it identifies the land as being suitable for 'Urban' purposes.

### 4.2 Metropolitan Region Scheme

As discussed in the background section of this report, this proposal focuses upon and seeks to introduce a local planning framework over the 'Urban' zoned land created as a result of MRS (Major) Amendment 1404/41.

MRS Amendment 1404/41 is now complete. The outcome was published in the [Government Gazette 146 of 2024](#), with the plan (refer **Appendix A**) being effective as of Friday 29 November 2024.

### 4.3 State Planning Policies

#### State Planning Policy 2 – Environment and Natural Resources Policy (SPP 2.0)

SPP 2.0 recognises that Western Australia is one of the most biologically diverse regions in the world, home to a broad range of ecological communities and species, and natural landscapes. The protection and wise management of the environment and natural resources of the State are of paramount importance if we are to maintain our lifestyle now and into the future.

This requires acknowledgement of the intrinsic value of the environment, as well as an understanding of the importance of ecological processes in the production and maintenance of healthy soils, clean air and water: the natural resource base which supports life and our lifestyle. It is therefore essential to resolve land use conflicts between use and protection of natural resources, having consideration of potential impacts on the environment, as well as those on community lifestyle and the economy.

SPP 2.0 promotes integrated land use planning and management as a practical way to achieve effective and efficient use of the natural resources of the State. It is possible to achieve land use change and development that have positive environmental outcomes or that reduce the degree of negative impact on the environment.

Separate to formalising existing use in discrete areas, zoning the majority of the land 'Development' enables a well-tested and understood local planning process (local structure planning) for important SPP 2.0 policy objectives, in particular those relating to water resources, air quality, biodiversity and landscapes, and their interrelationship with future infill urban development to be comprehensively considered in a more fine-grained manner in consultation with key stakeholders including the surrounding community.

It also allows for the identification and elevation of key design parameters and/or development outcomes into the local scheme, to guide that work and appropriately manage both developer and community expectations. The proposed insertion of a specific requirement for the ultimate outcome to accommodate a green (ecological) link extending through the area as an integral element, is one such example.

### State Planning Policy 3 - Urban Growth and Settlement (SPP 3.0)

SPP 3.0 recognises that the orderly planning of urban growth and settlement should be facilitated by structure plans, which should take into account the strategic and physical context of the locality; provide for the development of safe; convenient and attractive neighbourhoods which meet the diverse needs of the community; and facilitate logical and timely provision of infrastructure and services.

This Amendment proposes a 'Development' zoning over most of the site which, under the provisions of TPS3, will require the preparation and adoption of a local structure plan before further significant development can be undertaken. By facilitating a structure planning process, the proposed Amendment is consistent with the objectives of SPP 3.0.

SPP 3.0 also recognises that more consolidated development is suitable in appropriate locations where consistent with neighbourhood character and where the necessary services are available. The proposed Amendment will facilitate the redevelopment of largely unused land that is well serviced by the existing road network; is accessible to high frequency public transport routes; and is capable of being serviced by existing and/or upgraded services and infrastructure. In this regard, the land presents an appropriate location for more consolidated urban development, consistent with the following SPP 3.0 objectives:

- To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.
- To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.

- To coordinate new development with the efficient, economic and timely provision of infrastructure and services.

The proposed Amendment is also consistent with the following specific Policy Measures under SPP 3.0:

- Making the most efficient use of land in existing urban areas through the use of vacant and under-utilised land and buildings, and higher densities where these can be achieved without detriment to neighbourhood character and heritage values; the cost-effective use of urban land and buildings, schools and community services, infrastructure systems and established neighbourhoods; and promoting and encouraging urban development that is consistent with the efficient use of energy (Policy Measure 5.1 Creating Sustainable Communities).
- Consolidating residential development in existing areas and directing urban expansion into the designated growth areas which are, or will be, well serviced by employment and public transport (Policy Measure 5.3 Managing Urban Growth in Metropolitan Perth).
- Giving priority to infill development in established urban areas, particularly through urban regeneration and intensification of development of under-utilised urban land, whilst respecting neighbourhood character (Policy Measure 5.3 Managing Urban Growth in Metropolitan Perth).

State Planning Policy 3.5 Historic Heritage Conservation (SPP 3.5)

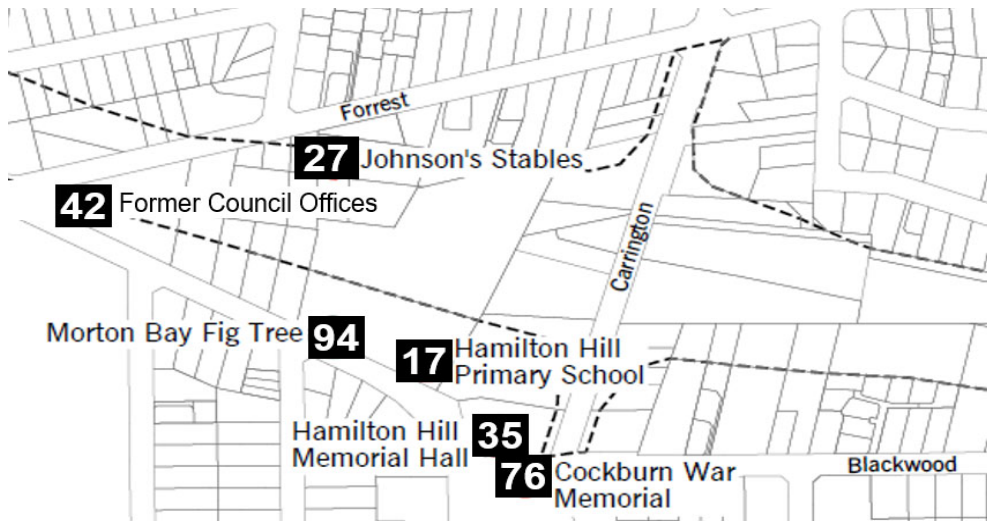
SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia’s historic heritage.

The protection of Clontarf Hill (an Aboriginal Heritage Place), Randwick Stables (a State-Registered Heritage Place), and numerous Significant Trees listed in the City’s Local Heritage Inventory are effectively being addressed via the above MRS Amendment.

Of specific relevance to this proposal are the following additional sites on the Local Heritage Inventory:

Heritage Inventory (Ref. # & Management Category)		Description
#17 B	Hamilton Hill Primary School (Considerable Significance)	Hamilton Hill Primary School was opened in 1903 to ease the pressure of numbers on Coogee School and is representative of small school buildings constructed in the early 20 <sup>th</sup> century. It reflects the development of education facilities in the district and continues to be used for this purpose as part of the Fremantle Christian College.
#27 B	Johnson’s Stables (Considerable Significance)	The building is a fine example of a rural use constructed with locally sourced materials. The buildings are owned by MRWA but are still used as stables.

#35 A	Hamilton Hill Memorial Hall (Exceptional Significance)	Memorial Hall was built in memory of the fallen and returned soldiers of WWI and is a prominent and significant reminder of those who served. It has extremely high aesthetic value as a prominent landmark, which has been sensitively restored to its original condition. It also has high social value for users of the Hall and for local residents. It is owned by the City and used for various cultural activities.
#42 C	Former Council Offices (Significant)	The building was originally used by the former Fremantle Roads Board, who governed Cockburn prior to the creation of the Cockburn District Roads Board in 1955. The buildings are owned by MRWA and leased out for private commercial purposes.
#76 B	Cockburn War Memorial (Considerable Significance)	Relocated in the 1970's from its original location in Sussex Street, the Cockburn War Memorial is a historic marker of the people of Cockburn's service in World War I and World War II and is an important centre for ANZAC Day celebrations.
#94 T	Moreton Bay Fig Tree (Significant Tree)	The subject tree is a Moreton Bay fig tree (Ficus Macrophylla) and is estimated to be at least 80 years of age. This tree forms part of the fabric of the Heritage place that is the Hamilton Hill Primary School.



**42** Former Council Offices



**27** Johnson's Stables

**94** Moreton Bay Fig Tree**17** Hamilton Hill Primary School**35** Hamilton Hill War Memorial**76** Cockburn War Memorial

These locally significant heritage sites are all proposed to be included in the 'Development' zone, where a range of local land use classifications could be considered that facilitate their retention, potential adaptation and/or compatible reuse of the buildings and their surrounds.

#### State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)

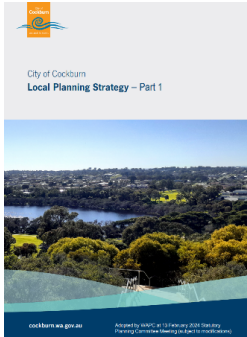
Portions of the amendment area are classified as bushfire-prone.

As this proposal does not facilitate any additional development of lots within those identified areas, the Bushfire Management Plan (Bushfire Hazard Assessment) prepared by Lushfire & Planning on behalf of DPLH to accompany the MRS Amendment is sufficient to address the SPP as it relates to this proposal.

Key extracts of relevance to this proposal are attached as **Appendix B**.

Further assessment will be required in certain areas as part of the more detailed planning (local structure planning, subdivision and/or development approval) processes that follow.

**4.4 City of Cockburn Local Planning Strategy**



Endorsed by the Western Australian Planning Commission on 28 October 2024, the City’s Local Planning Strategy sets out a vision for the City *“to create a sustainable, healthy, connected and prosperous Cockburn community”*.

In relation to urban infill, the draft Planning Strategy notes that urban infill in the form of development of larger sites presents greater opportunities to integrate with the surrounding area; manage appropriate interfaces (streetscape and adjoining properties); rationalise access points and crossovers; and design for increases in traffic and parking that may be generated. Larger infill sites can also provide for a more coordinated outcome as they allow for greater design flexibility.

The remnant portions of the former regional road land present a unique opportunity for infill development as they are relatively large, unused and predominantly cleared areas in collective government ownership. In this regard, the proposed Amendment can facilitate a quality urban infill outcome, in particular a scenario capable of embracing and advancing broader environmental, sustainability and socially responsible outcomes, consistent with the Strategies and Actions contained within the draft Planning Strategy.

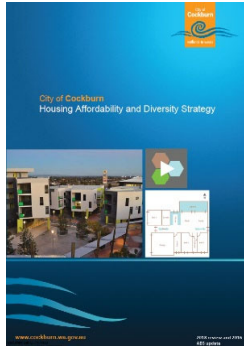
In recognition of this and the likelihood of land use change over its 15-year planning horizon, the Regional road reserve is identified as Planning Area A in the draft Planning Strategy, for which it specifies the following range of important environmental, cultural, heritage and social considerations to be addressed via subsequent planning processes:

Planning Area A: Future Roe 8/9 Primary Regional Road Reserve			
	Key Principles	Rationale	Timeframe
1.0	Any future planning for the area should: <ul style="list-style-type: none"> <li>Minimise the impact on environmental values</li> <li>Investigate opportunities for POS and a recreational corridor</li> <li>Investigate the potential consolidation of commercial land around the existing transit hub on Carrington Street</li> <li>Respect Indigenous and historic heritage</li> <li>Achieve a compatible interface to existing residential development.</li> </ul>	The area has high environmental values and significant trees, which are also highly valued by the community.	Ongoing

The Local Planning Strategy is informed by a number of preceding Council endorsed documents, key ones of relevance to the future development of this area include the following.



### Housing Affordability and Diversity Strategy (2018)



The key objectives of the City's Housing Affordability and Diversity Strategy are:

- To provide households with access to housing that is appropriate to their needs in terms of size, physical attributes and location;
- To provide housing that is affordable to households of varying financial capacity;
- To provide a variety of housing types in locations that have good accessibility to public transport, & essential services;
- To promote affordable living, taking into consideration the total cost of living in a dwelling, including energy and water consumption, the price of transport to access employment and essential services, and other daily needs impacted by location.

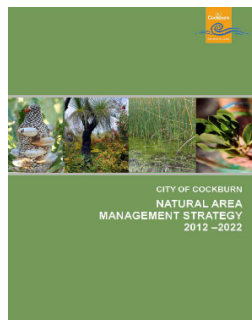
In the current market, where there is a critical housing shortage, record low rental availability and considerable cost of living stress on low-to-middle income families, the need for serious effort towards addressing these objectives has never been more apparent.

By virtue of its collective government ownership, size, and ideal inner City suburban location, this land presents an ideal opportunity for the State to deliver a comprehensively planned and coordinated development that:

- addresses key housing issues such as the provision of greater housing choice through lot and dwelling diversity; and
- advances key sustainability initiatives;

in a manner that sets the standard for further revitalisation of surrounding landholdings (already appropriately coded and with built form reaching the end of their normal lifespan), in a similar manner to what Development WA has achieved with its redevelopment of the nearby former Hamilton Hill High School site (115 Hamilton Hill).

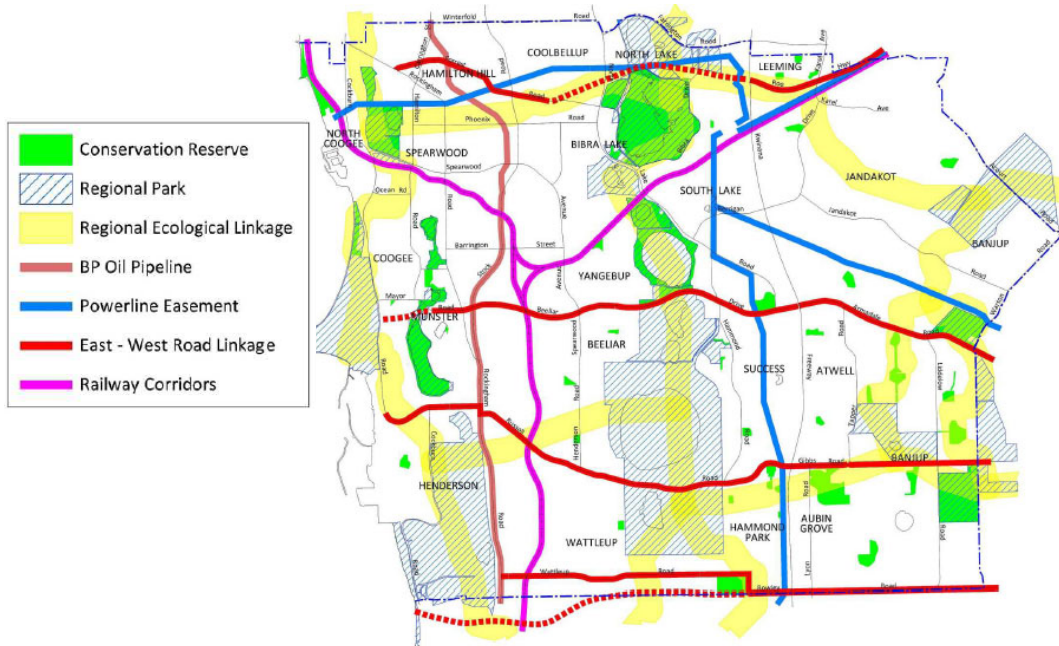
### Natural Area Management Strategy (2012 – 2022)



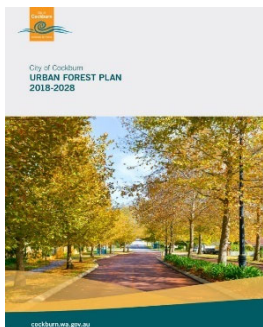
Whilst its key focus is on the City's management of natural areas under its control, the Natural Area Management Strategy strives to enhance the City's capacity to effectively enhance the conservation of its biodiversity, in part by identifying and protecting a range of ecological corridors, inclusive of a number of important east-west aligned regional road reservations (such as Roe Highway).

Despite currently having large cleared sections, and being bisected by a number of local roads, the regional road alignment still provide an important opportunity to maintain an ecological link between the Bibra Lake wetland chain and the City's coastal reserves and/or Manning Park.

The importance of some of these linkages, inclusive of actions to pursue their long-term protection are identified in the City's Draft Local Planning Strategy.



Urban Forest Plan (2018)



The City's Urban Forest Plan sets out a vision for the future management and expansion of the City's urban forest and directs the management of streetscapes and public open space to improve liveability and wellbeing.

Whilst this proposal does not, in itself, propose the clearing of land or address issues such as tree retention and public open space provision, it will facilitate various zonings, in particular a 'Development' zoning over the majority of the land which, under the provisions of TPS3, will require the preparation and adoption of a local structure plan before development can be undertaken.

The local structure planning, subdivision and development approval processes provide an opportunity within which to respond to the objectives and provisions of the Urban Forest Plan and in doing so, ensures development is undertaken in a coordinated and considered manner.



## 5.0 CONTEXTUAL ELEMENTS

### 5.1 Environmental Factors

Below is a summary of the environmental matters raised in environmental analysis undertaken by RPS on behalf of DPLH through the preceding MRS Amendment of specific relevance to this proposal.

#### Ministerial Statement 1148

In accordance with the Environmental Protection Act 1986, a portion of the amendment area is subject to Ministerial Statement (MS) 1148 and mapped as 'Rehabilitation Zone', to allow for the rehabilitation of areas cleared as part of the Roe 8 Highway Extension proposal approved under MS 1008.

Implementation requirements of MS 1148 are the responsibility of Main Roads Western Australia. Most of the areas within the amendment overlapping with MS 1148 are proposed to be reserved for Parks and Recreation.

A small portion of the Amendment area through Coolbellup is proposed to be reserved as a Local Road (following transfer to the Urban zone under the MRS) in recognition of its existing and future function as a local road. As no clearing or is envisaged, this classification is considered consistent with MS 1148.

#### Flora and Vegetation Assessment

Key findings of the Flora and Vegetation assessment (specific to the land the focus of this local Scheme Amendment proposal) include:

- No threatened flora species listed under the state Biodiversity Conservation Act 2016 or Commonwealth Environmental Protection and Biodiversity Conservation Act 1999 were recorded.
- No Priority Flora species were identified.
- No flora species of other conservation significance based on one or more criteria listed in the Environmental Protection Authority's environmental factor guideline for flora and vegetation were recorded.
- Despite the presence of isolated trees in certain locations, no ecological communities of conservation significance [such as Tuart Woodlands and Forests of the Swan Coastal Plain (Critically endangered) or Banksia Woodlands and Forests of the Swan Coastal Plan (Priority 3)] were identified.
- One vegetation unit shows affinity to a state listed Priority 3 Ecological community – coastal shrublands on shallow sands, south Swan Coastal Plain.

### Black Cockatoo & Fauna Survey

Key findings of the Black Cockatoo habitat assessment and basic fauna survey (specific to the land the focus of this local Scheme Amendment proposal) include:

- Evidence of foraging activity from both Carnaby's Cockatoo and Forest Red-tailed Black Cockatoo was recorded however no breeding or roosting activity was observed.
- Potential habitat trees scattered throughout, but none with suitable hollows for Black Cockatoos.
- Strong competition from other species and a lack of suitable hollows suggests that it is unlikely either black cockatoos species breed within the area.

### Dieback Occurrence Assessment

The dieback field assessment did not identify any Phytophthora Dieback infestations.

Having regard for the relevant portions of the environmental reports therefore, it appears that preservation of the most important areas of ecological significance within Regional 'Parks and Recreation' Reserves (or their exclusion such is the case for the vegetation in and around the Stock and Forrest Road interchange), has already occurred, via the MRS Amendment process.

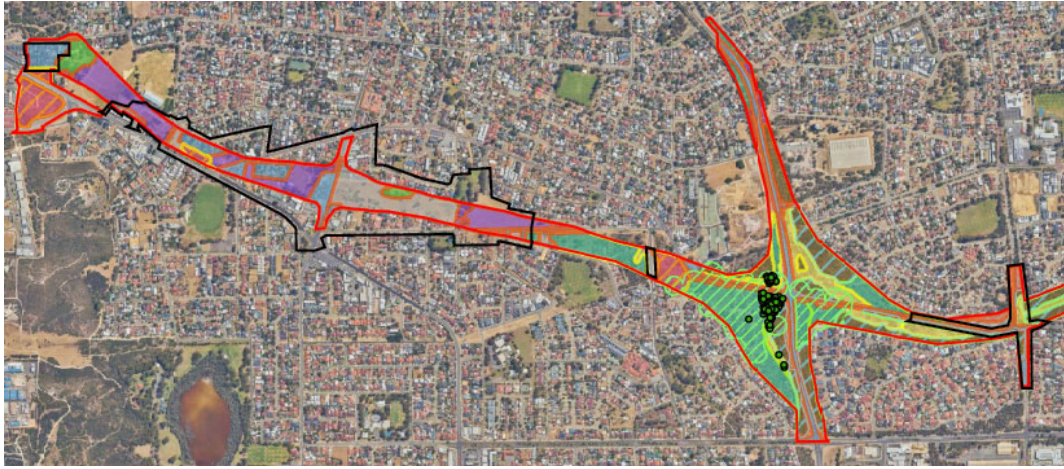
Whilst very small portions of MRS Urban zoned land (near Ahern Street and Rockingham Road) are mapped as having medium ecological value, this does not stop the land from being reserved for local open space purposes under the local planning framework. This could be considered as part of the local structure planning process triggered by the proposed 'Development' zone under the local scheme.

Extracts of the relevant graphics appear on the following page. Full A3 versions appear at **Appendix C**. It should be noted that the Bibra Drive / Hope Road Precinct falls outside the area that was subject to the environmental assessment study, as it is not heavily vegetated and has been previously considered for clearing by the EPA, without any requirement for rehabilitation.

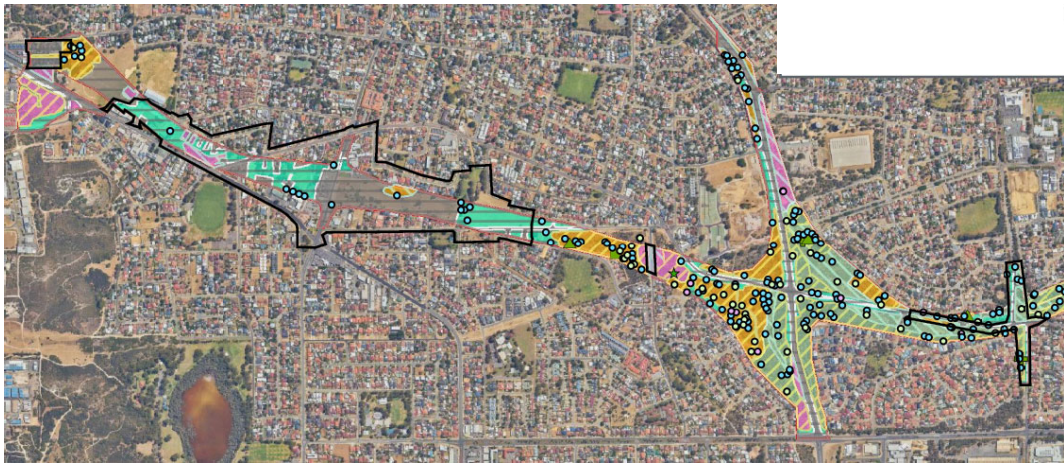
## **5.2 Utilities**

As this Scheme Amendment does not specifically facilitate additional development no further analysis beyond the MRS Amendment's identification of important existing electricity, water and wastewater infrastructure corridors that need to be protected (or where practical relocated), has occurred at this time.

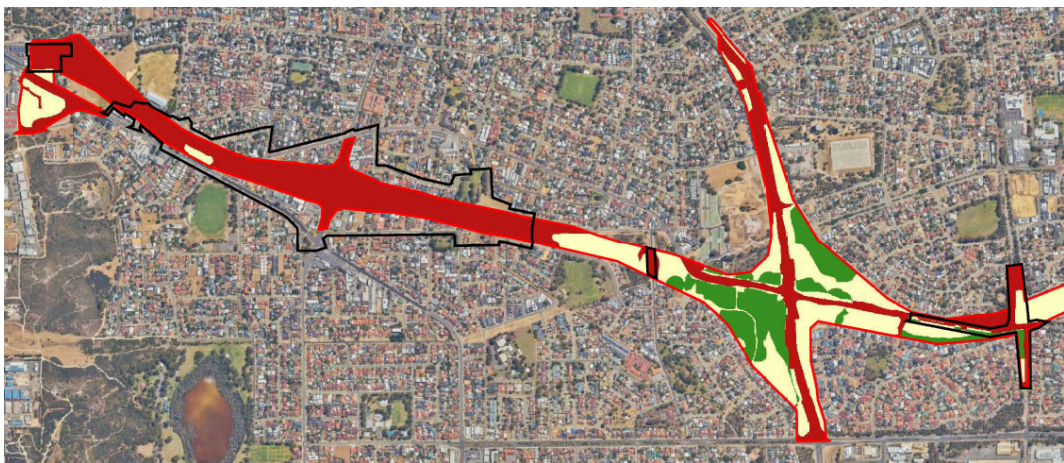
It is the City's expectation that a detailed Servicing Report accompany the structure plan required by the proposed 'Development' zone over the Central Precinct (or similar detail for a development application for the other much smaller precincts), that thoroughly considers the capacity of existing infrastructure, future needs generated by that development, including the need (or otherwise) and potential funding of necessary infrastructure upgrades.



**Flora and Vegetation Values**





















**Fauna Values**












**Ecological Values**





**LEGEND**

● <i>Dodonaea hackettiana</i>	 Study area	<b>Vegetation Units</b>
Banksia Woodlands of the Swan	<b>Vegetation condition</b>	 (Eg)EmCcBam
 Coastal Plain (Threatened) ecological community	 Very Good	 ArBss
Tuart ( <i>Eucalyptus gomphocephala</i> )	 Degraded - Good	 C (Cleared)
 Woodlands and Forests of the Swan Coastal Plain (Threatened) ecological community	 Degraded	 EgBaXp
Coastal shrublands on shallow sands, southern Swan Coastal Plain (FCT 29a; Priority 3)	 Degraded - Completely Degraded	 EgD
	 Completely Degraded	 INF
		 JfKg (Rehab)
		 P (Plantings)
		 PC (Parkland Cleared)
		 Pk (Parkland)

**LEGEND**

 Study area	<b>Foraging habitat quality</b>
<b>Potential habitat trees</b>	 High
○ No hollows	 Low
○ Suitable hollow/s but no evidence of Black Cockatoo use	 None (Cleared)
○ Unsuitable hollow/s	<b>Habitat types</b>
<b>Species records</b>	 Banksia and eucalypt woodland
★ Carnaby's Cockatoo (EN) sighted flying over	 Parkland cleared
✚ Forest Red-tailed Black Cockatoo (VU) foraging evidence	 Tuart woodland
▲ Quenda (P4) diggings	 Shrubland
■ Quenda (P4) sighting	 Cleared

**LEGEND**

 Study area
<b>Ecological values</b>
 Low
 Medium
 High

 Amendment Area



### 5.3 Transport

For decades the City has planned, invested and maintained its road network on the basis Roe Highway will ultimately be delivered. A final decision on its removal will pose a significant financial impost of the City.

As foreshadowed in the City District Traffic Study documents produced in 2006 and 2013 (Uloth and Associates), 2016 (Arup), and again in its 2023 (SMEC) review, removal of the Roe Highway PRR is expected to have a significant and detrimental impact to the City of Cockburn local road network. Likely transport impacts include:

- A marked increase in motorists electing to 'rat-run' alternate streets to avoid congested road network's locations;
- An increased percentage of HEAVY vehicle traffic utilising local road network to navigate to businesses;
- Decreased productivity of vehicle movements within the transport network causing an increase in costs to local residents and businesses;
- Additional serious accidents on the local network as result of roads not being designed to cater for these additional volumes (with the subsequent resource and financial burden of treating these accident sites falling to the City);
- Increased land acquisition, maintenance, and renewal costs due to the local road network experiencing higher traffic volumes (not previously anticipated or planned for); and
- Associated environmental costs, including an increased likelihood of needing to remove mature street trees, fund environmental offsets, and increased traffic noise and vehicle emissions experienced by local residents.

As this Scheme Amendment does not propose the creation of any new roads or specifically facilitate any notable intensification of development, no further traffic analysis has been undertaken at this time.

Instead, , again it is the City's expectation that a detailed Traffic Impact Assessment accompany the structure plan required by the proposed 'Development' zone over the Central Precinct, that thoroughly considers the impact that development will have on the local road network, including the need and potential funding of necessary infrastructure upgrades.

In the meantime, the City will continue to assess the broader issues and associated impacts created by the removal of Roe Highway on the surrounding and higher order road network in consultation with relevant State Government Agencies.

### 6.0 PROPOSAL

Consistent with the intention foreshadowed in Council's MRS response, this proposal involves zoning most of the MRS 'Urban' zoned land (the Central Precinct) 'Development' in TPS3.



Healy Road & Cardigan Street Precinct, Hamilton Hill

At initiation, the City proposed a straight ‘Residential (R15)’ zoning for this area (refer below) to maintain the status quo, minimise potential traffic impacts within proximity to the State Heritage listed Randwick Stables, and protect the significant landform (limestone outcrop) and mature trees that exist on-site.

Under this scenario a small number of additional houses (only) may have been possible by closing and similarly zoning the northern (unconstructed) portion of the Hardey Road reservation between Cardigan Street and Healy Road.

When granting ‘Consent to Advertise’ this proposal, the Minister required this precinct to be zoned and identified as ‘Development Area 47’ to allow a future structure plan to investigate whether a balanced approach between the landscape characteristics and bushfire management can result in a denser form of development.

This decision recognises that the area in question involves large landholdings in government ownership, containing older building stock, immediately adjacent an established Mixed Business zoned ‘R60’ grouped housing development, in an area of strong market interest for housing.



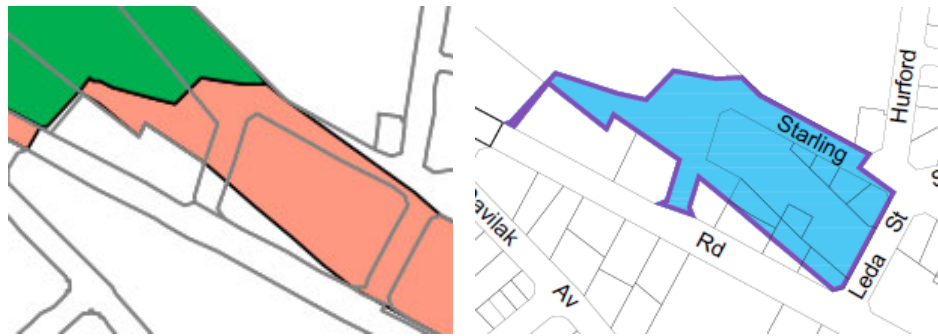
- Excluded from Primary Regional Roads reservation and Urban zone and included in Parks and Recreation reservation
- Excluded from Primary Regional Roads reservation and Parks and Recreation reservation and included in Urban zone
- Residential
- R20 Residential Density Codes





Starling Street Precinct, Hamilton Hill

MRS Urban zoned land in and around existing commercial premises fronting Rockingham Road (west of Leda Street), is proposed to be zoned 'Mixed Business', as a natural expansion of the existing Local Activity Centre.



- Excluded from Primary Regional Roads reservation and Urban zone and included in Parks and Recreation reservation
- Excluded from Primary Regional Roads reservation and Parks and Recreation reservation and included in Urban zone
- Mixed Business



The proposed zoning is consistent with the existing commercial businesses, will complement the (Scarvac) Local Centre zoned land on the southern side of Rockingham Road, and does not preclude future acquisition and/or redevelopment of the land for indoor recreational purposes.

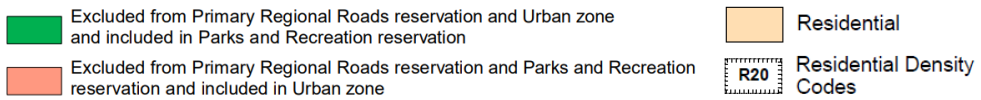
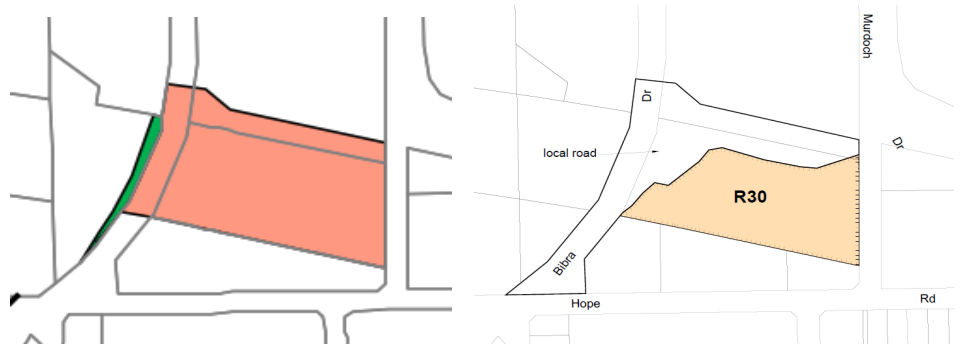
Rather than reserving it as a Local Road, the intervening portion of Starling Street (through to Rockingham Road) is included within the Mixed Business zone to allow maximum opportunities in terms of the future expansion and/or redevelopment of commercial land uses in this area.



Bibra Drive / Hope Road Precinct, North Lake

Reflective of it being a large, consolidated land area constrained by existing road reservations (that it can't take direct access from) or existing development on three sides, a straight 'Residential (R30)' zoning is proposed for the developable portion of this area.

The portions already developed as roads (including the revetment associated with the Bibra / Murdoch Drive slip road) and an adjoining 'Residential (R20)' zoned portion of Bibra Drive to the south are proposed to be reserved as Local Roads.

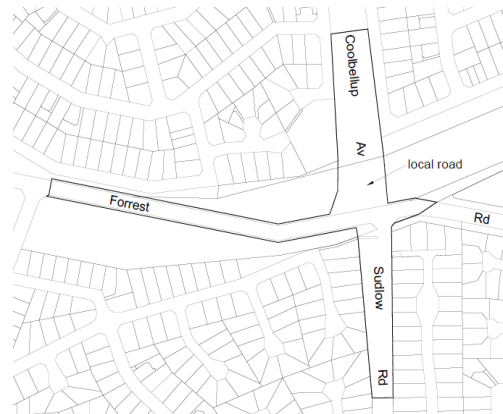
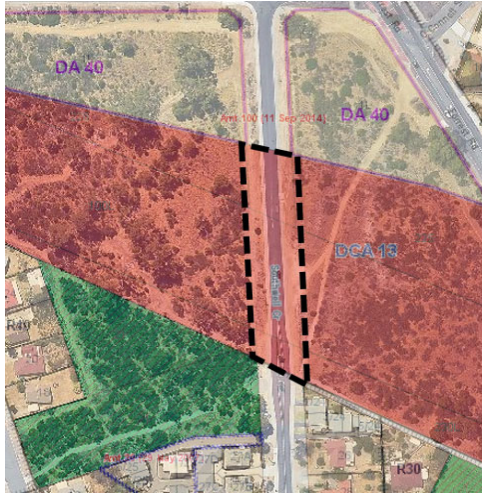


Whilst land to the south is coded R20, an R30 coding would better accommodate redevelopment befitting its prime location in proximity to the regional road network, regional parkland and nearby local commercial facilities (at the intersection of Murdoch Drive and Farrington Road). It will also provide for greater housing diversity in a well-established area that is almost entirely composed of low-density single residential housing.

Of importance, a residential zoning would not preclude a northward expansion of the privately run education establishment, should some, or all of it be acquired from the State for this purpose.

Existing Road Reserves

Unless otherwise mentioned in the precincts above, existing road reservations are proposed to be reserved as 'Local Roads'.



## 7.0 CONCLUSION

Aside from generating a range of community, economic and environmental benefits, the proposed Amendment is acceptable from a land use planning viewpoint given it:

- Is consistent with the land's anticipated 'Urban' zoning under the MRS.
- Will contribute towards achieving the City's residential dwelling target under Perth and Peel @ 3.5 Million and the Framework, specifically the minimum infill dwelling target of 14,680 dwellings by 2050.
- Will generate additional infill development, in line with the objectives for housing and growth under the draft Local Planning Strategy.
- Is consistent with the objectives, strategies and/or recommendations contained within local strategic planning documents such as the Housing Affordability and Diversity Strategy.
- Satisfies the objectives, principles and policy measures contained within relevant WAPC State Planning Policies including SPP 2.0 - Environment and Natural Resources Policy; SPP 3.0 - Urban Growth and Settlement; SPP 3.5 - Historic Heritage Conservation; and SPP 3.7 Planning in Bushfire Prone Areas.

Having regard to the above, the proposed Amendment is considered a reasonable and appropriate proposal consistent with the vision and objectives of both the State and Local Planning Frameworks.

In particular, the proposed zonings and use of a broader special control area reflect good contemporary planning practice, capable of allowing the informed preparation of an integrated urban form outcome that at the same time advances many of the social and environmental objectives expressed by the community through the preceding MRS Amendment process.

**Planning and Development Act 2005**

**City of Cockburn  
Town Planning Scheme No.3  
Amendment No.166**

1. Zoning the proposed centrally located MRS 'Urban' zoned land, between Leda Street and the MRS 'Parks and Recreation' reserve straddling Blackwood Avenue 'Development', as depicted on the Scheme Amendment Map.
2. Introducing special control area 'Development Area No.46' as depicted on the Scheme Amendment Map and into 'Table 9 – Development Areas' of the Scheme Text, as follows:

REF NO.	AREA	PROVISIONS
DA 46	Former Roe Highway Regional Road Reservation (and surrounds)	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.</li> <li>2. The Structure Plan is to:                             <ol style="list-style-type: none"> <li>(a) demonstrate how a green (ecological) link can be achieved through the area from east to west as an integral element;</li> <li>(b) provide for appropriately scaled education, recreation, mixed-use and/or local scale commercial development;</li> <li>(c) provide for an appropriate mix of residential densities; and</li> <li>(d) ensure the layout and urban form provide an appropriate interface to adjacent roads and existing properties.</li> </ol> </li> </ol>

3. Zoning the proposed MRS 'Urban' zoned Healy Road and Cardigan Street Precinct 'Development', as depicted on the Scheme Amendment Map.
4. Introducing special control area 'Development Area No.47' as depicted on the Scheme Amendment Map and into 'Table 9 – Development Areas' of the Scheme Text, as follows:

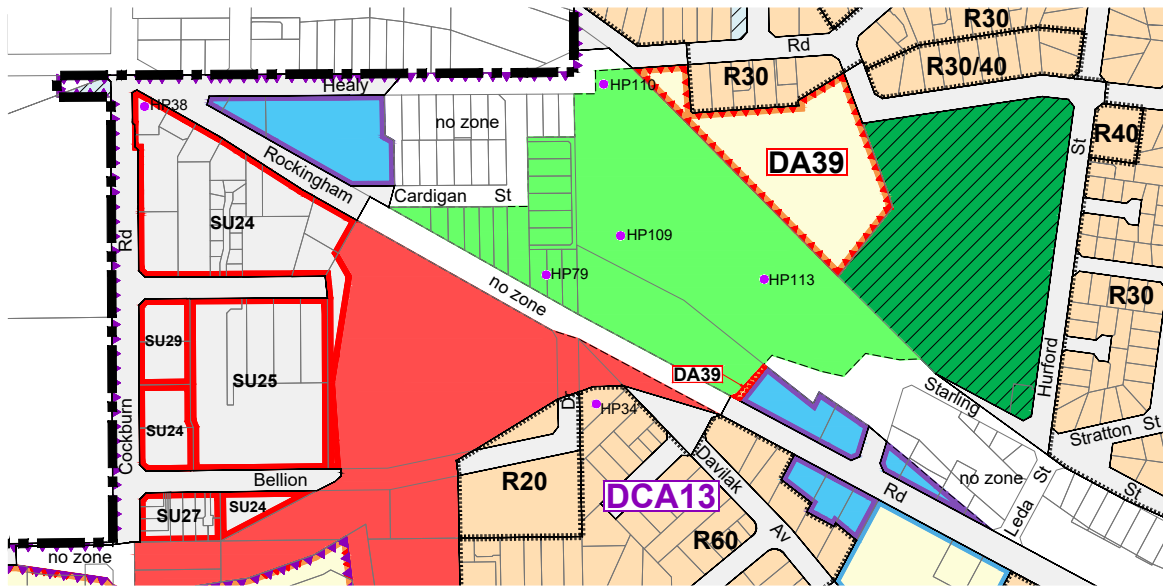
REF NO.	AREA	PROVISIONS
DA 47	Healy Road and Cardigan Street, Hamilton Hill	<ol style="list-style-type: none"> <li>1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.</li> <li>2. The Structure Plan is to:                             <ol style="list-style-type: none"> <li>(a) provide for residential densities generally commensurate with, but not limited to, the maximum permissible for land in the locality of DA 47 (R60);</li> </ol> </li> </ol>

		<p>(b) include a Bushfire Management Plan detailing appropriate bushfire mitigation measures and design responses in accordance with <i>State Planning Policy 3.7 – Planning in bushfire prone areas</i>; and</p> <p>(c) provide for retention and integration of existing vegetation in future subdivision and/or development proposals where practicable.</p>
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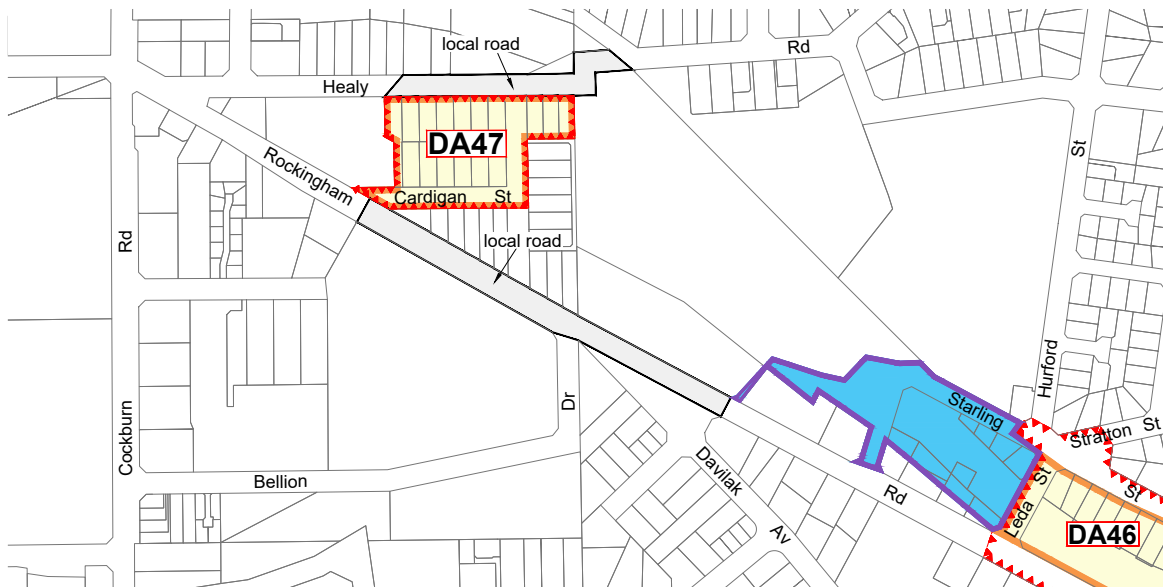
5. Zoning the proposed MRS 'Urban' zoned Rockingham Road Commercial Precinct 'Mixed Business', as depicted on the Scheme Amendment Map.
6. Zoning the proposed MRS 'Urban' zoned Bibra Lake Drive / Hope Road Precinct 'Residential (R30)', as depicted on the Scheme Amendment Map.
7. Reserving the proposed MRS 'Urban' zoned road reservations and adjoining portions of Bibra Lake Drive as 'Local Road' reserves, as depicted on the Scheme Amendment Maps.

The amendment is 'Complex' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- *an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.*

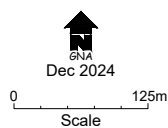


**Current Scheme Map**



**Scheme Amendment Map**

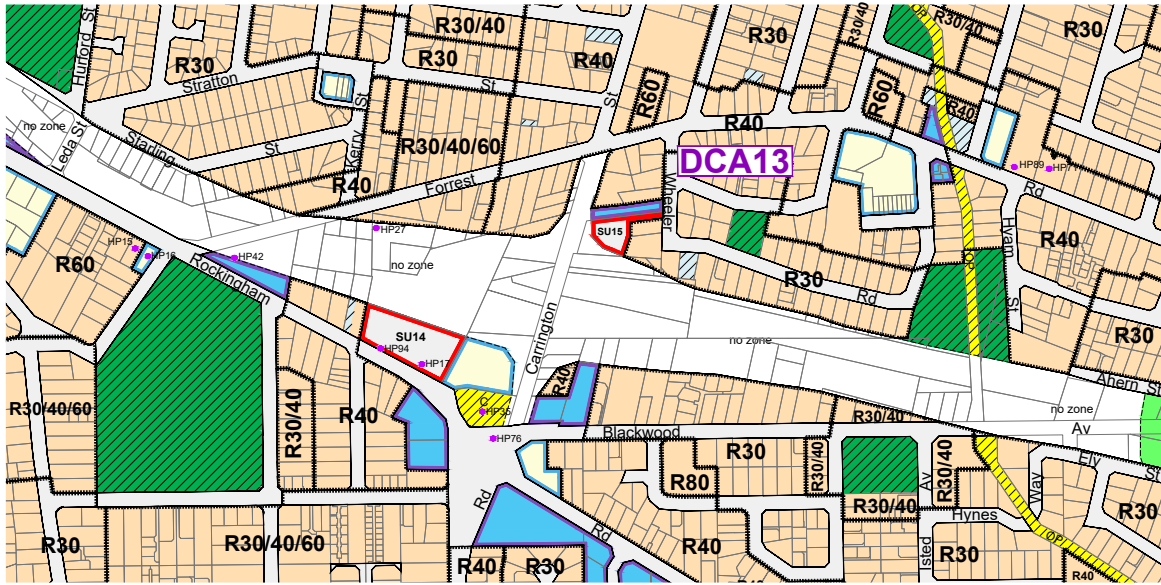
<b>GENERAL</b>	<b>REGION RESERVES</b>	<b>LOCAL RESERVES</b>	<b>ZONES</b>
Scheme Boundary	Parks and Recreation	Parks and Recreation	Residential
Residential Density Codes	Primary Regional Roads	Lakes and Drainage	Local Centre
Heritage Place		Local Road	Mixed Business
<b>SPECIAL CONTROL AREAS:</b>			Development
Development Areas			Special Use
Development Contribution Areas			No Zone



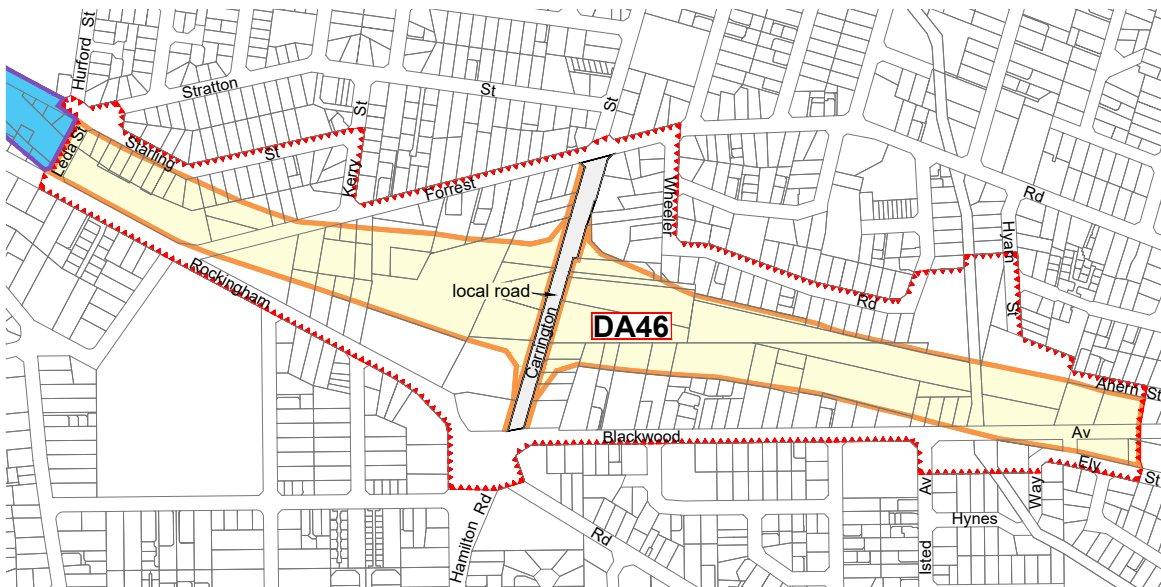
**Amendment No.166**  
Town Planning Scheme No.3

1 of 5



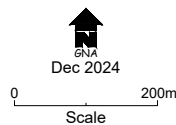


**Current Scheme Map**

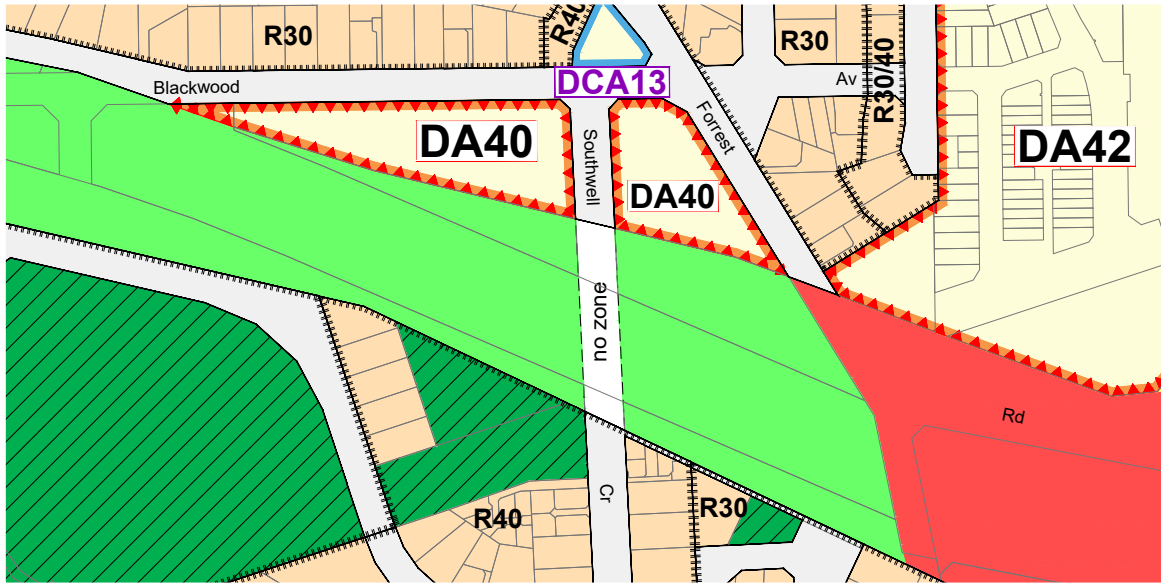


**Scheme Amendment Map**

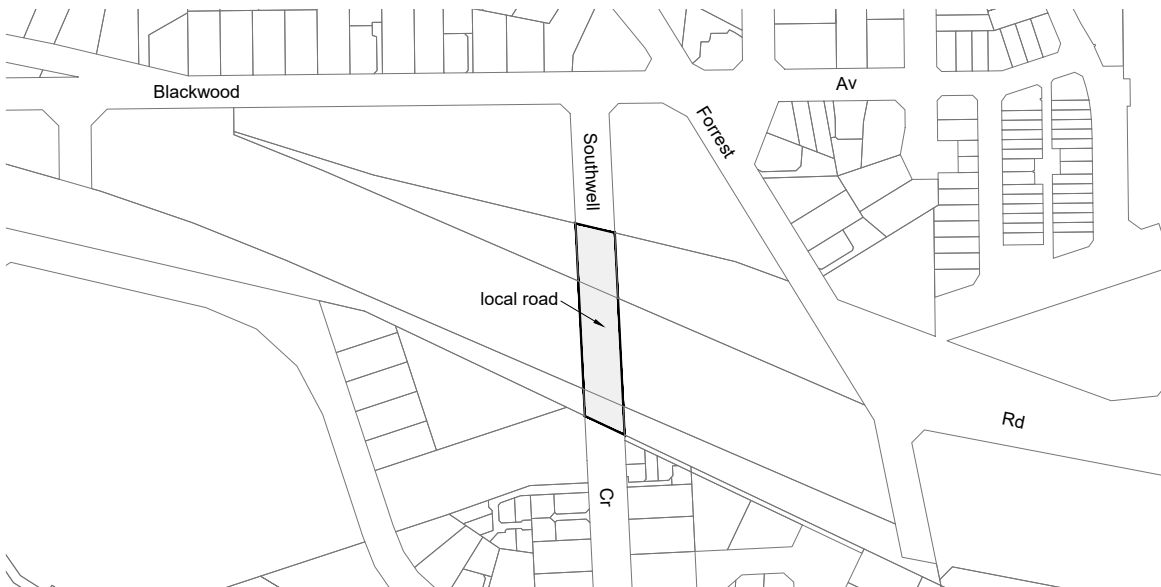
<p><b>GENERAL</b></p> <ul style="list-style-type: none"> <li> Residential Density Codes</li> <li> Heritage Place</li> </ul> <p><b>SPECIAL CONTROL AREAS:</b></p> <ul style="list-style-type: none"> <li> Development Areas</li> <li> Development Contribution Areas</li> </ul>	<p><b>REGION RESERVES</b></p> <ul style="list-style-type: none"> <li> Parks and Recreation</li> </ul>	<p><b>LOCAL RESERVES</b></p> <ul style="list-style-type: none"> <li> Parks and Recreation</li> <li> Lakes and Drainage</li> <li> Local Road</li> <li> Public Purposes - Civic</li> <li> Public Purposes - Oil Pipeline</li> </ul>	<p><b>ZONES</b></p> <ul style="list-style-type: none"> <li> Residential</li> <li> Local Centre</li> <li> Mixed Business</li> <li> Development</li> <li> Special Use</li> <li> No Zone</li> </ul>
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**Amendment No.166**  
Town Planning Scheme No.3

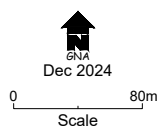


**Current Scheme Map**



**Scheme Amendment Map**

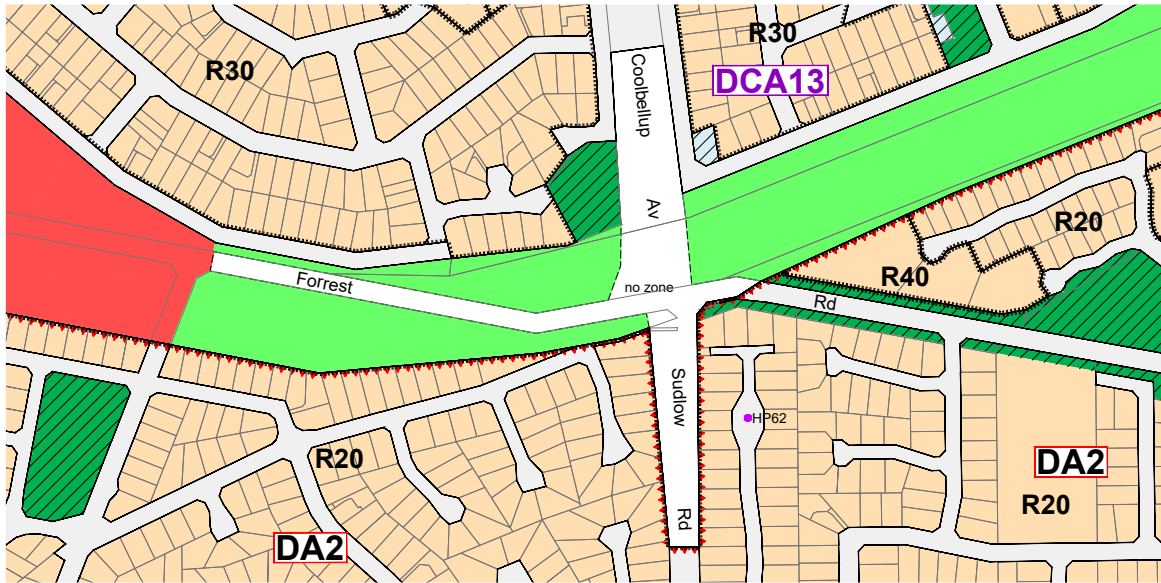
<b>GENERAL</b>	<b>REGION RESERVES</b>	<b>LOCAL RESERVES</b>	<b>ZONES</b>
Residential Density Codes	Parks and Recreation	Parks and Recreation	Residential
<b>SPECIAL CONTROL AREAS:</b>	Primary Regional Roads	Local Road	Local Centre
Development Areas			Development
Development Contribution Areas			No Zone



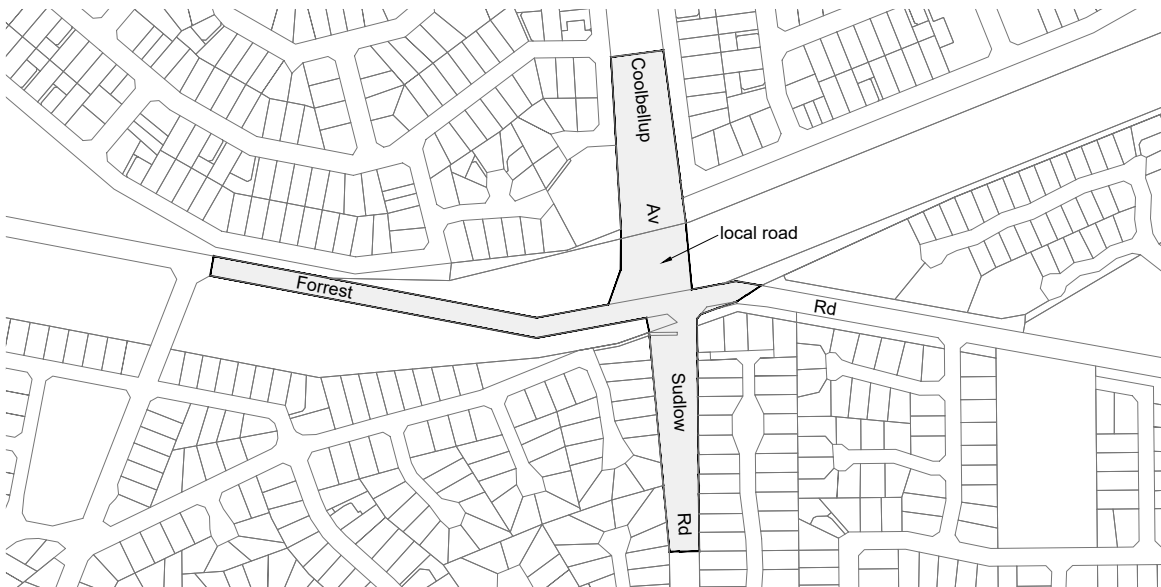
**Amendment No.166**  
Town Planning Scheme No.3

3 of 5



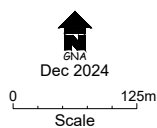


**Current Scheme Map**

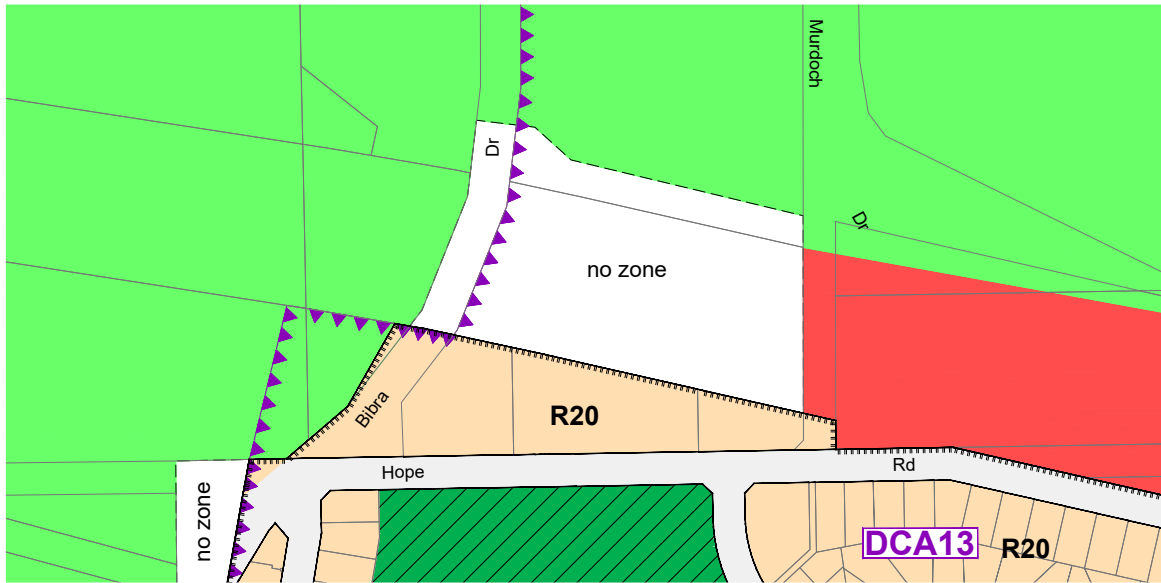


**Scheme Amendment Map**

<b>GENERAL</b>	<b>REGION RESERVES</b>	<b>LOCAL RESERVES</b>	<b>ZONES</b>
Residential Density Codes	Parks and Recreation	Parks and Recreation	Residential
Heritage Place	Primary Regional Roads	Lakes and Drainage	
<b>SPECIAL CONTROL AREAS:</b>		Local Road	
Development Areas		No Zone	
Development Contribution Areas			

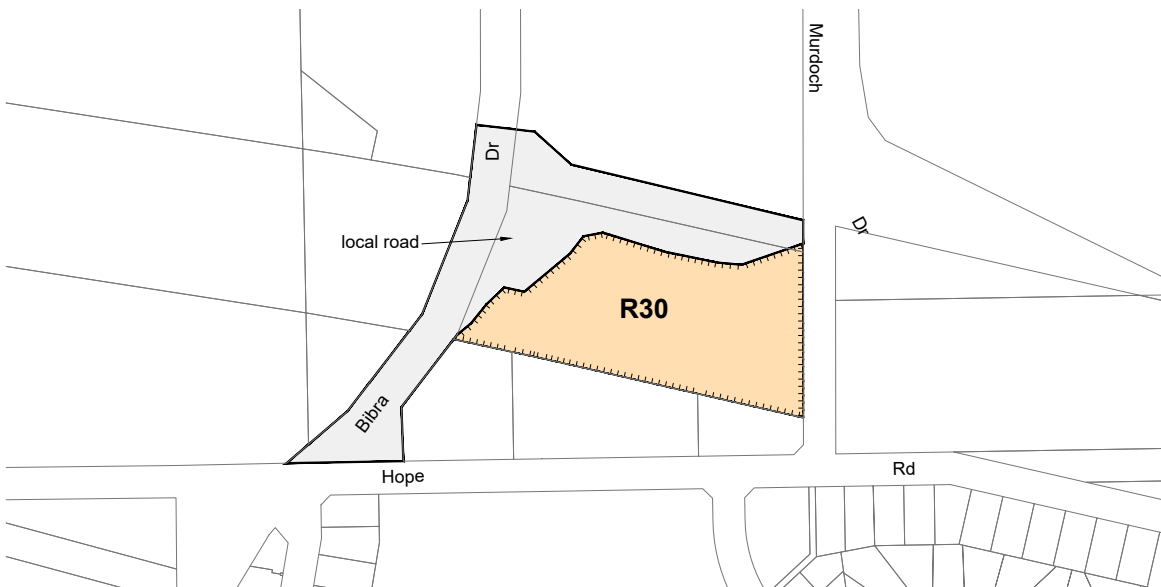


**Amendment No.166**  
Town Planning Scheme No.3



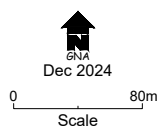
**Current Scheme Map**

**DCA13**



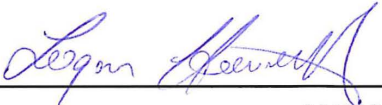
**Scheme Amendment Map**

<p><b>GENERAL</b></p> <p><b>R20</b> Residential Density Codes</p> <p><b>SPECIAL CONTROL AREAS:</b> Development Contribution Areas</p>	<p><b>REGION RESERVES</b></p> <p><span style="display: inline-block; width: 15px; height: 15px; background-color: #00FF00; border: 1px solid black;"></span> Parks and Recreation</p> <p><span style="display: inline-block; width: 15px; height: 15px; background-color: #FF0000; border: 1px solid black;"></span> Primary Regional Roads</p>	<p><b>LOCAL RESERVES</b></p> <p><span style="display: inline-block; width: 15px; height: 15px; background-color: #008000; border: 1px solid black;"></span> Parks and Recreation</p> <p><span style="display: inline-block; width: 15px; height: 15px; background-color: #D3D3D3; border: 1px solid black;"></span> Local Road</p>	<p><b>ZONES</b></p> <p><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFDAB9; border: 1px solid black;"></span> Residential</p> <p><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed black;"></span> No Zone</p>
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**Amendment No.166**  
Town Planning Scheme No.3

This Complex Amendment was adopted and is recommended for initiation by resolution of the City of Cockburn at the Ordinary Meeting of the Council held on the 14<sup>th</sup> day of December 2023, and the Common Seal of the City of Cockburn was hereunto affixed by the authority of a resolution of the Council in the presence of:

  
MAYOR

(Seal)

  
CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

\_\_\_\_\_  
DELEGATED UNDER S.16 OF  
THE P&D ACT 2005

DATE \_\_\_\_\_

APPROVAL GRANTED

\_\_\_\_\_  
MINISTER FOR PLANNING

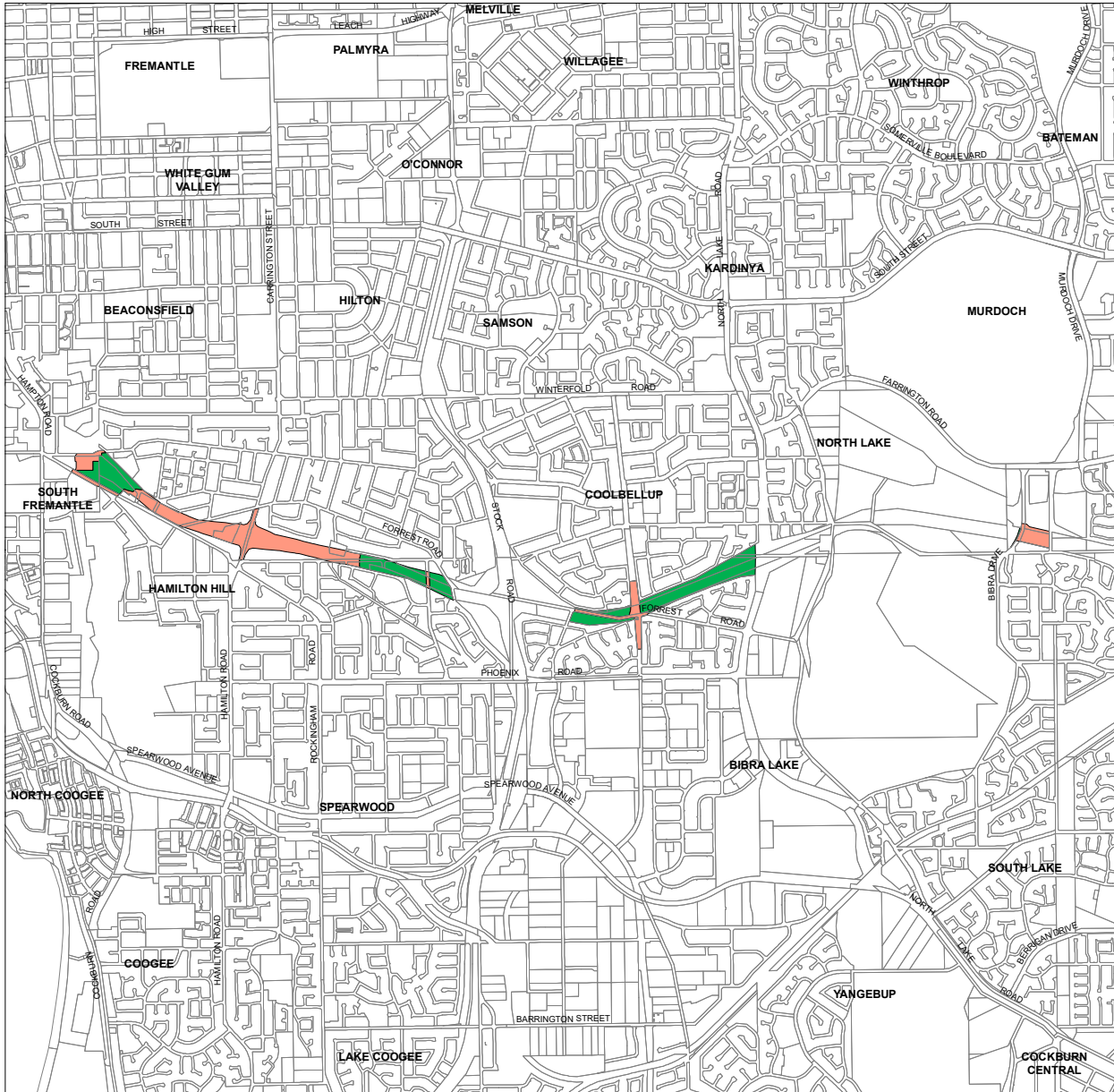
DATE \_\_\_\_\_

# APPENDIX A

MRS (Major) Amendment 1404/41  
Amending Plans



3.2807



Signed for and on behalf of the  
Western Australian Planning Commission

Minister's consent to public submissions being sought

Metropolitan Region Scheme

Amendment No. 1404/41

An officer duly authorised by the Commission  
pursuant to section 24 of the  
**Planning and Development Act 2005**  
for that purpose in the presence of :

Minister for Planning

Date

Approved

Governor

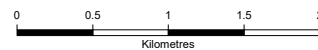
Witness

Date

Date

Legend

- Excluded from Primary Regional Roads reservation and Urban zone and included in Parks and Recreation reservation
- Excluded from Primary Regional Roads reservation and Parks and Recreation reservation and included in Urban zone



Created on date: Tuesday, 4 April 2023  
Document Name: MRS\_3673\_v1\_APlan3\_2807  
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA  
Base information supplied by Western Australian Land Information Authority SLIP 1180-2020-1

Program Manager: L. Powell

Plan Number

File number: 809/02/01/0102

Geospatial Officer: J. Ballarotta

Plan reference:

Examined: A. Power

**3.2807**

Metropolitan Region Scheme

1:25000 sheet 19

detail plans: 1.6479, 1.6498 - 1.6502, 1.6513

Revised:

Version No. 1

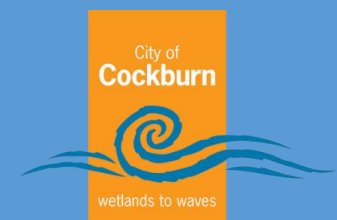
Date: WAPC/325.9.4 29 March 2023

Sheet 1 of 1

Oracle reference no: 3673

# APPENDIX B

MRS (Major) Amendment 1404/41  
Lushfire & Planning - Bushfire Management Plan  
(Bushfire Hazard Assessment) Extracts





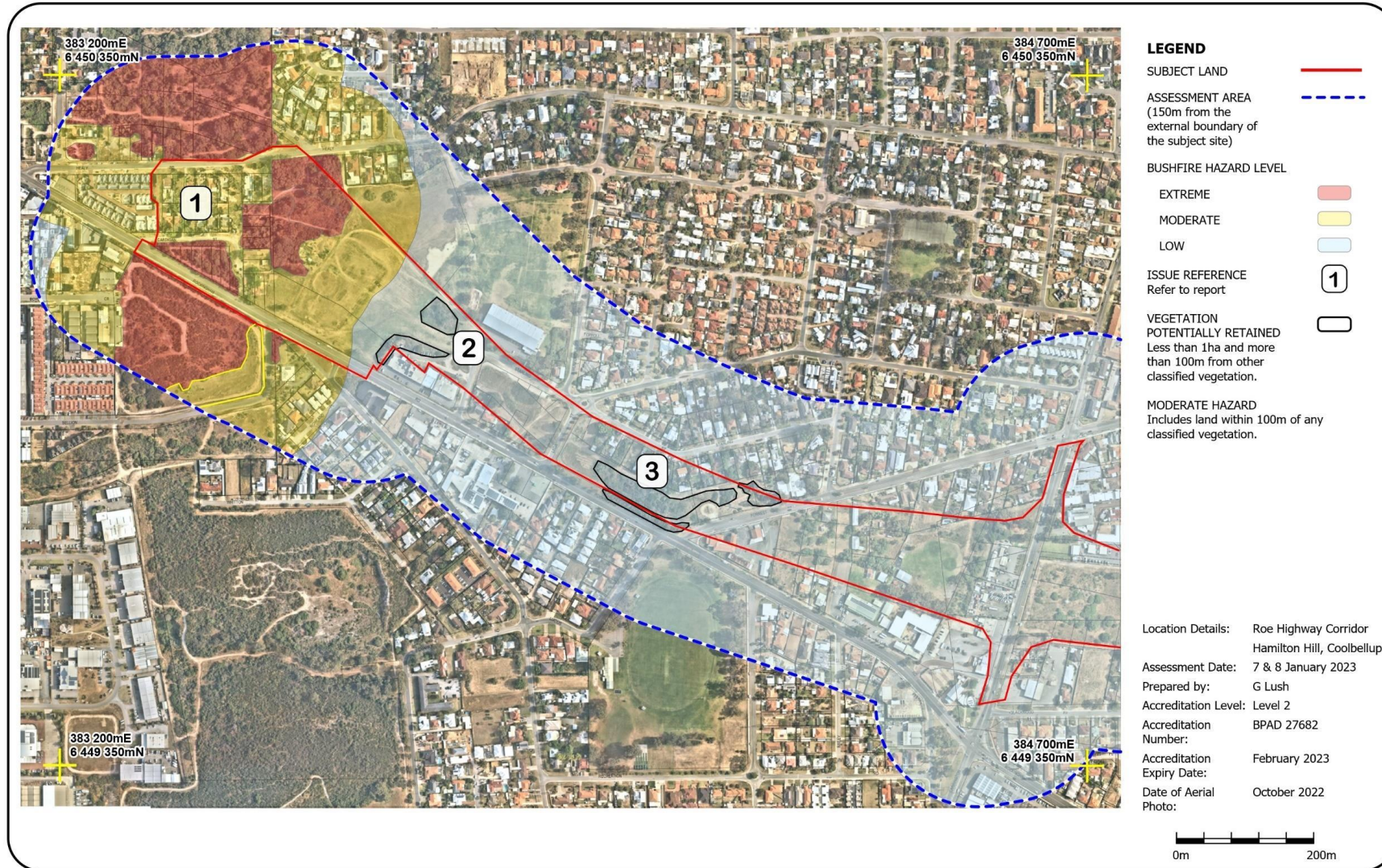


FIGURE 8  
BUSHFIRE HAZARD LEVEL ASSESSMENT - SHEET 1



Job No 22-014

Rev	Description	Date
A	Preliminary	6/05/2022
B	Review Mods	27/01/2023





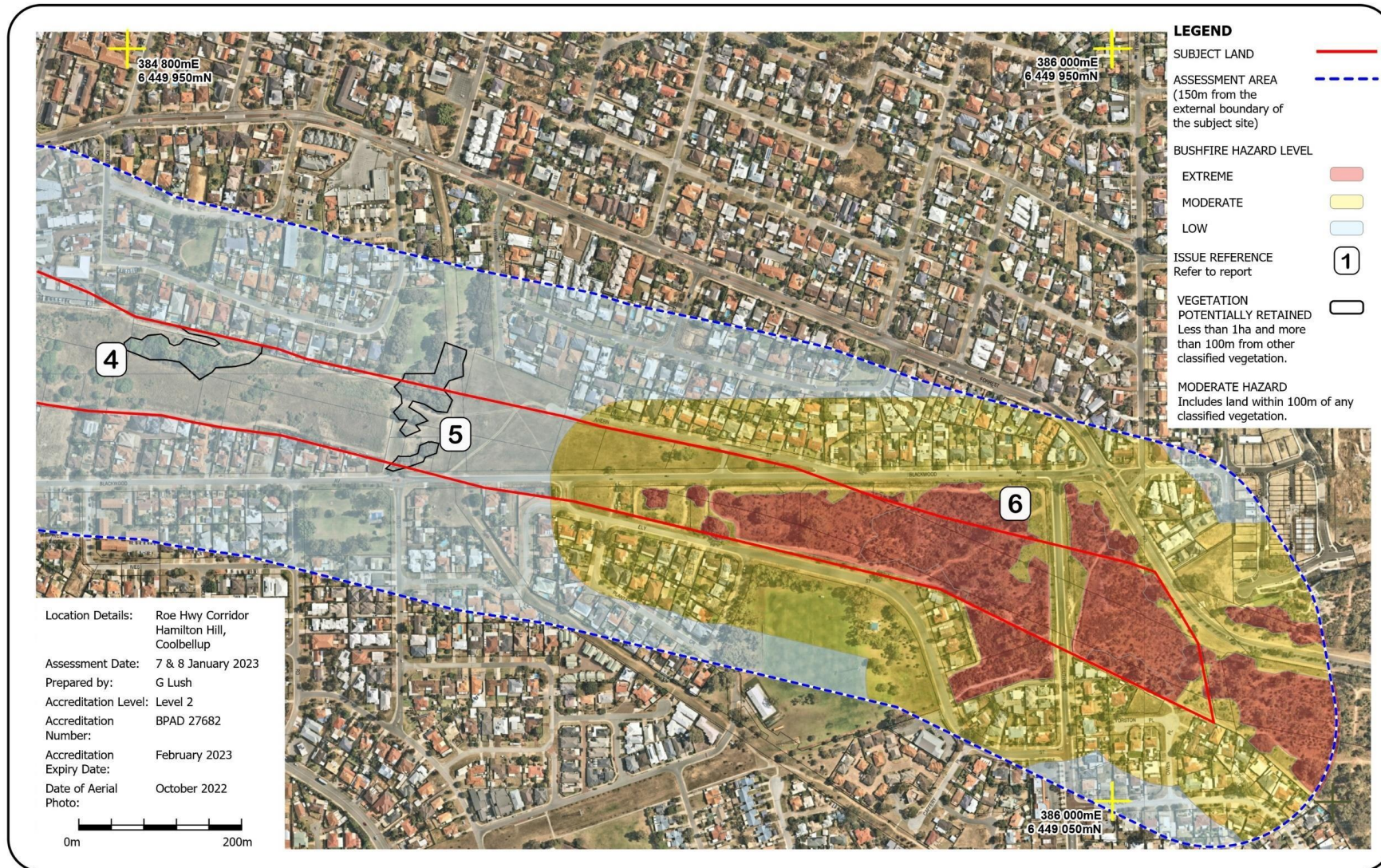


FIGURE 8  
 BUSHFIRE HAZARD LEVEL ASSESSMENT - SHEET 2



Job No 22-014

Rev	Description	Date
A	Preliminary	6/05/2022
B	Review Mods	27/01/2023





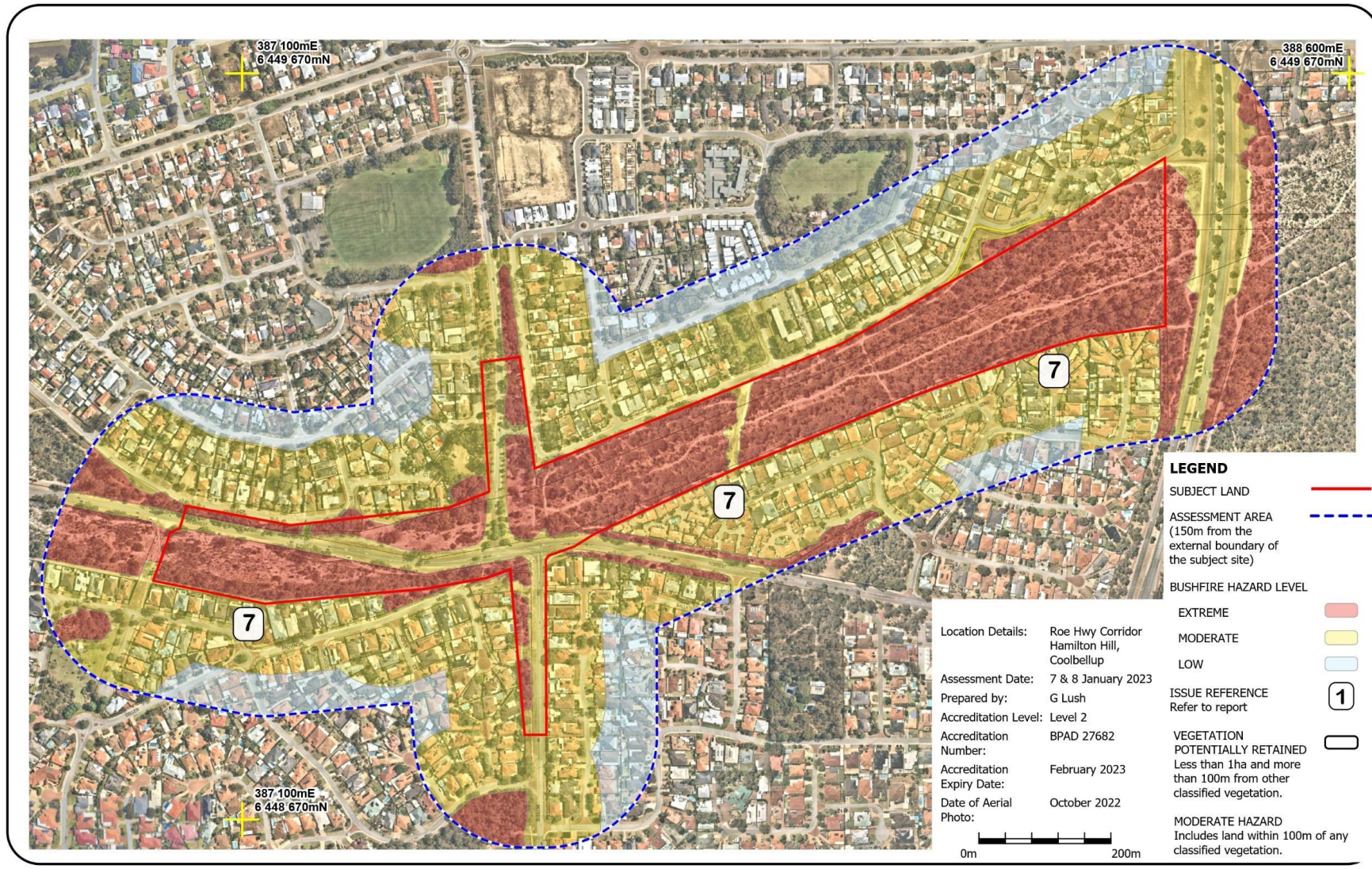


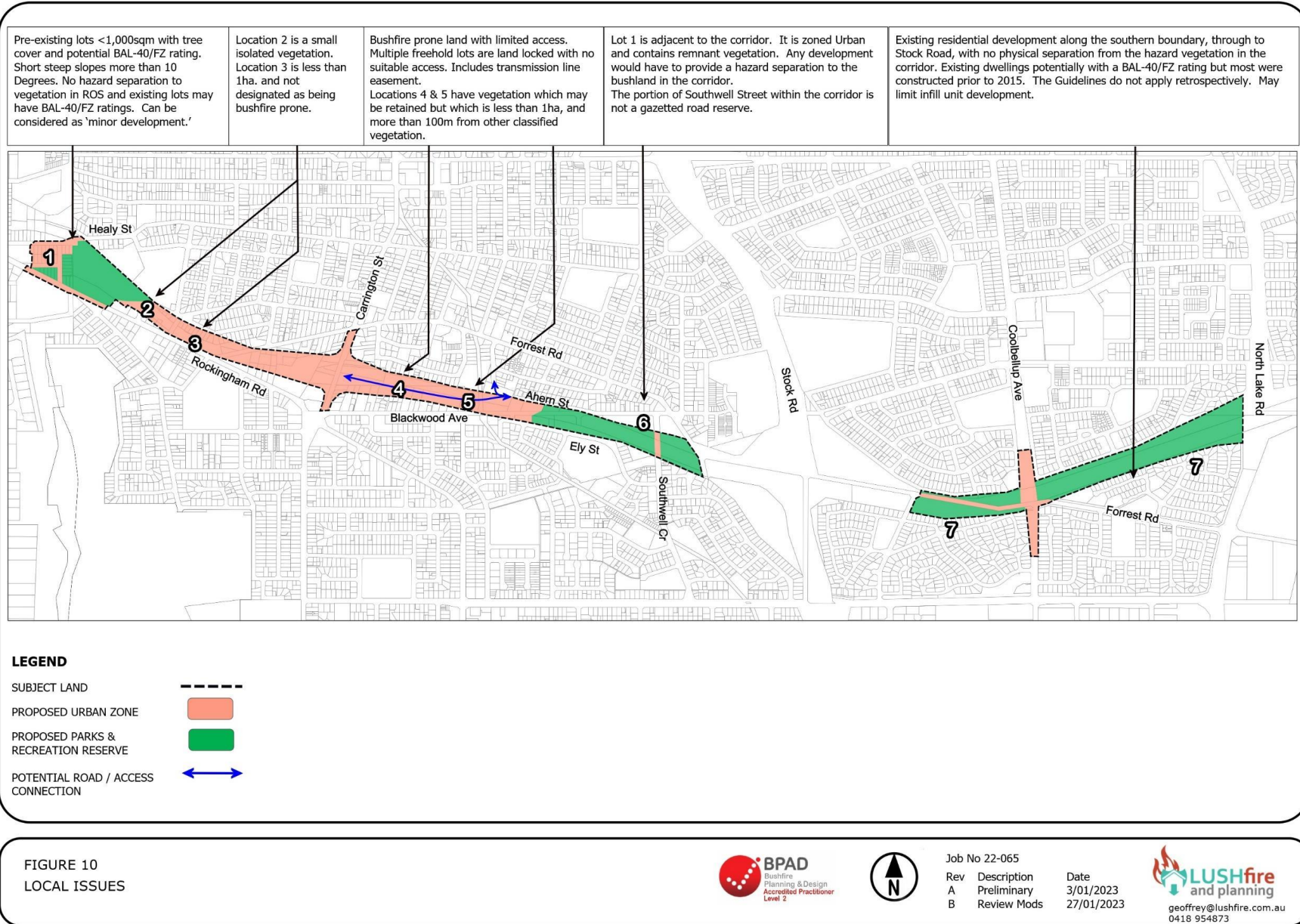
FIGURE 8  
BUSHFIRE HAZARD LEVEL ASSESSMENT - SHEET 3



Job No 22-014  
 Rev Description Date  
 A Preliminary 6/05/2022  
 B Review Mods 27/01/2023







**Roe 8 West & 9 Corridor Planning Study**

Table 3 BPC Compliance

Development Stage Design Requirement	Region Scheme Amendment	Local Planning Scheme Amendment	Structure Plan / Local Development Plan	Subdivision Application
<b>Element 1 Location</b>				
A1.1 Development Location	Only a portion of the study area is designated as being bushfire prone. This BHL report has considered the district context of the site, noting that in relation to the proposed Parks and Recreation reserve that the Amendment is recognising the existing vegetation and open space areas of regional importance. The proposed Urban zone can be either developed for a range of uses or the existing vegetation can be protected as local open space which will be determined in the subsequent amendment to the Local Planning Scheme.	Following the MRS Amendment, the Local Planning Scheme will have to be amended to be consistent with the MRS. This local amendment will assign local zoning provisions, which will require further justification in a revised BHL report.	Preparation of a bushfire management plan to support any structure plan. The BMP is to confirm compliance with the Bushfire Protection Criteria and in particular: <ul style="list-style-type: none"> <li>• the management and vegetation classification of any local POS areas;</li> <li>• the management of any hazard interface and separation zone;</li> <li>• internal access provisions.</li> </ul>	Prepare a BMP to reflect any subdivision design. Proposed BAL ratings to be confirmed when lot layout is known. Restricting development in portions of land with a BAL-40/FZ rating to be implemented by a Local development Plan or restrictive covenant. Any staging would require interim measures.
<b>Element 2 Siting and Design</b>				
A2.1 Asset Protection zone (APZ).	This is not relevant to the LPS Amendment as there is no detailed subdivision to assess the APZs.	This is not relevant to the LPS Amendment as there is no detailed subdivision to assess the APZs.	The structure plan design needs to ensure that there is a suitable setback between hazard areas and development sites which can contain an appropriate APZ. The APZs are unlikely to be fully contained within each lot and so this will require the use of other land such as a road reserve.	Prepare a BMP to reflect any subdivision design. The revised BMP will confirm the location and size of the APZs based upon a BAL-29 setback.
<b>Element 3 Vehicular Access</b>				
A3.1 Public Road (SP Sb Do)	The existing roads comply with the public road standards.	Some existing roads in the study area are not on gazetted road reserves. This should also consider potential access requirements to land locked lots.	The road design is expected to comply with design requirements in Liveable Neighbourhoods. A structure plan can address	The road design is to comply with design requirements and this will be confirmed in the revised BMP. Interim access for staging is to be



**Roe 8 West & 9 Corridor Planning Study**

Development Stage Design Requirement	Region Scheme Amendment	Local Planning Scheme Amendment	Structure Plan / Local Development Plan	Subdivision Application
			resubdivision and access issues for land locked areas.	provided by public road connections.
A3.2a Multiple access routes (SP Sb Do)	The study area is located in an existing urban area with district and local access multiple directions.	The site has multiple access routes at both the district and local level.	Any structure plan would have to ensure that multiple internal access routes are to be provided connecting to the external road network.	Would be in accordance with the structure plan and bushfire management plan. Any staging would require interim access measures.
A3.2b Emergency access way (SP Sb Do)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	It may be applicable depending upon the subdivision design.	Would be provided in accordance with the structure plan and bushfire management plan. Any staging would require interim access measures.
A3.3 Through-roads (SP Sb)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	Any Cul-de-sac's and dead-end roads would have to be justified in the BMP as they are to be avoided in bushfire prone areas because they do not provide access in different directions for residents.	Any Cul-de-sac's and dead-end roads would have to be justified in the BMP as they are to be avoided in bushfire prone areas because they do not provide access in different directions for residents.
A3.4a Perimeter roads (SP Sb)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	A structure plan would identify the primary hazard areas and provide justification for not providing a perimeter road.	The requirement for a suitable separation distance may affect the road design width as this could be more than 20m. Would be shown in the revised BMP.
A3.4b Fire service access route (SP Sb)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	Any FSAR would have to be justified as they can only be provided as a link to public roads 'where no alternative exists'.	The BMP would have to provide any information why no alternative exists to providing a public road in place of any proposed EAW's. Any staging would require interim access measures.
A3.5 Battle-axe access legs (Sb)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable unless there is a subdivision design.	Any battle axe lot would have to be justified as these are to be avoided in bushfire prone areas.



**Roe 8 West & 9 Corridor Planning Study**

Development Stage Design Requirement	Region Scheme Amendment	Local Planning Scheme Amendment	Structure Plan / Local Development Plan	Subdivision Application
A3.6 Private driveways (Dd Do)	Is not applicable to the Amendment as there is no subdivision design.	Is not applicable to the Amendment as there is no subdivision design.	Is unlikely to be applicable in a developed urban area.	Is not applicable.
<b>Element 4 Water</b>				
A4.1 Identification of future water supply (SP)	The land adjacent to the study area has a reticulated water supply with the expected capacity to service the land.	The land adjacent to the study area has a reticulated water supply with the expected capacity to service the land.	Any structure plan would have to demonstrate the ability to provide serviced to proposed lots.	Extension and connection to a reticulated water supply would be expected as a condition of subdivision.
A4.2 Provision of water for firefighting purposes (Sb Dd Do)	The subject land where developed is expected to be provided with fire hydrants.	The land locked lots have no water supply which would have to be extended to service them. Alternatively, any development would require a static water supply for fire fighting.	Any structure plan would have to demonstrate the ability to provide serviced to proposed lots.	The provision of fire hydrants would be expected as a condition of subdivision.
<b>High Risk Land Uses</b>				
Proposed high risk land uses need special consideration.	High risk land uses are more likely to occur in the 'Industrial' zone but some minor ones such as petrol stations can occur in the Urban zone.	Can be controlled through the provisions of Local Planning Scheme zoning and development provisions.	Location issues can be address in any Local Structure Plan / Development Plan, with a detailed Bushfire Management Plan.	Not applicable if addressed in the previous planning stages.
<b>Vulnerable Land Uses</b>				
Proposed vulnerable land uses need special consideration.	These are consistent with the Urban zone and there are several schools within the study area.	Can be controlled through the provisions of Local Planning Scheme zoning and development provisions.	Location issues can be address in any Local Structure Plan / Development Plan, with a detailed Bushfire Management Plan.	Not applicable if addressed in the previous planning stages.



## APPENDIX C

MRS (Major) Amendment 1404/41  
RPS – Environmental Summary Report Extracts





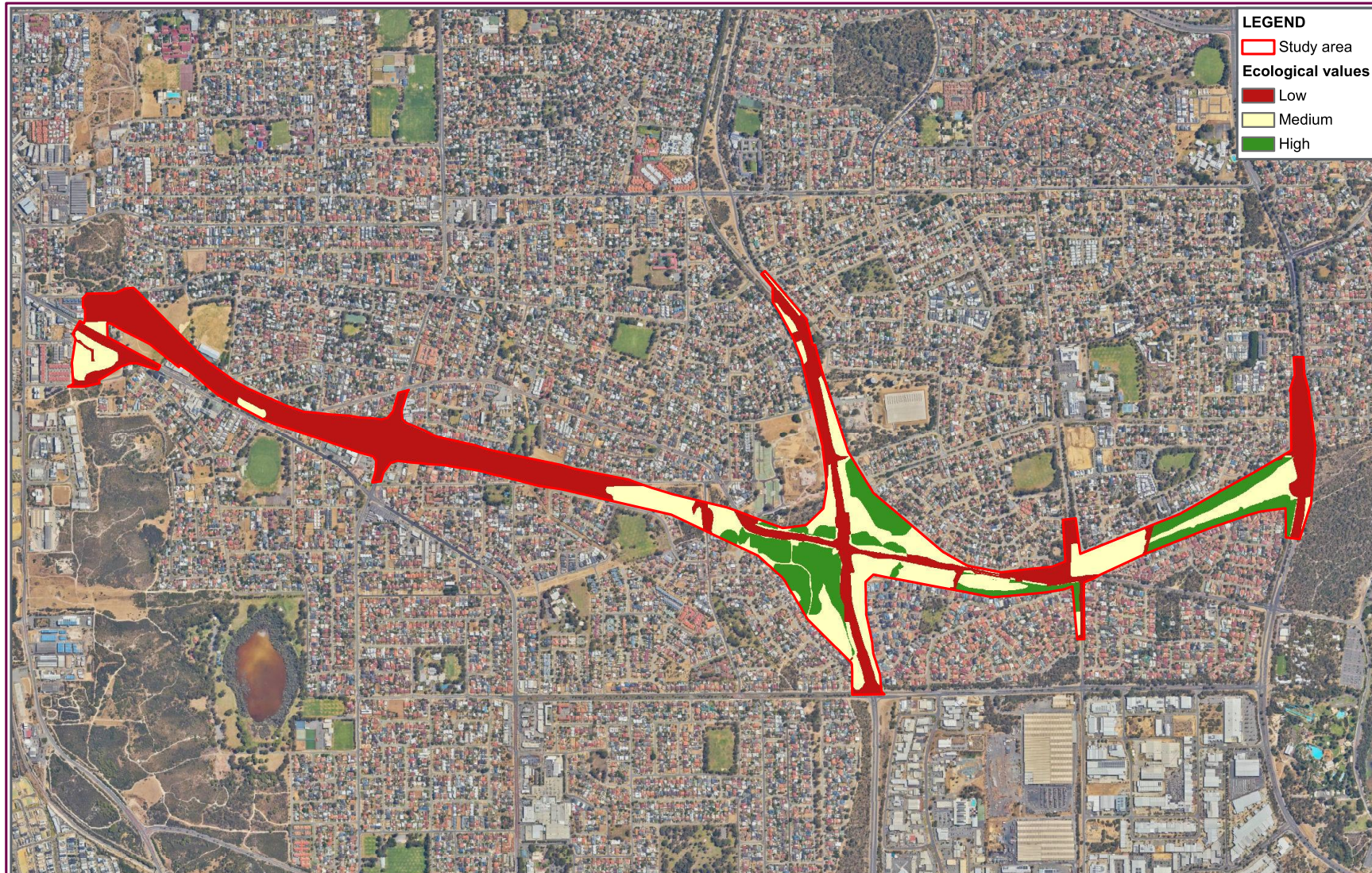


Level 2: 27x31 Trochilidae Swan Wetland Park 1: 461 8 92111111 F: 461 8 92111121









Level 2: 27x31 Troode Street, West Point, T. 461 8 92111111, F. 461 8 92111121

**Figure C**

**Ecological values**

GDA 1994 MGA Zone 50

0 200 400 800 m

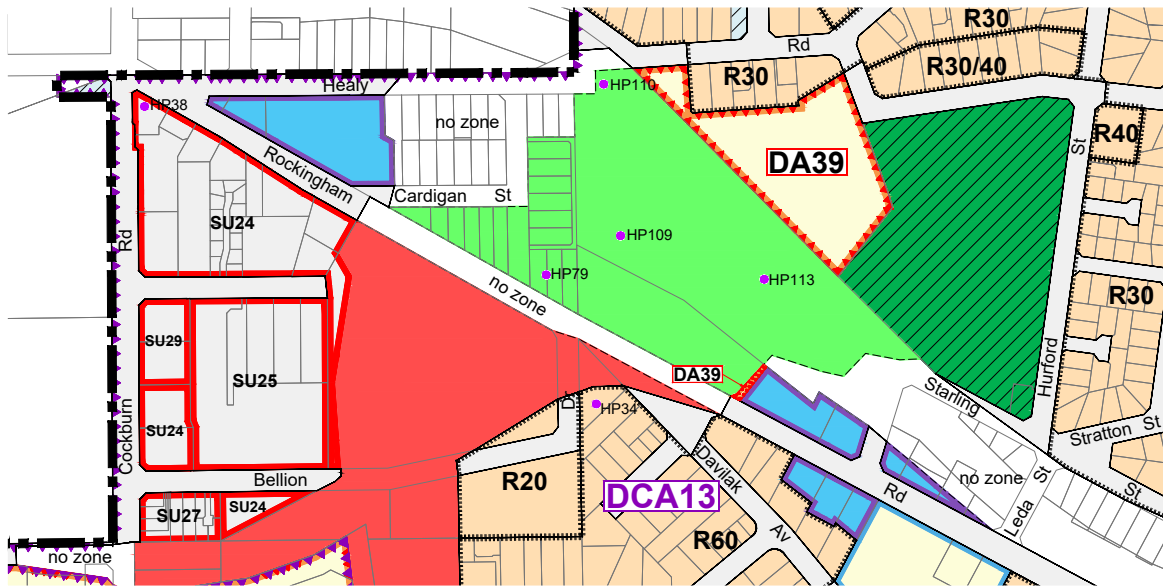
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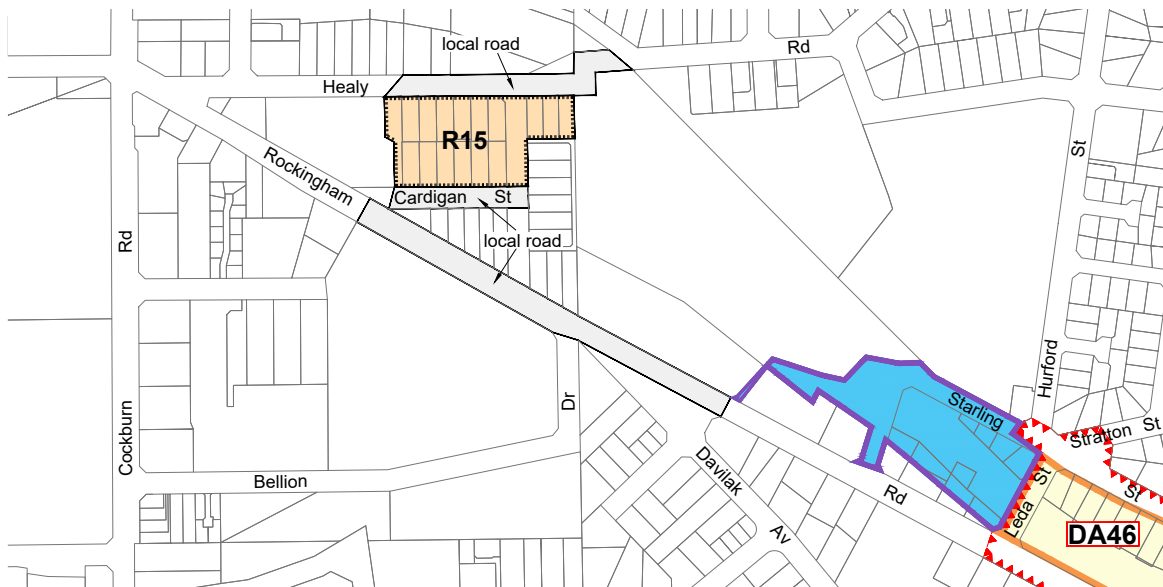
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**ATTACHMENT 2 – RECOMMENDED MODIFIED AMENDMENT MAPS**

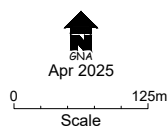


**Current Scheme Map**

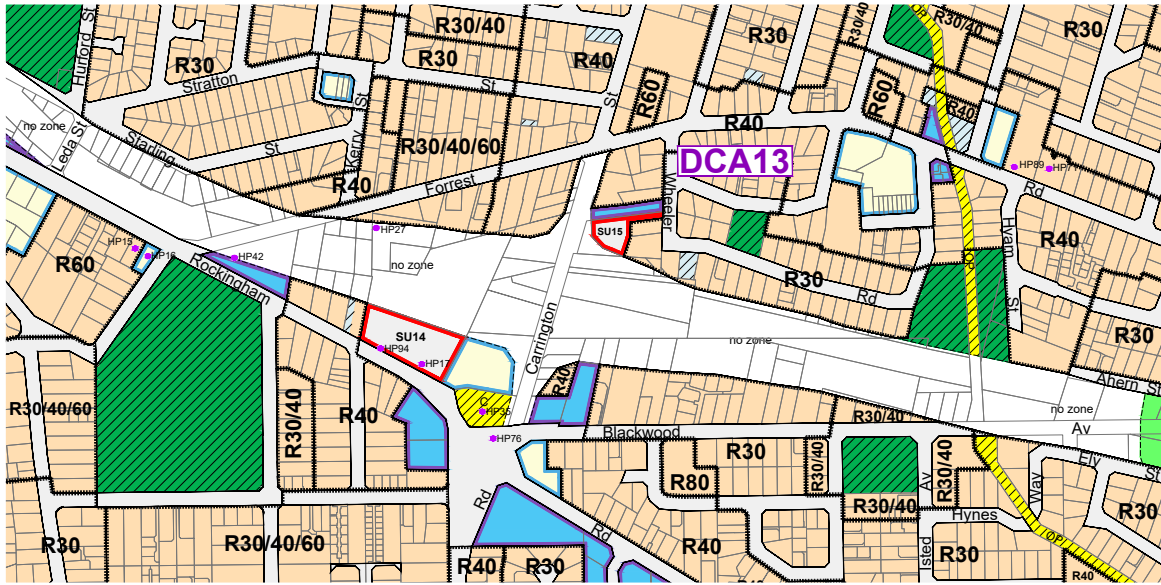


**Scheme Amendment Map**

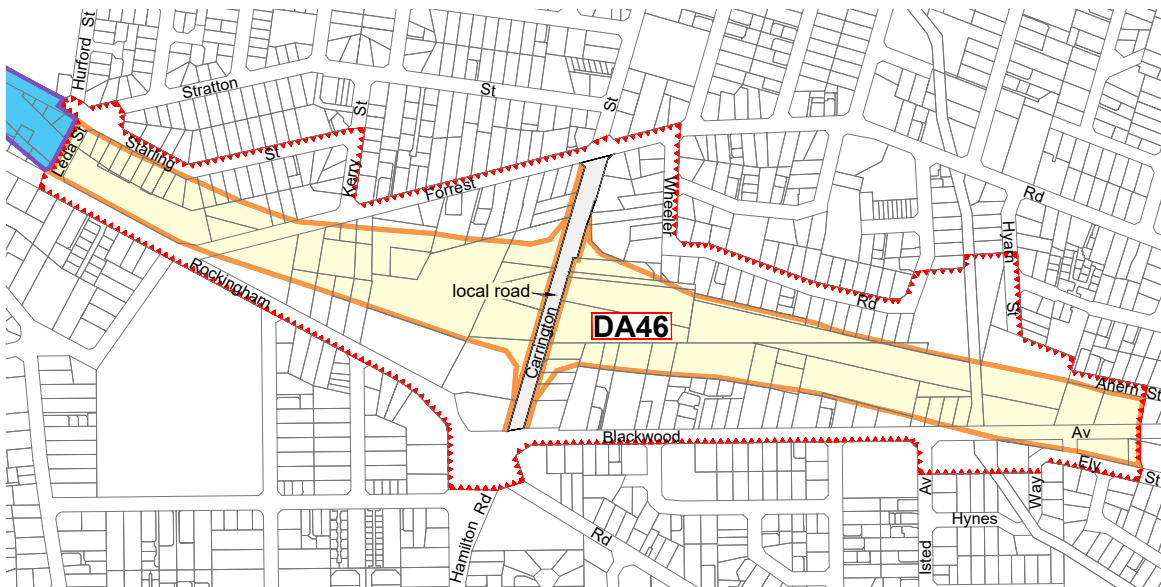
<p><b>GENERAL</b></p> <ul style="list-style-type: none"> <li> Scheme Boundary</li> <li> Residential Density Codes</li> <li> HP1 Heritage Place</li> <li><b>SPECIAL CONTROL AREAS:</b></li> <li> Development Areas</li> <li> Development Contribution Areas</li> </ul>	<p><b>REGION RESERVES</b></p> <ul style="list-style-type: none"> <li> Parks and Recreation</li> <li> Primary Regional Roads</li> </ul>	<p><b>LOCAL RESERVES</b></p> <ul style="list-style-type: none"> <li> Parks and Recreation</li> <li> Lakes and Drainage</li> <li> Local Road</li> </ul>	<p><b>ZONES</b></p> <ul style="list-style-type: none"> <li> Residential</li> <li> Local Centre</li> <li> Mixed Business</li> <li> Development</li> <li> Special Use</li> <li> No Zone</li> </ul>
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**Amendment No.166**  
Town Planning Scheme No.3

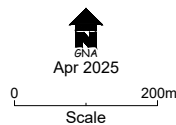


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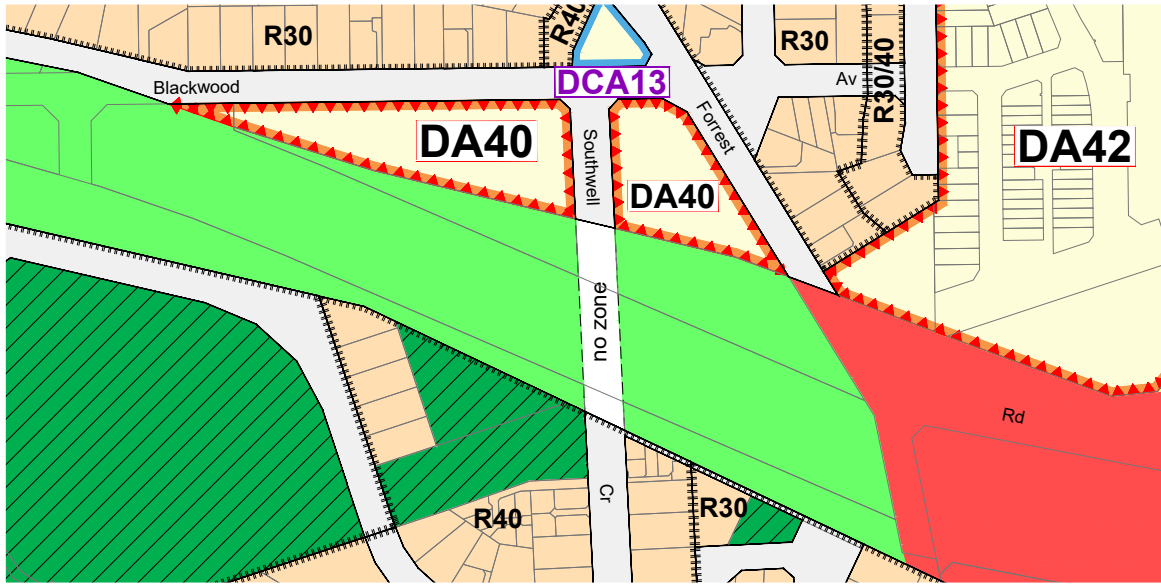


**Scheme Amendment Map**

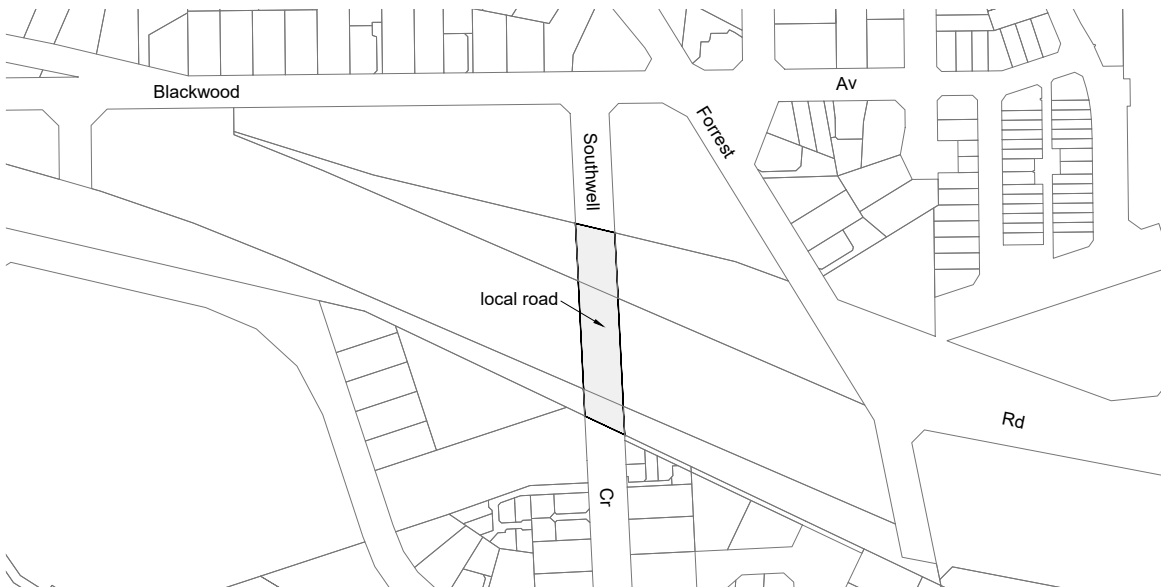
<p><b>GENERAL</b></p> <ul style="list-style-type: none"> <li> Residential Density Codes</li> <li> Heritage Place</li> </ul> <p><b>SPECIAL CONTROL AREAS:</b></p> <ul style="list-style-type: none"> <li> Development Areas</li> <li> Development Contribution Areas</li> </ul>	<p><b>REGION RESERVES</b></p> <ul style="list-style-type: none"> <li> Parks and Recreation</li> </ul>	<p><b>LOCAL RESERVES</b></p> <ul style="list-style-type: none"> <li> Parks and Recreation</li> <li> Lakes and Drainage</li> <li> Local Road</li> <li> Public Purposes - Civic</li> <li> Public Purposes - Oil Pipeline</li> </ul>	<p><b>ZONES</b></p> <ul style="list-style-type: none"> <li> Residential</li> <li> Local Centre</li> <li> Mixed Business</li> <li> Development</li> <li> Special Use</li> <li> No Zone</li> </ul>
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**Amendment No.166**  
Town Planning Scheme No.3

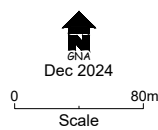


**Current Scheme Map**



**Scheme Amendment Map**

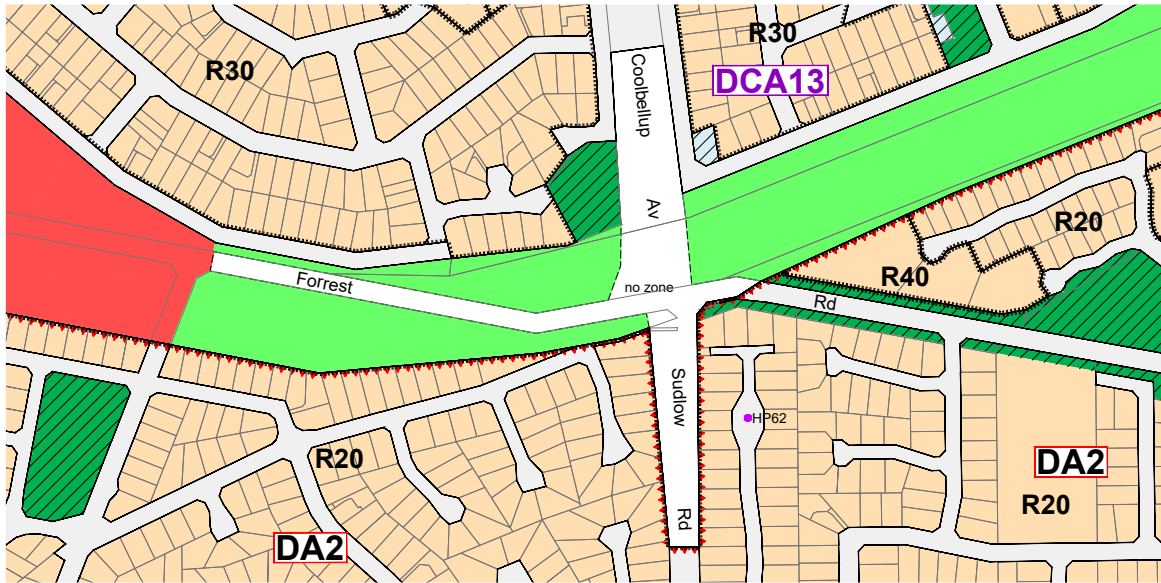
<b>GENERAL</b>	<b>REGION RESERVES</b>	<b>LOCAL RESERVES</b>	<b>ZONES</b>
Residential Density Codes	Parks and Recreation	Parks and Recreation	Residential
<b>SPECIAL CONTROL AREAS:</b>	Primary Regional Roads	Local Road	Local Centre
Development Areas			Development
Development Contribution Areas			No Zone



**Amendment No.166**  
Town Planning Scheme No.3

3 of 5



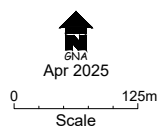


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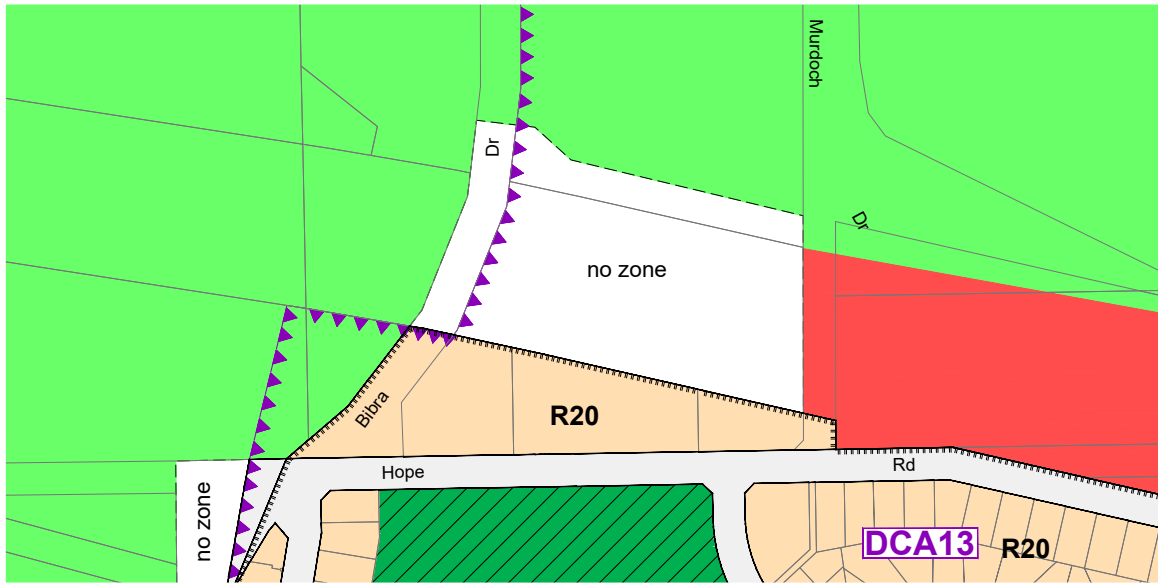


**Scheme Amendment Map**

<b>GENERAL</b>	<b>REGION RESERVES</b>	<b>LOCAL RESERVES</b>	<b>ZONES</b>
Residential Density Codes	Parks and Recreation	Parks and Recreation	Residential
Heritage Place	Primary Regional Roads	Lakes and Drainage	No Zone
<b>SPECIAL CONTROL AREAS:</b>		Local Road	
Development Areas			
Development Contribution Areas			











**Amendment No.166**  
Town Planning Scheme No.3

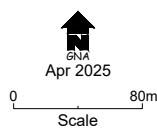


**Current Scheme Map**



**Scheme Amendment Map**

<p><b>GENERAL</b></p> <p> Residential Density Codes</p> <p><b>SPECIAL CONTROL AREAS:</b></p> <p> Development Contribution Areas</p>	<p><b>REGION RESERVES</b></p> <p> Parks and Recreation</p> <p> Primary Regional Roads</p>	<p><b>LOCAL RESERVES</b></p> <p> Parks and Recreation</p> <p> Local Road</p>	<p><b>ZONES</b></p> <p> Residential</p> <p> No Zone</p>
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**Amendment No.166**  
Town Planning Scheme No.3

File No. 109/166

**Schedule of Submissions  
Former Roe Highway Road Reservation**

No.	Name/Address	Submission	Recommendation
<b>State Government Agencies &amp; Service Authorities</b>			
3.	ATCO Gas Australia Jandakot WA	<p><b>NO OBJECTION:</b></p> <p>ATCO Gas Australia (ATCO) has <b>no objection</b> to the proposed application, based on the information and plan provided, subject to the following advice notes:</p> <p>Advice notes:</p> <ul style="list-style-type: none"> <li>• The proposed areas fall within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO Infrastructure (area hachured blue in attachment). Any sensitive land use or high density community use developments within this Trigger Distance of a High Pressure Gas Pipeline requires further consultation with ATCO prior to preliminary designs being finalised. Please consider the WAPC’s draft DC4.3 and also the site; PlanWA for development planning.</li> <li>• ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and in place for the high pressure gas pipeline risk mitigation.</li> <li>• Anyone proposing to carry out construction or excavation works within 15 metres of Critical Asset Infrastructure must contact ‘Before You Dig Australia’ (<a href="http://www.byda.com.au">www.byda.com.au</a>) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&amp;M-PR24- Additional Information for Working Around Gas Infrastructure <a href="https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html">https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html</a></li> <li>• All works occurring within 15 metres of Critical Asset Infrastructure must undergo ATCO Engineering Assessment to determine if additional safety measures are required. Risk mitigation and asset protection measures may be necessary. Notification for the works must be submitted to ATCO via the <a href="#">online web portal</a>.</li> <li>• All works occurring within 15 metres of Critical Asset Infrastructure must comply with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&amp;M-PR24 <a href="https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html">https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html</a></li> <li>• Future construction and any proposed access roads across the ATCO Critical Asset gas mains (including proposed roads and road upgrades)</li> </ul>	<p><b>Noted</b></p> <p>1. The City notes Lot 51 Baker Court, North Lake is within the ‘trigger distance’ of Development Control Policy 4.3 – High Pressure Gas Pipelines.</p> <p>The advice notes provided are typically applied at WAPC subdivision stage or development.</p>

No.	Name/Address	Submission	Recommendation
		<p>need to be managed in accordance with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&amp;M-PR24 <a href="https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html">https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html</a></p> <ul style="list-style-type: none"> <li>Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' (<a href="http://www.byda.com.au">www.byda.com.au</a>) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&amp;M-PR24- Additional Information for Working Around Gas Infrastructure <a href="https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.htm">https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.htm</a></li> </ul>	
12	Dept of Water and Environmental Regulation (DWER) Mandurah WA	<p><b>NO OBJECTION:</b></p> <p>The Department does not object to the Scheme Amendment No. 166 to Town Planning Scheme No. 3 which proposes to rezone the former Roe Highway reservation and introduce 'Development', 'Mixed Business', 'Residential' and 'Local Road' reservations, and has no comments.</p> <p>In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.</p>	<p><b>Noted</b></p> <p>1. No change to the proposal is required in response to this submission.</p>
13	Department of Planning, Lands and Heritage (DPLH - Land Management) Perth WA	<p><b>NO OBJECTION:</b></p> <p>Land Management – Metropolitan and Peel appreciates the opportunity to comment on the proposed City of Cockburn Local Planning Scheme Amendment No. 166, contemplating previously unzoned portions of land associated with the now defunct Roe Highway extension.</p> <p>Noting that the amendment is intended to align classifications with the Metropolitan Region Scheme, Land Management – Metropolitan and Peel raises no objections to the proposed amendment. Should any further amendment to the tenure of Crown Land be required as a result, further consideration of this Department will be required.</p>	<p><b>Noted</b></p> <p>1. No change to the proposal is required in response to this submission.</p>
20	Department of Energy, Mines, Industry Regulation and Safety (DEMIRS) East Perth WA	<p><b>NO OBJECTION:</b></p> <p>The Department of Energy, Mines, Industry Regulation and Safety (DEMIRS) has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.</p> <p>DEMIRS lodges no objections to the above Scheme Amendment No.166.</p>	<p><b>Noted</b></p> <p>1. No change to the proposal is required in response to this submission.</p>

No.	Name/Address	Submission	Recommendation
73	Department of Health (DoH) Perth WA	<p><b>COMMENT:</b></p> <p>The DoH provides the following comment:</p> <p><b>1. Contaminated Sites</b></p> <p>The DoH notes there are a number of contaminated sites adjacent to Development Area 47 which are recorded on DWER's <a href="#">Contaminated Sites Database</a> due to the former South Fremantle landfill. The proponent should obtain a Basic Summary of Records relating to the land and its surroundings to complete their assessment of the site's suitability for a rezoning to a more sensitive land use: <a href="#">Schedule 1 — Forms (www.wa.gov.au)</a> .</p> <p><b>2. Separation Distances</b></p> <p>The EPA (2005) guideline '<a href="#">Separation Distances between Industrial and Sensitive Land Uses</a>' (section 2.1) recommends that appropriate separation/buffer distances should be established around land uses where there may be significant off-site impacts. The DoH recommends that the potential off-site impacts (dust/fumes, odour, noise, light) are considered prior to determining the suitability of any site for rezoning and development, in order to minimise the impacts and public health risks arising from the encroachment of incompatible land uses.</p> <p><b>3. Water Supply and Wastewater Disposal</b></p> <p>With regards to water supply and wastewater disposal, the DoH has no objection to the draft proposal subject to connection to drinking water and sewage services provided by a licensed service provider.</p> <p><b>4. Medical Entomology</b></p> <p>To protect the health and lifestyle of communities, land use planning decisions must include consideration of the proximity to breeding habitat of mosquitoes and whether mosquito management, if required, will be:</p> <ul style="list-style-type: none"> <li>• Effective</li> <li>• Appropriately resourced</li> <li>• Approved by the relevant environmental agencies.</li> </ul> <p>The subject land is in a region that regularly experiences significant problems with nuisance and disease carrying mosquitoes. These mosquitoes can disperse several kilometres from breeding sites and are known carriers of Ross River (RRV) and Barmah Forest (BFV) viruses. Human cases of RRV and BFV diseases occur annually in this general locality.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. The City is aware of asbestos being found within the Dixon Park area, which, given it abuts the amendment area could suggest there is further asbestos within the amendment area. The City recommends the proponent (various State agencies) complete the Form 1 recommended. However, notes the proposed Residential R15 is akin to the existing lot sizes and would limit the ability to develop further than what already exists.</li> <li>2. The amendment does not propose any zones that would allow development of an Industrial nature. Furthermore, there is not considered to be nearby existing development which has off-site impacts that would impinge upon the ability to site sensitive uses within the amendment area.</li> <li>3. Reticulated sewerage will be required as part of the structure plan, where not connected already. Sites that seek to develop or subdivide will likely include conditions to connect to sewer and water where not provided already.</li> <li>4. The future structure plan <u>may</u> include a requirement to prepare a Mosquito Management Plan. The DoH will be consulted in subsequent stages where further detail regarding Medical Entomology can be provided.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>The subject land is also within 3km of mosquito dispersal distance from mosquito breeding sites at Thomsons Lake Reserve. Mosquitoes will disperse from these sites to the subject land under favourable environmental conditions. There may also be seasonal freshwater mosquito breeding habitat within proximity to the subject land. Additionally, there is the potential for mosquitoes to breed in on-site infrastructure and constructed water bodies if they are poorly designed.</p> <p>Once a structure plan has been drafted for the Development Area No. 46 and 47, DoH would welcome the opportunity to provide a more detailed comment.</p>	
76	Water Corporation (WC) Leederville WA	<p><b>COMMENT:</b></p> <p>It is understood that the purpose of the amendment is to zone land in the City's scheme following the State Government's Urban rezoning of the remaining portions of the Primary Regional Road reservations for the former Roe Highway Stages 8 and 9.</p> <p>The Water Corporation notes the amendments and supports the proposal to introduce Special Control Area provisions to require structure planning to ensure the future subdivision and development integrates with the surrounding urban layout and density.</p> <p>The Water Corporation currently has a variety of underground water and sewer assets in, and adjacent to the amendment areas, including gravity sewers and water distribution mains of various sizes, materials, and asset age. Most of these pipes are currently unprotected and are not contained in gazetted roads, reserves or easements.</p> <p>The DPLH prepared earlier indicative concept plans for these areas as part of the MRS urban rezoning (MRS 1404/41). The final concept plans/structure plans for these areas will need to address the location and protection of these underground assets and locate them in suitable reserves. It may be possible to relocate some sections of these pipes at the proponent's cost. The feasibility of relocating any of the pipes would need to be subject to detailed engineering investigations on a case-by-case basis. The Corporation welcomes further involvement in the preparation of local structure plans for the amendment areas.</p>	<p><b>Noted.</b></p> <ol style="list-style-type: none"> <li>1. No change to the proposal is required in response to this submission.</li> </ol>
79	Department of Planning, Lands and Heritage (DPLH - Heritage)	<p><b>COMMENT:</b></p> <p>The proposed scheme amendment has been considered for its potential impact on heritage-protected places within or in proximity to the scheme amendment area and the following advice is given:</p>	<p><b>Supported</b></p> <ol style="list-style-type: none"> <li>1. The revised Scheme Amendment map which covers the area encompassing State Registered Heritage Place P9242 Randwick Stables and its surrounds, is</li> </ol>



No.	Name/Address	Submission	Recommendation
	Perth WA	<p>1. It is noted that State Registered Heritage Place <i>P9242 Randwick Stables</i> is in close proximity to the scheme amendment area, Development Zone (DA47).</p> <p>2. We recommend that access and an adequate buffer zone be incorporated in the structure plan for Development Zone (DA47) so that there are no adverse impacts on the significance of <i>P9242 Randwick Stables</i>.</p> <p>3. We request that the future structure plan for Development Zone (DA47) be referred to the Heritage Council for advice.</p> <p>We hope that these comments are of value in the development of the proposed scheme amendment.</p>	<p>proposed to be rezoned 'Residential (R15).</p> <p>The proposed Residential (R15) is considered to address access related issues as it restricts the likelihood of additional vehicles accessing the Heritage Place to its current limitations (i.e. no additional developability).</p> <p>2. Should the area be zoned 'Development', any future Local Structure Plan will be referred to the Heritage Council for advice.</p> <p>3. Whether through investigations carried out in the future Local Structure Plan or subsequently, the City may consider establishing the Cardigan Street Precinct as a local Character Area.</p>
98	Department of Biodiversity, Conservation and Attractions (DBCA) Bentley WA	<p><b>NO OBJECTION:</b></p> <p>The Department of Biodiversity, Conservation and Attraction have assessed the referred scheme amendment and have no comments to make at this time.</p>	<p><b>Noted</b></p> <p>1. No change to the proposal is required in response to this submission.</p>
192	Department of Fire and Emergency Services (DFES) Jandakot WA	<p><b>COMMENT:</b></p> <p>Based on the scheme amendment report (Page 15) it appears the City has applied <i>State Planning Policy 3.7 Bushfire</i> (SPP 3.7) to this proposal.</p> <p>SPP 3.7 seeks to reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process. Given the scheme amendment seeks to rationalise the spatial extent of precincts within the subject site, it provides an opportune mechanism for the coordination of bushfire risk to ensure that it does not result in the introduction or intensification of development or land use in an area that has or will, on completion, have an extreme BHL and/or BAL-40 or BAL-FZ.</p> <p>The scheme amendment report includes, as an appendix, key extracts of a Bushfire Management Plan (BMP) prepared by Lushfire &amp; Planning to accompany MRS Amendment 1404/41, as the City believes that the BMP is</p>	<p><b>Noted</b></p> <p>1. SPP 3.7 will remain applicable to future structure planning and/or subdivision/development within the amendment area. Once a more detailed design, including land uses, become known further documentation regarding bushfire risk will be required in accordance with SPP 3.7.</p>

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		<p>sufficient to address SPP 3.7 as it relates to this proposal. DFES acknowledges that based on Figure 8 of the BMP, the proposed 'Development Area No. 46', 'Development Area No. 47' and 'Mixed Business' areas of this proposal are all located within an area of low to moderate Bushfire Hazard Level (BHL).</p> <p>DFES further notes that the 'Bibra Drive / Hope Road Precinct' is proposed with a 'Residential (R30)' zoning but was not assessed in the Lushfire &amp; Planning BMP. The area is partially within a designated bushfire prone area and is bounded by a roundabout and the one-way Murdoch Drive ramp. Unless a traffic assessment has been undertaken for this area to the satisfaction of the decision maker, an updated BMP or BMP addendum may be beneficial to demonstrate that future residential subdivision and development of this precinct can achieve two-way public road access.</p>	
199	Department of Transport (DoT) Perth WA	<p><b>COMMENT:</b></p> <p>The Urban Mobility (UM) division of DoT has reviewed the submitted documents and provides the following comments:</p> <ol style="list-style-type: none"> <li>1. The proposed amendments appear administrative in nature.</li> <li>2. DoT's strategic cycle network plan is the Long Term Cycle Network (LTCN) which was endorsed by the City of Cockburn Council on 9 April 2020. The LTCN can be found here: <a href="#">Long-term cycle network</a>.</li> <li>3. DoT is working to provide a continuous, high standard active transport corridor with minimal severance from intersecting roads as part of a broader east-west primary Long Term Cycle Network (LTCN) route between the Kwinana Freeway PSP and Cockburn Road, linking into strategic north-south routes at either end. This includes provision of a primary route between Murdoch Drive and Ocean Drive which is intended to generally follow an indicative line along the deleted Roe 8 &amp; 9 alignment.</li> <li>4. The LTCN network structure and hierarchy are likely going to be amended soon to help facilitate this connection.</li> <li>5. DoT's priority is to ensure integrity of the primary LTCN route is preserved to enable implementation over time in coordination with future land-use development. As such, DoT recommends the following with regards to the proposed scheme amendment: <ul style="list-style-type: none"> <li>o Preferably, planning for the provision of the primary LTCN route should precede further district and local planning of the new urban areas.</li> <li>o In particular, DoT notes that how the route navigates through Carrington St and Rockingham Rd west of Carrington St and the</li> </ul> </li> </ol>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. The City notes DoT's intent for an east-west active transport corridor between Kwinana Freeway and Cockburn Road. There are currently several secondary and local routes in lieu of the preferred primary route.</li> <li>2. Regarding a future Primary LTNC Route, the City recognises difficulties in providing an appropriate east-west connection via existing roads. Provision 2a) of 'DA 46' is proposed to include a green (ecological) link with a minimum of 15m, giving it the ability to cater for a future Primary Route (the pavement being 4m wide).</li> <li>3. The City notes the request for the Primary Cycle Route to be an integral element of the future structure plan. It should be noted, there existing areas adjacent to the amendment area (Forrest and Stock Road intersection) and Rockingham Road intersection with Hampton Road that create existing barriers to an east-west LTCN.</li> </ol>

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		<p>surrounding properties is a key issue which has potential to create severance issues for the route and compromise the route function. Due to the form and function of the existing roads, this section of the alignment presents a considerable challenge for future planning, as many commonly-applied active transport solutions along these roads would not satisfy the route's regional function.</p> <ul style="list-style-type: none"> <li>o The primary route should not be impeded by future development and subsequent district and local area planning must reflect the need for achieving a continuous route.</li> </ul> <p>6. DoT would welcome ongoing consultation and engagement with regards to future planning stages to ensure that future decisions regarding potential land uses do not compromise ability to achieve a continuous, high standard active transport corridor. This must be done in close consultation between DoT's Active Transport team and the City of Cockburn.</p> <p>DoT has not liaised with Main Roads WA or the Public Transport Authority with regards to this response. It is recommended the City contact MRWA and PTA directly.</p>	<p>4. The subsequent structure planning stage will include public consultation where the DoT will be invited to comment.</p> <p>5. The proposal was referred to Main Roads WA (refer submission #269) and the Public Transport Authority (no submission provided).</p>
269	Main Roads Western Australia (MRWA)  East Perth WA	<p><b>REQUIRES MODIFICATION:</b></p> <p>In response to your correspondence received on 20 January 2025 Main Roads provides the following comments regarding the above scheme amendment proposal:</p> <ul style="list-style-type: none"> <li>a) Draft Scheme Amendments Map (plan 5 of 5) indicates that a portion of Lot 51 Baker Court, North Lake (on Certificate of Title - C/T 740/142) to be a residential lot (R-30). This land is under the care and control of Main Roads. There is insufficient information to determine if there is surplus of land from the lot and if all the rezoned land can be used for residential development. Additionally, road, stormwater and power transmission requirements within the lot need further investigation.</li> <li>b) Direct vehicular access from the roundabout, Bibra Drive and Murdoch Drive to Lot 51 is not supported (see map below for details) and required further details for future access arrangements to this lot.</li> <li>c) Transport Impact Assessment (TIA) prepared in accordance with Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 is to be submitted to support any future structure plan, subdivision and development application.</li> <li>d) A Transport Noise Assessment prepared in accordance with State Planning Policy 5.4 - Road and Rail Noise (SPP 5.4), and the associated WAPC Guidelines is to be submitted for any structure plan, subdivision or</li> </ul>	<p><b>Supported in Part</b></p> <p>1. The City has a statutory requirement to zone/reserve the land. The portions of 'Local Road' have been determined based upon the lower extent of the battering to Bibra Drive and the Murdoch Drive on ramp. The 'Residential R30' zone is considered the most appropriate as it enables either Residential use or an expansion of the existing nearby Blue Gum Montessori School (Education Establishment), without the need for additional planning framework, such as a Structure Plan.</p> <p>The current owner can simply sell or lease portions of the land that it knows can be made available and retain, if necessary, any land still required for road, stormwater or electrical transformer purposes.</p>

No.	Name/Address	Submission	Recommendation
		<p>development on land located within the SPP 5.4 mapping/ overlay identified in PlanWA.</p> <p><u>Advice</u></p> <p>a) Main Roads is undertaking a review of future planning for Stock Road (aka Melville Mandurah Highway). The upgrading/widening of Stock Road is not in Main Roads current 4-year forward estimated construction program and all projects not listed change without notice, and Main Roads assumes no liability for the information provided.</p>	<p>2. The City notes a future subdivision or development application can ensure appropriate vehicle access in accordance with Main Roads requirements and a Traffic Impact Assessment and Noise Assessment will be required in accordance with the <i>WAPC Transport Impact Assessment Guidelines and State Planning Policy 5.4 – Road and Rail Noise</i>.</p> <p>3. Noted</p>
<b>Community Groups, Private Schools &amp; Local Businesses</b>			
2.	Hamilton Factory Units Rockingham Rd, Hamilton Hill	<p><b>COMMENT:</b></p> <p>I can see the Development DA46 which is not of big interest to us Owners of the Strata Plan 14126, Hamilton Factory Units, 125 Rockingham Rd, Hamilton Hill. However, the intersection Rockingham Rd / Hamilton Road is of great interest to us. It is in the boundaries of the Development Areas DA1.</p> <p>This is a serious matter and it would be negligent to not address this issue, as one accident and several near accidents have already occurred.</p> <p>Unfortunately, we have been brushed off and we do hope, that you can address the problem.</p> <p>The owners of the Strata Plan 14126, 125 Rockingham Rd, Hamilton Hill wish to report that there is no safe way provided for footpath users or cyclists or the ever increasing number of scooters.</p> <p>The footpath stops and pedestrians can't cross Hamilton Rd safely to the other side. They also can't approach Rockingham Rd and the traffic lights safely. - In order to keep our carpark free from pedestrians, cyclists and e scooters and to keep all pedestrians safe please find a way to provide a safe designated way to cross sides on Hamilton Rd and to approach Rockingham Rd safely, without cutting through our carpark.</p> <p>Please have a look at the photos of Hamilton Rd before the intersection with Rockingham Rd you will see that there is no safe pedestrian crossing to change sides and approach any bus stop in the area, the intersection or the community hall safely. There is also no bike path.</p>	<p><b>Noted</b></p> <p>1. The City recognises the existing situation on the eastern side of Hamilton Road where the footpath ends at 125 Rockingham Road. Pedestrians are left with the only option of crossing to the western side of the road (where there is no pram ramp enabling ease to cross) or, as the submitter advises, entering into the private carpark as a safer option.</p> <p>Queries/requests to the City have previously been made with the response summarised.</p> <ul style="list-style-type: none"> <li>• The narrow verge abutting 125 Rockingham Road is approximately 2m from road pavement to lot boundary and includes services such as street lights and power poles;</li> <li>• Unfortunately, there is not sufficient width to accommodate an extension of the footpath.</li> </ul> <p>2. Notwithstanding the above, the extent of Development Area 46 extends to the</p>

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		<p>With the growing numbers of e-bikes and scooters the City of Cockburn should consider upgrading this intersection with bike paths.</p> <p>In order to keep our carpark free from pedestrians, cyclists and e-scooters and to keep all pedestrians safe please find a way to provide a safe designated way to cross sides on Hamilton Rd and approach Rockingham Rd safely.</p> <p>Please, make it safe for the business owners and customers and all public traffic (scooters, bikes, pedestrians and all vehicles) that use the private carpark of 125 Rockingham Rd by providing a safer passage from Rockingham Rd to Hamilton Rd or vice versa. A pedestrian path and a bike path are urgently needed.</p> <p>I attached photos (Plus attachments)</p>	<p>south side of Rockingham Road. Through the structure planning process, there may be an ability to review pedestrian access as part of a larger Traffic Impact Assessment.</p>
166	Cockburn Community Wildlife Corridor Committee South Fremantle	<p><b>COMMENT:</b></p> <p>CCWC is overall generally satisfied that this document can be the basis of good planning for the development of the former Roe 8/9 reserves. It is pleasing that the reserves have been rezoned and are no longer on the MRS, and that the Roe 8 reserves and some of the Roe 9 land has been rezoned Parks and Recreation. Although our organisation would have preferred Roe 9 to have been rezoned as Parks and Recreation, we accept that an Urban zoning was always going to be the most likely outcome of the rezoning process.</p> <p>We are pleased that the Scheme Amendment Plan (SAP) mentions a green ecological linkage as being an integral part of the plan throughout the document, and we're also encouraged that the SAP discusses "...the environmental significance of the reserves and the importance of the "protection and wise management of the environment and natural resources of the State.." (p.11). CCWC has always emphasised the environmental significance of this 11km green link from Wetlands to Waves through multiple ecological zones. We are disappointed by the Minister's amendment to DA46 from 'provide for' for a green link to 'demonstrate how' and 'can be achieved' but are confident that this viable green link can be demonstrated.</p> <p>CCWC and our community supporters expect that a green corridor will remain an integral part of the plan, as expressed by the City of Cockburn in the SAP.</p> <p><b>Comments on 2 key elements of the Scheme Amendment:</b></p> <ul style="list-style-type: none"> <li>• <b>Introduction of a 'Development' zone over most of the affected area, and two 'Special Control Areas' (Development Area 46 &amp; 47), inclusive of high-level special provisions to guide the subsequent structure planning of each area.</b></li> </ul>	<p><b>Supported in Part</b></p> <p>1. <u>Ecological (Green) Link</u></p> <p>The City's Natural Area Management Strategy acknowledges the existing amendment area functions as a de-facto ecological link, in combination with other reserves, due to it being undeveloped. To ensure a level of green (ecological) corridor is maintained within the amendment area, and specifically within Development Area 46, provision 2a is recommended to state the following.</p> <p><i>Demonstrate how a minimum 15 metre wide green (ecological) and active transport link can be achieved through the area from east to west as an integral element (in addition to the minimum 10% local POS requirement).</i></p> <p>The active transport element is included to reference a 15 metre cross section from Naturelink which describes an ecological corridor that performs two functions.</p>



No.	Name/Address	Submission	Recommendation
		<ul style="list-style-type: none"> <li>○ We agree with the introduction of a ‘Development Zone’ and ‘Special Control Areas’ to enable better planning of the development in these areas. CCWC’s primary concern is the maintenance of the “integral green link”. The standard amount of Public Open Space (POS) of 10% in development areas will be insufficient to maintain a viable corridor. At least 40% POS should be specified for the Development Areas DA46 and DA47 in the SAP. CCWC suggests that a continuous corridor <b>with a minimum width of 15m</b> can and should be provided. The width of various pathway options its discussed in publications (links below) which is supported by research done by NatureLink Perth.</li> </ul> <p>We realise that 40% POS would generally be considered excessive in standard residential development areas. We know that housing in this area is needed. CCWC and Save Beeliar Wetlands commissioned Daniel Jan Martin from UWA Design/Super Natural to draft examples of how the Roe 9 land could incorporate a wildlife corridor within an Urban zoning while reaching required housing yields. The result was an ambitious plan which puts forward a substantial connected green corridor, utilising 40% of the land as public open space, while still providing substantial and varied housing options. Information on and diagrams of the concept plans can be obtained from us if wanted at <a href="mailto:mailcockburnwild@gmail.com">mailcockburnwild@gmail.com</a>. POS provision calculations show that Hamilton Hill currently has only 6.08%, which is below an ideal target of 10% (City of Cockburn, Hamilton Hill Revitalisation Strategy 2012). There is potential to allow for extra POS within DA46.</p> <p><a href="https://www.naturelinkperth.org/wp-content/uploads/2023/08/CCWC_NatureLink-Perth_Final-Report-web.pdf">https://www.naturelinkperth.org/wp-content/uploads/2023/08/CCWC_NatureLink-Perth_Final-Report-web.pdf</a></p> <ul style="list-style-type: none"> <li>• The three schools (Port, Kerry St, Catholic College) adjacent to DA 46 should be involved in the planning for this area. They could be important in facilitating and perhaps even augmenting the green link through this difficult area near Carrington St.</li> <li>• We note that the introduction of DA47 was a modification made by the Minister which changes the City’s R-code suggestion for this area from R15 to residential density “not limited to R60”. This substantial change to the SAP carries many concerns:             <ul style="list-style-type: none"> <li>○ DA 47 has considerable remnant bushland with much of it being moderate to high ecological value. We had hoped that this area could have been left relatively undisturbed because it contributes to north-south ecological connectivity to Manning Park and Clontarf Hill, and also</li> </ul> </li> </ul>	<p>The green (ecological) link has the ability to be provided in a multitude of ways included within Public Open Space, road reserve or on private lots.</p> <p>2. <u>Public Open Space</u></p> <p>The amount and provision of public open space is guided by the operational policy <i>Liveable Neighbourhoods and Development Control Policy 2.3 – Public Open Space in Residential Areas</i>. Both policies seek to ensure a <u>minimum</u> of 10% of a ‘gross subdivisible area’ is provided for the purposes of Public Open Space (POS).</p> <p>Despite an existing POS shortfall within Hamilton Hill, the City is not recommending an increase in the minimum amount of POS to be provided. The existing shortfall is largely due to the substantive development of Hamilton Hill prior to the 1950’s and therefore prior to the 10% POS requirement and the proximity of Hamilton Hill to significant areas of Regional Open Space including Manning Park, Clontarf Hill and the areas recently amended into Regional reserves as part of the MRS Roe Highway amendment.</p> <p>Notwithstanding the above, the City is recommending provision 2a of Development Area 46 ensure that the green (ecological) link be <u>in addition</u> to the 10% POS requirement.</p> <p>3. The amendment received a significant amount of comments from the various schools during the consultation period. Please see <b>Submissions 174 and 231 (below)</b>, for comments regarding the</p>

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		<p>the connection of wetlands to waves through to Hollis Park/South Beach. There is also a remnant stand of sizeable Tuarts on Healy Rd which are likely to meet Threatened Ecological Community criteria because of their proximity to Clontarf Hill.</p> <ul style="list-style-type: none"> <li>○ DA47 also imposes on the heritage-listed Randwick Stables area by removing the western curtilage which should be retained to adequately protect this registered Heritage site. Cardigan St has long been the historic route for horses to get from the Stables to CY O'Connor beach and R60+ housing in that area will make this difficult if not impossible. Long term residents in Cardigan St are also going to be adversely affected by this rezoning, and their welfare should be considered.</li> <li>○ Stating that the residential density is "not limited to R60" does not allow for good planning – please define the density so that the developers have certainty about what is expected (and permitted) in this area. The developers should not be "driving" the development, especially when density "not limited to R60" in DA47 could mean an additional densely populated area near Clontarf Hill. One hundred and sixty nine dwellings are currently being built in the Stockland development on Clontarf Rd opposite the reserve. Together this housing could put huge pressure on the Clontarf Hill Reserve and also the local road network. There should be discussion about the impact of these two developments between the Cities of Cockburn and Fremantle.</li> </ul> <p><b>2. Expansion of the 'Residential' zone and introduction of an R30 density code in Bibra Lake, north of Hope Road.</b></p> <p>CCWC is not opposed to further limited development in the Roe 8 area. At a meeting of the Bibra Lake Residents Association there was a favourable reaction from residents to the proposed R30 zoning. Our main concern is that not enough development is planned for the Roe 8 reserve. We would like to see more private dwellings, or a significant larger building, on a particular part of the Roe 8 reserve to act as a deterrent for a future Liberal government attempting to build Roe 8 again.</p> <p>Additionally, we are still very concerned about the Stock /Forrest intersection which remains unzoned and with Main Roads land ownership. The land kept aside is far more than would be needed for a Stock Rd upgrade.</p> <p><b>In conclusion:</b></p> <p>CCWC supports precinct-based planning and engagement with communities and planning that balances local and regional considerations, works to resolve design challenges and establish a clear vision for an area, before development</p>	<p>Kerry Street Community School and Fremantle Christian College.</p> <p>4. <u>Cardigan Street/Randwick Stables precinct</u></p> <p>It is agreed that proposed Development Area 47 and a future structure plan for Residential density commensurate to R60, is inappropriate for the Cardigan Street precinct. This precinct is unique in several ways within the City for its proximity to registered heritage places/sites, landform, topography and existing vegetation. Similarly, the character of existing lots and dwellings incorporating dry rock retaining.</p> <p>The City recommends the 'Development Zone' be amended to 'Residential (R15) and 'Development Area 47' and its provisions be removed. The R15 density being recommended as the existing lots are consistent with the minimum (580m<sup>2</sup>) and average (666m<sup>2</sup>) lots sizes of the R-Codes. The R15 density limits the ability to subdivide individual lots, which in turn allows for greater tree retention and reduces additional traffic.</p> <p>5. <u>Social Housing displacement</u></p> <p>The City notes that most existing dwellings within the amendment area currently function as a form of social housing and there is concern that redevelopment may occur as a result of the amendment. Increased development potential does not necessarily trigger immediate redevelopment or removal of existing dwellings and a higher density is likely to lead to additional dwellings to assist</p>

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		<p>occurs. It should address local character and transition areas between infill areas and more traditional residential areas. We want to see sustainable and affordable housing fitting into a liveable neighbourhood.</p> <p>We realise it will not be easy to save the “Wetlands to Waves” vision of a connected ecological link from wetlands to waves through an urbanised DA46, but now that all the Roe 8 land has been saved from development, we are close to achieving this valuable and beautiful Corridor vision. It would be heartbreaking to lose it at this late stage. As well as environmental benefits, a viable corridor will deliver significant public health and recreation benefits to the local community as well as increasing canopy and contributing in a positive way to the Perth Peel Urban Greening Strategy – both stated WA government objectives.</p> <p>We comment the City’s vision of a connected green link being an integral part of the SAP and look forward to working with the City to achieve this outcome.</p>	<p>in housing supply. Furthermore, other than registered heritage structures, it is beyond the control of the City to manage the demolition or tenanting of a landowners property.</p> <p>6. The Residential R30 zoning is considered appropriate as it can be utilised for housing or an expansion of the Blue Gum Montessori School.</p> <p>7. The Stock Road/Forrest Road intersection was not part of the Metropolitan Region Scheme amendment and remains ‘Primary Regional Road’. It is therefore, not subject to this Local Scheme amendment.</p>
173	Name and Address withheld	<p><b>OBJECT:</b></p> <p>Blue Gum Montessori School (BGMS) recently celebrated 40 Years of operation. We are a well-established and respected WA Independent School, offering a choice for families seeking to enrol in a Prekindergarten to Year 6 Montessori Education. We also provide Outside School Hours Care (OSHC) and Playgroup programs. Our Enrolments are drawn from approximately 20 different metropolitan southern suburbs, and our School has reached capacity on this current site. BGMS has made significant investments in our current site, including the purchase of the three separate portions of land on which the school is situated.</p> <p>BGMS commenced meetings at the beginning of 2023 with a number of people and organisations related to the proposed portion of land; including the Department of Planning, Lands and Heritage, Mr. Peter Tinley, Mr. Joshua Wilson, Kate Doust, ALP candidate Sook Yee Lai and the Association of Independent Schools of Western Australia (AISWA).</p> <p><b>BGMS Proposal:</b></p> <p>Blue Gum Montessori School requests that the identified portion of land be allocated to Blue Gum Montessori School for educational purposes.</p> <p><b>Reason for this Proposal:</b></p>	<p><b>Noted</b></p> <p>1. The City recognises Blue Gum Montessori School (BGMS) have been on site for the past 40 years and have made significant investment in the site during that time.</p> <p>2. BGMS currently operates on Lot 395 (11), 863 and 394 Hope Road, Bibra Lake all of which are zoned Residential under the City’s Town Planning Scheme. The proposed Residential R30 zoning would allow for the expansion of BGMS, subject to agreements with the current landowner.</p> <p>3. The City notes BGMS is currently at capacity and has desires for additional development to expand.</p> <p>4. The Metropolitan Region Scheme amended the area is question from ‘Primary Region Road’ to ‘Urban’, which can allow many different land uses.</p>

No.	Name/Address	Submission	Recommendation
		<p>BGMS, with our current enrolments, is at capacity and restricted by our current site.</p> <ul style="list-style-type: none"> <li>• We currently do not have the space needed for additional learning areas to service existing enrolments – Examples being: Multi-Purpose Building for Physical Education/Arts/Assemblies/Community Meetings. Staff facilities – staff room, meeting areas, offices, maintenance, and storage spaces.</li> <li>• No Room for growing enrolments in the Primary School/Junior School due to the restrictions (easements/fire zones) on our existing land</li> <li>• Parking &amp; Traffic Flow considerations – off-street and near Meller park at capacity.</li> </ul> <p>Additional land is required for:</p> <ul style="list-style-type: none"> <li>• Provision of learning spaces for our existing school population (as outlined above)</li> <li>• Growing enrolments in Prekindergarten to Year 6</li> <li>• Provision of learning spaces for future Year 7 – 12 enrolments and the growth of the School over the next 5 – 50 years – Provision for potential Year 7-12 educational needs, including play spaces, classrooms, multi-purpose building/Gymnasium, sporting facilities, specialist subject areas etc.</li> <li>• School on-site parking, to alleviate traffic and facilitate improved use of Meller Park.</li> </ul> <p>Reasons for not having urban development in this area include:</p> <ul style="list-style-type: none"> <li>• Increased traffic burden on the road system</li> <li>• Increased burden on public open spaces such as Meller Park</li> <li>• Residential buildings overlooking Junior/Primary School play spaces (land contour, noise and privacy issues)</li> <li>• Loss of vegetation and environmental links to the wetlands area</li> <li>• Part of the proposed area is a fenced-off drainage area and a buffer zone would be required for area adjoining the School – significantly reducing the land available for residential development</li> <li>• If this site was filled with residential development, the future potential and viability of BGMS would be restricted.</li> </ul>	<p>Any subsequent development of Lot 51 Baker Court would require a Traffic Study (including an expansion of BGMS). Concerns regarding visual privacy are addressed within the Residential Design Codes and are applicable to any 'overlooking' of the schools current premises.</p> <p>BGMS maintains the ability to expand into the adjoining site. It is recommended BGMS discuss with the current landowners Main Roads WA should they wish to purchase or lease the site.</p>
174	Fremantle Christian College Rockingham Rd, Hamilton Hill	<p><b>COMMENT:</b></p> <p><b>1. Executive Summary</b></p> <p>Fremantle Christian College (FCC) is in support of the measured and thoughtful development for the area outlined in DA46. We do request that consideration be given to supporting the expansion of FCC in order to meet the current and future needs of the community. The expansion of FCC has many synergies and</p>	<p><b>Noted</b></p> <p>1. The area in question is proposed to be zoned 'Development' with provisions under 'Development Area 46' (DA 46) to facilitate a future structure planning process. Provisions within 'DA 46' seek</p>

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		<p>alignments to what the City of Cockburn are looking to achieve in the area, and we look forward to working together to better the Suburb of Hamilton Hill.</p> <p>In response to the demographic shifts in the area, the surging population, housing infill and property developments FCC has grown from a small Primary school with 100 students in 2014 to a single-stream Primary school and double-stream High school with 530+ students in 2025. There is no slowing in parent demand and we are having to waitlist and turn away students as are most schools in the area.</p> <p>We are proposing to develop a two-stream primary school and three-stream high school, increasing our capacity from 550 to 850 students. This would allow FCC to cater for more families, expand the subject choices we offer and strengthen the educational outcomes of the school. As it stands, we are practically at capacity for our site if we were to receive no further enrolments than what we already have. Our final stage of development is underway which comprises a Library and three additional general learning areas (classrooms). We are situated on 3.0ha of land (0.85ha owned by New Life Church, and 2.15ha leased). For a school of our size this is a very condensed parcel of land and ideally, we require more land to function fully as a school. To undertake further growth that would support the expansion of our overall capacity, FCC require a site size between 4.5ha and 6ha, including the 0.85ha owned by NLC.</p> <p><i>FCC respectfully request that the City of Cockburn consider the zoning outcomes of the DA46 land outlined in Figure 1 to reflect the future land needs of FCC i.e. Public Purpose – High School.</i></p> <p><b>2. Introduction</b></p> <p>This submission has been prepared by FCC in response to the request for comments from the community, regarding the DA46 and the zoning and development of the former Roe Highway land. Our response is directly related to the adjacent land highlighted in Figure 1 at the end of this document.</p> <p><b>3. School History</b></p> <p><b>3.1. The Past – Where We Came From</b></p> <p>Fremantle Christian College is situated at 110 Rockingham Road in Hamilton Hill. The site was formerly Hamilton Hill Primary School dating back to the early 1900's. The school was closed sometime in the 1960's and reopened in 1989 as Calvary Christian School. In 2002 the small independent school was adopted by New Life Church (NLC). The school grounds and buildings were unattractive and under resourced, with just a handful of small transportable classrooms. Forty students were enrolled at that time.</p>	<p>to 'provide for appropriately scaled education, recreation, mixed-use and/or local scale commercial development'. Should land be designated for the purposes of expanding Fremantle Christian College, the appropriate time to do so is the future structure planning stage.</p> <p>The City notes, much of the amendment area land between Forrest Road, Carrington Street and Rockingham Road is owned by various State Government agencies and regardless of future zoning or designation of that land, agreements with the various State agencies will be required to utilise the land for any purpose.</p>



No.	Name/Address	Submission	Recommendation
		<p>By 2014 the school had 108 students. In response to demand in the local community, an application to extend year levels into secondary school was submitted and subsequently approved. NLC rebranded the school and changed its name to Fremantle Christian College, taking on a regional identity and commencing the expansion to a full PK-12 school.</p> <p><b>3.2. Currently Where We Are</b></p> <p>The secondary school commenced in 2016 and FCC graduated its second cohort of Year 12 students in 2022. Currently there are over 530 students enrolled across PK-12 and FCC already has future enrolments that will grow us to 550 students and potentially beyond, pushing us to our site's capacity in just over 12 months.</p> <p>Since 2015 the College has invested an estimated \$15m in capital expenditure, developing buildings and classrooms, admin and speciality learning spaces, as well as recreational spaces and car parks.</p> <p>FCC is investing in our local community through providing a resource in the area that is in high demand. To enable as many families as possible to benefit from the strong pastoral care and excellent education that we offer, the College has kept its fees affordable, increasing annually at just 2% for the last 6 years. Our school is co-educational and open enrolment. Our secondary school tuition fee is set at \$3,740 for 2025.</p> <p>FCC cares about the character and nature of Hamilton Hill, retaining and caring for the original 1903 school classroom on its site, and choosing the design of new buildings to enhance the streetscape by using a similar design colour palate as the refurbished Memorial Hall next to the College.</p> <p>FCC is likely one of the biggest investors in Hamilton Hill with the type and scale of work we have undertaken and the service we provide to the community. We made a commitment to develop the College while many businesses have pulled out of the region and others have been unwilling to invest due to the uncertainties surrounding Roe 9.</p> <p><b>3.3. Challenges</b></p> <p>FCC has overcome many challenges to date. The growth of FCC has been extraordinary and keeping up has required considerable investment of time and resources from the staff, New Life Church, College Council, and consultants alike. One of our greatest challenges has been the limitation of available land due to the Roe 9 reserve. It's our understanding based on research, that a large part of the College oval was once part of the Hamilton Primary School site but</p>	

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		<p>was annexed for the road reserve. The FCC property comprises only 8,500m<sup>2</sup> and as a result all of our permanent buildings are two storey structures.</p> <p>FCC is utilising the beauty and facilities of the surrounding suburbs to our advantage. We have educational facilities all around us and have acquired 3 buses and a Hiace to transport our students to these resources. It's not uncommon to see our Marine Science class at South Beach or exploring Omeo Wreck. FCC frequently visit the local sporting and recreation centres for our Phys Ed, Outdoor Ed and Phys Rec classes.</p> <p>FCC also encourages our facilities to be used for community purposes. Our site has been used for community events like birthdays, engagement parties, Dad and Daughter dances, Father and Son campouts, parenting seminars and New Life Church Sunday services. The College has leased space to local businesses such as the Fremantle Guitar School and even hosted a 70th birthday party for a past Hamilton Hill Primary School student.</p> <p><b>4. Other Schools in the Area</b></p> <p>One of the reasons Fremantle Christian College has grown so quickly is the growth in the surrounding suburbs and the lack of high school options in the area. FCC's student catchment is mostly within 10km of the College. Hamilton SHS was closed in 2017 and merged with South Fremantle SHS to create Fremantle College. Fremantle College was refurbished and expanded to have capacity for 1,250 students. Fremantle College's published 2021 student numbers are listed as 1,231. Fremantle College's catchment area is drawn from a total of 18 suburbs, many of which are experiencing significant population growth and they are currently almost at capacity.</p> <p>The surrounding community however, continues to grow:</p> <ul style="list-style-type: none"> <li>• very high net migration into WA</li> <li>• large scale housing sites coming online now like the OneOneFive Development that has replaced HSHS designed to accommodate almost 1,000 new residents.</li> <li>• the residential developments that will happen as a result of the Roe 9 land repurposing.</li> <li>• continuing infill across any of the suburbs in the cities of Cockburn and Fremantle.</li> <li>• new and expansionary developments in areas like North Coogee.</li> <li>• the revitalisation plans being undertaken by the City of Cockburn in Hamilton Hill, Phoenix, Lakes, Coolbellup, and Yangebup.</li> </ul> <p>For new families and residents moving to the area, high school options are limited; Fremantle College (nearly at capacity), John Curtin College of the Arts</p>	

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		<p>(JCCA), which offers places to less than 100 local students, Christian Brothers College (CBC) and Kennedy Baptist College (KBC). Both CBC and KBC's fees are in excess of \$10,000 pa per student. The school most similar to FCC is Seton Catholic College, also operating at capacity, having been stable around 1,000 students for the past few years.</p> <p><b>5. The Opportunity</b></p> <p>FCC sees a great opportunity to meet a real need in the community and to utilise the synergy and alignment shared between FCC and the City of Cockburn as outlined in the Local Planning Strategy for Hamilton Hill.</p> <p>The City of Cockburn is making great progress in urban densification and infill, and we receive regular feedback from families about how significant FCC has been in their decision to move their family into the area.</p> <p>The City is planning to protect and enhance neighbourhood character. FCC has done this by retaining the 1903 School House on our site and choosing a style scheme and colours for our new buildings, that enhances existing, bordering buildings. The College has retained and maintained mature trees wherever possible and engaged in planting of additional trees.</p> <p>The City is planning to revitalise the areas of Hamilton Hill and Phoenix and a stronger local school will support these plans. The City is planning to strengthen the community hubs and centres within Hamilton Hill and having a stronger local school will bring more people into the suburb and surrounding businesses. The City is planning to minimise the environmental impact of development in the Roe Hwy Reserve and look to preserve Public Open Space. FCC will help in both of these areas as we consistently look to highlight and retain environmental features.</p> <p>The City respects the heritage in the area and FCC also believe in preserving the history and heritage of local buildings and places, with buildings on our site dating back 120 years. With the redevelopment of the Roe Hwy reserve bordered by Carrington St, Forrest Rd and Rockingham Road, FCC is asking for the opportunity to develop Fremantle Christian College further. We believe the City of Cockburn will significantly benefit from an enlarged FCC campus. This will enhance the revitalisation of the area and meet the educational demand of the new and existing households. FCC provides an excellent and affordable option for families and FCC has a track record of investment in Hamilton Hill in ways that align to the overall goals of the City of Cockburn. We would count it a privilege to provide an ongoing, excellent, and enlarged educational service to our community.</p> <p><b>6. The Request</b></p>	

No.	Name/Address	Submission	Recommendation
		<p><b>Enough land for our existing students, with additional capacity to expand to a 2- stream primary school and 3-stream secondary school, serving 850 students.</b></p> <p>FCC request that consideration be given to supporting the expansion of Fremantle Christian College to meet the future needs of the community. FCC believes that there will be demand in the future for a 2- stream primary school and a 3-stream secondary school.</p> <p>FCC are proposing a 2-stream primary school and 3-stream secondary school, increasing our capacity from 550 to 850 students. This would allow FCC to serve the surging population growth, expand the subject choices we offer and strengthen the educational outcomes of the College. We are currently situated on 3.0 ha of land (0.85 ha owned, and 2.15 ha leased). To undertake the next level of growth FCC would need a site of at least 4.5ha, ideally 6.0ha including the 0.85ha we already own and the 2.15ha we lease.</p> <p><b>Figure 1</b> includes the land we currently lease and the available adjacent land for a development of this nature. We believe this land rezoning and development is a once in a generation opportunity. Fremantle Christian College is uniquely positioned to be able to meet the future educational needs of the region and continue providing an exceptional and accessible education to many families. We also believe that land which provides access to Forrest Rd or Carrington St would allow for more effective traffic management on our site and alleviate some of the challenges in traffic flow.</p> <p><b>7. The Future</b></p> <p>Growing FCC to a 2-stream primary school and a 3-stream secondary school will require ongoing work and commitment. FCC believes we have proven ourselves to be an organisation that rises to the challenge, with the needs of the local community inspiring us to craft desirable outcomes and solutions that synergise with the vision of the City of Cockburn. We have the experience and skills to develop a thriving school with a great culture and strong academic results that will further the revitalisation of Hamilton Hill and surrounding suburbs.</p>	
225	Principals Fremantle Christian College & Kerry Street Community	<p><b>COMMENT:</b></p> <p>We, the principals of Fremantle Christian College and Kerry Street School, are writing this joint letter in relation to the development of a structure plan that includes land that was formerly gazetted for the Roe highway extension (DA46). Of particular interest to us is the area adjacent to Forest Road. Parts of this area are currently leased to our schools to provide much needed play spaces for our campuses. As principals of these two small private schools that service the Hamilton Hill and surrounding areas.. we believe it is important that as much of</p>	<p><b>Noted</b></p> <p>1. The matters raised are addressed in the City's response to earlier submissions. Specifically, please see the response to <b>Submission 174 and 231 (below)</b>.</p>

No.	Name/Address	Submission	Recommendation
	School, Hamilton Hill	<p>this area as possible is designated as Special Use, allowing our schools purchase the land in order to expand in the next decade as the demand for our services continues to rise.</p> <p>As we are sure you are aware, the Hamilton Hill area is bounded by some very large high schools and primary schools that are already at or near capacity. Our schools offer a small school environment and with each having its own unique style of education that is much needed by students in the area. Our schools act to relieve some of the pressure on the large schools in the area, as well as offering a welcome alternative to these large environments. In order to be able to continue to provide this service to more students, our schools need access to space to grow and develop their facilities. Opening up such a large land area, much of which will be residential, will only increase the need for good schools in the area. With out allowing our schools to expand to fill this need the situation will become dire for these schools as they reach and perhaps exceed capacity.</p> <p>Additionally, because we are schools, the additional land will enable us to provide green spaces, including ovals and play areas that would be in line with the Cockburn Council's desire for a 'green link' as per the current structure plan.</p> <p>We ask that when the structure plan is developed, that the above items are taken into consideration and that most, if not all of the land in the mentioned area, is made available to our schools so that they can continue to provide the excellent education that they are known for in this area.</p>	
226	Planning Solutions on behalf of Classic Hire  Carrington St, Hamilton Hill	<p><b>OBJECT:</b></p> <p>Planning Solutions act on behalf of Classic Hire, the operator of the equipment hire business and occupier of Lots 27, 28 &amp; Part Lot 4 (417,419,421) Carrington Street, Hamilton Hill (subject site).</p> <p>This submission is in response to the proposed <i>Scheme Amendment No.166 to City of Cockburn Town Planning Scheme No.3 - Roe Highway (Remainder Stages 8 &amp; 9)</i> (Draft Scheme Amendment) prepared by City of Cockburn (City).</p> <p>Under the local planning scheme, the proposed Draft Scheme Amendment seeks to zone to various portions of land that were previously reserved for the Roe Highway under the Metropolitan Region Scheme.</p> <p>The City is seeking public comment on the Draft Scheme Amendment until 19 March 2025. On behalf of our client, we request the following changes to the Draft Scheme Amendment:</p> <ul style="list-style-type: none"> <li>The proposed special provisions that will guide future structure planning in the precinct to be reconsidered and in some instances reworded.</li> </ul>	<p><b>Noted</b></p> <ol style="list-style-type: none"> <li>The City notes Classic Hire have been a tenant at the site for approximately 30 years and lease the site from Main Roads WA.</li> <li>This Scheme Amendment itself will not create direct changes for this site. However, the subsequently proposed Structure Plan may, as noted in the submission.</li> <li>The intention for the green (ecological) link is to provide a connection between the Beeliar wetlands and the coast, and is not reliant on existing remnant vegetation but would be a mixture of existing vegetation and revegetation and planting in appropriately selected</li> </ol>



No.	Name/Address	Submission	Recommendation
		<ul style="list-style-type: none"> <li>• These special provisions should consider the importance of retaining existing land uses as part of any future structure planning in the precinct. The subject site is an example of a well located, key service with minimal environmental impact that should be retained.</li> <li>• Green ecological links are supported, however are only appropriate east of Carrington Street.</li> <li>• Residential development should only be proposed where an appropriate interface with existing land uses is achieved.</li> </ul> <p>The reasons for these requests are outlined in this letter.</p> <p><b>The Site</b></p> <p>We are advised that Classic Hire has occupied the subject site for over 30 years as an equipment hire business. Existing development at the site consists of a warehouse/office and hardstand area for equipment storage and display.</p> <p>We understand Main Roads Western Australia (MRWA) currently owns the subject site and own a large portion of surrounding land affected by the Draft Scheme Amendment.</p> <p>Figure 1 and Figure 2 provide an aerial and street view of the site, respectively.</p> <p><b>Proposed Amendment</b></p> <p>The subject site is proposed to be zoned 'Development' under the City of Cockburn Town Planning Scheme No.3 (TPS3) (through the proposed Draft Scheme Amendment) as shown in Figure 3 below.</p> <p>Land use permissibility is not provided for land in the 'Development' zone, and instead the Draft Scheme Amendment requires a structure plan to be prepared before any development occurs. We understand the structure plan will guide the specific land use permissibility for the development area. We understand that future structure plans are likely to be led by landowners or developers, and not by the City.</p> <p>To guide the preparation and extent of the structure plan, a special control area 'Development Area No.46' (DA46) is proposed to include the following special provisions:</p> <p>2. <i>The Structure Plan is to</i></p> <ul style="list-style-type: none"> <li>a) <i>Demonstrate a green (ecological) link extending through the area from east to west as an integral element;</i></li> <li>b) <i>Provide for appropriately scaled education, recreation, mixed use and/or local scale commercial development;</i></li> <li>c) <i>Provide for an appropriate mix of residential densities;</i></li> </ul>	<p>areas. The spatial alignment and extent will be determined in the subsequent structure planning stage. Carrington Street is recognised as a potential barrier that will need to be considered as part of that process.</p> <ol style="list-style-type: none"> <li>4. Regardless of the Scheme Amendment and subsequent Structure Plan outcomes, existing uses within the amendment area will retain the ability to continue operating, subject to landowner agreement.</li> <li>5. The future Structure Plan will determine appropriate locations for Residential and other zones within DA 46.</li> <li>6. Interface issues will be more appropriately determined between proposed uses and existing uses <u>outside of the proposed Development zone</u>, which is likely to be redeveloped.</li> <li>7. For the reasons outlined above, the City does not support the proposed modifications within this submission.</li> </ol>

No.	Name/Address	Submission	Recommendation								
		<p>d) <i>Ensure the layout and urban form provide an appropriate interface to adjacent roads and existing properties.</i></p> <p><b>Requested Amendments and Justification</b></p> <p>The Draft Scheme Amendment does not result in any immediate material change for the subject site at this stage as zoning and land use permissibility will likely be established through a future structure plan.</p> <p>Notwithstanding, this submission provides commentary and recommendations on the proposed DA46 special provisions as outlined at Table 1 below.</p> <p><b>Table 1 Response to proposed special provisions</b></p> <table border="1"> <thead> <tr> <th data-bbox="629 555 934 608">Proposed provision</th> <th data-bbox="934 555 1464 608">Comment</th> </tr> </thead> <tbody> <tr> <td data-bbox="629 608 934 660">2. <i>The Structure Plan is to</i></td> <td data-bbox="934 608 1464 660"></td> </tr> <tr> <td data-bbox="629 660 934 1066">a) <i>Demonstrate how a green (ecological) link extending through the area from east to west as an integral element;</i></td> <td data-bbox="934 660 1464 1066">Our client supports the intention of a green ecological link in the structure plan, however questions how this could be achieved to the west of Carrington Street given the presence of existing businesses and land uses. Our client <u>does not</u> support a green link to the west of Carrington Street. It would not be appropriate for this link to continue west from Carrington Street considering the existing road corridor (Carrington Street) and built form (western side of Carrington Street). Importantly, this would pose safety risk to users of the open space and result in the loss of existing businesses as outlined below.</td> </tr> <tr> <td data-bbox="629 1066 934 1375">b) <i>Provide for appropriately scaled education, recreation, mixed use and/or local scale commercial development;</i></td> <td data-bbox="934 1066 1464 1375">Existing commercial development affected by the Draft Scheme Amendment area should be retained where it is well located, provides a key service to the community and results in minimal impact on the natural environment and surrounding land uses.  This is relevant to commercial development on the western side of Carrington Street, including the subject site. A specific justification for the subject site on this criteria is provided below:</td> </tr> </tbody> </table>	Proposed provision	Comment	2. <i>The Structure Plan is to</i>		a) <i>Demonstrate how a green (ecological) link extending through the area from east to west as an integral element;</i>	Our client supports the intention of a green ecological link in the structure plan, however questions how this could be achieved to the west of Carrington Street given the presence of existing businesses and land uses. Our client <u>does not</u> support a green link to the west of Carrington Street. It would not be appropriate for this link to continue west from Carrington Street considering the existing road corridor (Carrington Street) and built form (western side of Carrington Street). Importantly, this would pose safety risk to users of the open space and result in the loss of existing businesses as outlined below.	b) <i>Provide for appropriately scaled education, recreation, mixed use and/or local scale commercial development;</i>	Existing commercial development affected by the Draft Scheme Amendment area should be retained where it is well located, provides a key service to the community and results in minimal impact on the natural environment and surrounding land uses.  This is relevant to commercial development on the western side of Carrington Street, including the subject site. A specific justification for the subject site on this criteria is provided below:	
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			<ul style="list-style-type: none"> <li>• Classic Hire has leased and successfully operated the subject site for over 30 years, providing equipment to facilitate construction activities in the local area.</li> <li>• Classic Hire requires a specific type of site to operate and considering their established customer base (that is closely associated with their location), it would be difficult to relocate if a future structure plan restricted or prohibited their operations.</li> <li>• Classic Hire is well-located and easily accessible to customers. It is located on a key transport route and in proximity to nearby residential and commercial areas where customers are based.</li> </ul>	
		<p>c) <i>Provide for an appropriate mix of residential densities;</i></p>	<p>Residential should be located where an appropriate interface with existing land uses can be achieved. The subject site is not appropriate for future residential development given its historical land use, adjacent to busy transport route and commercial neighbour to the south. Importantly, there are other more appropriate sites within the DA46 area.</p>	
		<p>d) <i>Ensure the layout and urban form provide an appropriate interface to adjacent roads and existing properties.</i></p>	<p>The subject site has an appropriate interface with adjoining land as outlined below.</p> <ul style="list-style-type: none"> <li>• North: The site adjoins residential properties to the north, however is suitably distanced.</li> <li>• South: The site adjoins a car yard to the south. Being a similar use, Classic Hire has an appropriate interface with this neighbour.</li> <li>• East: The site has a direct frontage to Carrington Street to the east. This facilitates Classic Hire's business, allowing customers and equipment to enter and exit the site appropriately.</li> <li>• West: The site adjoins a school oval to the west. The office/warehouse is located on this boundary, providing an appropriate interface.</li> </ul>	

No.	Name/Address	Submission	Recommendation
		<p>This further confirms that existing land uses should be retained where they are appropriately located as outlined at (b) above.</p> <p>For the reasons outlined above, we request the following amendments to the Draft Scheme Amendment, as outlined in <b>red and strikethrough</b>:</p> <p>2. The Structure Plan is to</p> <ul style="list-style-type: none"> <li>a) Demonstrate how a green (ecological) link extending <del>through the area from east to west</del> <b>from the intersection of Ahern Street/ Blackwood Ave (in the east) to Carrington Road (in the west)</b> as an integral element;</li> <li>b) Provide for appropriately scaled education, recreation, mixed use, <b>mixed business</b> and/or local scale commercial development;</li> <li>c) Provide for an appropriate mix of residential densities, <b>where an appropriate interface with existing land uses is achieved</b>;</li> <li>d) Ensure the layout and urban form provide an appropriate interface to adjacent roads and existing properties.</li> </ul> <p><b>Conclusion</b></p> <p>In summary, this submission requests the following changes to the Draft Scheme Amendment:</p> <ul style="list-style-type: none"> <li>• The proposed special provisions that will guide future structure planning in the precinct to be reconsidered and in some instances reworded.</li> <li>• These special provisions should consider the importance of retaining existing land uses as part of any future structure planning in the precinct. The subject site is an example of a well located, key service with minimal environmental impact that should be retained.</li> <li>• Green ecological links are supported, however are only appropriate east of Carrington Street.</li> <li>• Residential development should only be proposed where an appropriate interface with existing land uses is achieved.</li> </ul>	
231	<p>Jodi Kerslake – Principal Kerry Street Community School, Hamilton Hill</p>	<p><b>COMMENT:</b></p> <p>I am writing on behalf of the school community in relation to the development of a structure plan that includes land that was formerly gazetted for the Roe Highway extension (DA46).</p> <p>Kerry Street Community School is a unique educational environment set on owned and leased land along Forrest Road from Kerry Street to Rockingham Road in Hamilton Hill. 70 beautiful children currently thrive at Kerry Street</p>	<p><b>Supported in Part</b></p> <p>1. The area in question is proposed to be zoned 'Development' with provisions under 'Development Area 46' (DA 46) to facilitate a future structure planning process. Provisions within 'DA 46' seek to 'provide for appropriately scaled education, recreation, mixed-use and/or</p>

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		<p>through engagement with the natural playground and our outdoor classrooms. Our approach to risky play lets kids be kids, while our democratic, inclusive ethos means we are nurturing future citizens who have the skills to meaningfully contribute to their community. We are one of a kind, providing an educational service to the City of Cockburn unmatched by any other school.</p> <p>The leased sections of our beautiful school are part of the land under consideration by the City of Cockburn's structure plan. Kerry Street Community School would like to eventually purchase the land currently leased from Main Roads. This would allow us to continue to offer our unique service with a sense of security and confidence in our future. We could keep our playground - our "Wild Space" - and our outdoors classrooms. Our commitment to sustainability and environmental stewardship could also be maintained, as Kerry Street stayed part of a wildlife corridor.</p> <p>In short, we would support the City of Cockburn to:</p> <ul style="list-style-type: none"> <li>• Re-develop the land formerly gazetted for the Roe highway extension using a mixed-use approach;</li> <li>• Develop and maintain a wildlife corridor, as part of any redevelopment;</li> <li>• Re-zone the land Kerry Street Community School currently occupies as Special Use.</li> </ul> <p>You will be receiving a range of submissions from our community regarding this potential development. You will read how much our children love their school, and you will learn how much our unique approach is treasured. You will also learn how Kerry Street quietly and gently adds value to the City of Cockburn as a place which attracts families who are looking to, something special.</p>	<p>local scale commercial development'. Should land be designated for the purposes of expanding Fremantle Christian College, the appropriate time to do so is the future structure planning stage.</p> <p>The City notes, much of the amendment area land between Forrest Road, Carrington Street and Rockingham Road is owned by various State Government agencies and regardless of future zoning or designation of that land, agreements with the various State agencies will be required to utilise the land for any purpose.</p> <p>2. The provisions of Development Area 46 are consistent with the support from this submission, whereby:</p> <ul style="list-style-type: none"> <li>• The provisions to guide the future structure plan seek appropriately scaled education, recreation, mixed use and/or low scale commercial;</li> <li>• A green (ecological) link being maintained as a critical link throughout DA 46;</li> <li>• The future Structure Planning stage presents the opportunity to designate the Kerry Street School land for educational purposes such as 'Special Use'.</li> </ul>
234	<p>Student Petition</p> <p>Kerry Street Community School, Hamilton Hill</p>	<p><b>COMMENT:</b></p> <p>The organisers and signatories of this petition would like the land to be re-zoned, so the 'Wild Space' area currently leased from Main Roads can be purchased by the school. Our 'Wild Space' is part of our playground, and would need to be re-zoned Special Use by the City of Cockburn to facilitate this purchase. As such, this petition supports the development of a structure plan which would provide for this re-zoning. (43 signatories)</p>	<p><b>Noted</b></p> <p>1. The City recognises the 43 signatories of the petition which seeks the areas currently leased by Kerry Street Community School (KSCS) to be zoned in a manner that KSCS can continue its current operations.</p>



No.	Name/Address	Submission	Recommendation
			2. The matters raised are addressed in the City's response to earlier submissions. Specifically, please see the response to <b>Submission 231</b> .
251	Students Kerry Street Community School, Hamilton Hill	<p><b>COMMENT:</b></p> <p>Please find enclosed a range of student submissions in relation to the development of a structure plan that includes land that was formerly gazetted for the Roe Highway extension (DA46).</p> <p>Kerry Street Community School leases sections of the former Roe 9 land from Main Roads. The leased land forms part of our "Wild Space" a unique, nature-based play area where Kerry Street kids can climb trees, dig holes and let their imagination thrive. It supports our STEM curriculum through engagement with nature and our outdoor classroom, as well as sustaining a variety of birds, insects and other animals.</p> <p>The school would like to purchase the land it currently leases. For this to happen, the City of Cockburn needs to re-zone as "Special Use" the land bordering Forrest Road and Rockingham Road currently occupied by the school. The children's submissions, therefore, support the development of a structure plan which includes a wildlife corridor, mixed use zoning and the specific re-zoning of our leased land as Special Use.</p> <p>The enclosed submissions were created by children from ages 4 -11. Younger children were guided by their teachers; other children created pictures and some of the older children wrote persuasive pieces. Following the respectful, democratic values of our school, each child was given the opportunity to express their view and then to decide whether to offer their submission to the City of Cockburn or not. The enclosed submissions are representative of the unique education Kerry Street Community School offers in the City of Cockburn, and how purchasing the leased land can secure that educational future.</p> <p>By reading these submissions, I hope you understand how important our Wild Space is to the core values of the school and the unique learning it offers. I also hope you understand the way in which contributing to a wild life corridor is fundamental to what we offer here at Kerry Street. More importantly, I hope you understand how much our beautiful children love their beautiful school and their Wild Space.</p> <p>(plus attachment)</p>	<p><b>Noted</b></p> <p>1. The matters raised are addressed in the City's response to earlier submissions. Specifically, please see the response to <b>Submission 231</b>.</p>

No.	Name/Address	Submission	Recommendation
268	Dr Felicity Bairstow  Bibra Lake Residents Association	<p><b>COMMENT:</b></p> <p>I have spent over half my life in the City of Cockburn and over 30 years advocating for the protection of its natural areas.</p> <p><b>A corridor of culture and wildlife to show the world</b></p> <p>More than a decade ago while many Cockburnites were deep in the thrall of campaigning to halt the plans for Roe 8 through our wetlands it occurred to some of us that we were not merely stopping a road but actually saving an irreplaceable linkage of bushland running east – west across part of the Swan Coastal Plain. What ensued was a bold vision to create a walkable Wetlands to Waves linkage that would also serve as a corridor for the movement of plants and animals across the landscape. Imagine coming off a cruise ship in Fremantle Harbour and being able, in a matter of hours, to traverse across tens of thousands of years of culture and uniquely evolved biodiversity without even leaving the city. This is what tourism dreams are made of and we have the last chance to hold onto this dream right now.</p> <p>Maintaining a viable wildlife corridor in the proposed amendment is not only possible it is a visionary, and economically and socially responsible, way forward. The suggested plan as commissioned by the local community demonstrates how increased housing can be achieved while allowing the “open space” required to maintain a thriving wildlife corridor. (attached)</p> <p><b>Another chance for a unique solution</b></p> <p>Bibra Lake Drive / Hope Road Precinct</p> <p>This small area of land is a prime site for an imaginative mixture of residences and nature. The existing drainage area can be converted into a “Living Stream” and sustainable housing integrated into natural revegetation connecting through to the nearby Regional Park. It would be a travesty to see this area jam packed with humdrum residential development.</p> <p><b>Conclusion</b></p> <p>Thank you for considering my submission. I am hopeful that we can leave this irreplaceable legacy for future generations to appreciate.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. The City notes the plan commissioned by the Cockburn Community Wildlife Corridor as being completed by Daniel Martin from the University of Western Australia. The provisions of Development Area 46 require a structure plan to spatially show the various zones and reserves – it is this stage where natural areas will be shown. It should be noted that Liveable Neighbourhoods, the document which guides the provision of public open space requires 10% public open space.</li> <li>2. There is the opportunity for the drainage basin (for Bibra Drive) to be converted into a living stream. This would occur at the subdivision/development stage.</li> </ol>

No.	Name/Address	Submission	Recommendation
<b>Public Submissions</b>			
1	Clifton Pratt Starling St, Hamilton Hill	<p><b>COMMENT:</b></p> <p>I'm delighted to hear from the strategic planning department and I just wanted to say that it can easily go one of two ways of functional complexity with urban planning mainly as no zone areas seem to be obvious places for development.</p> <p>I'm not entirely confident in the urban planning outcomes or what is envisaged but from my perspective as a novice in geographical town urban functional complexity there is so much potential to sculpture the lay of the land to accentuate culture and bolster the atmosphere to encourage growth and enrich the residential and quality of life. It's a complex array of factors that I'm noticing in standard urban planning with more necessary commercial centres and accessibility in the form of roadways</p> <p>I think that the redevelopment of an ideal and relaxing no zone holds significant latent potential if the dynamics of population and cultural demographics are met with an equilibrium of commercial growth not avoid unsophisticated blatant commercial development but to encourage people to become free to dwell in zones outside of their properties and dwell with enriched cultural environment</p> <p>N.B. It's uncommon for remote cafes such as pear tree cafe to attract a frequent steady influx yet in a monetary sense I doubt its accruing excess funds per annum but the merit of it goes beyond the currency and is a rare example of free spirited hospitality service provided in an out of urban centre locality which makes it not only rare but a springboard for careful scrupulous planning in order to accentuate a happy lifestyle in this quiet and secluded section of Hamilton Hill</p> <p>The possibility of improving the No zone allotting it as potential well placed planning to bolster the quality of living standards. Without causing a reason to have an inundated demographic population to restore a sense of outlet without resorting to community mindsets strictly while there are elements of community that are given and integral, it is a watershed to perpetuate a notion whether it be from popular consensus or assumptions that there's industry with no love lost in cold hearted pursuit of currency but as I see it the delicate improvement not a slap dash approach but alterations to the area may be necessary to suggest socio dynamic improvement because while abrupt social behaviour and anti-social crime etc is not tolerated it must also must not be attracted so to give it a lot of mindfulness</p> <p>Free wifi and a cafe to start with council workers restoring the appeal of the No zone might be alluring to one transect yet anger the other politico perspective</p>	<p><b>Noted.</b></p> <ol style="list-style-type: none"> <li>1. The City notes the commentary regarding the potential for improved planning outcomes where the area proposed for development is largely undeveloped (i.e. the former Roe Highway reservation).</li> <li>2. Development Area 46 provisions seek to provide for <i>low scale commercial</i> or <i>mixed use</i>, which present the opportunities for a café land use. However, neither the scheme amendment or structure plan can require a specific land uses (such as a Café/Restaurant). Additionally, the green (ecological) link may provide for places to meditate and recreate.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>I believe that a relaxing cafe or meditation walking pathway might be pleasant but I'm aware Fremantle is an accessible urban centre and spearwood provides goods and services</p> <p>I don't have any qualms with potential inclusion of established chains but no not at this specific destination it will cause abrupt traffic persistently to a pre-existing quiet part of town</p> <p>Thanks for reading my comments</p> <p>There's potential for environment and demographic characteristics to prevail without the presence of policing</p> <p>A cafe intermittent places to dwell</p> <p>To encourage demographic prosperity to improve quality of life so much that residents will incur raised property values</p>	
4	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I oppose the proposed rezoning of the affected areas under Scheme Amendment No. 166 for residential development and advocate for designating these areas as a wildlife corridor to protect our fragile coastal ecosystems. The affected land should be used to promote biodiversity, supporting native flora and fauna and providing critical ecosystems and micro-climate regulation. Urbanisation in these areas would fragment habitats and threaten local wildlife, including vulnerable and endangered species.</p> <p>Wildlife corridors are essential for connecting habitats, enabling species to move freely, maintain genetic diversity, and thrive. Given the proximity of these areas to Bibra Lake, Manning Park and other reserves, the land is ideally suited for such a designation. This approach would also align with community values by preserving green spaces that enhance quality of life, promote mental health, and foster a connection to country and nature.</p> <p>I propose that the City of Cockburn designate the affected land as a protected wildlife corridor, restore habitats to support ecological connectivity, and engage the community in conservation efforts. This initiative could also align with sustainability goals and create opportunities for eco-tourism, benefiting the local economy while safeguarding the environment.</p> <p>Rezoning for residential development would cause irreversible environmental harm and diminish the region's ecological and community values. By prioritising the establishment of a wildlife corridor, the City can demonstrate leadership in sustainable planning and ensure long-term benefits for residents and future generations.</p>	<p><b>Noted.</b></p> <ol style="list-style-type: none"> <li>Proposing a local 'Parks and Recreation' reserve over the entire amendment area would not be accepted by the State Government, who previously considered and dismissed similar requests for the land to be entirely reserved under the MRS Major Amendment 1404/41.</li> <li>The purpose of the Urban zoned land is to allow for a variety of zones under the Local Planning Scheme which could be residential, light industrial/commercial, education, with the strong likelihood of some additional areas of 'parks and recreation' reserve being proposed.</li> <li>Notwithstanding the above, the City notes provision 2 a) within Development Area 46 which requires an ecological (green) link be provided east-west through the area.</li> </ol>

No.	Name/Address	Submission	Recommendation
5	Name and Address withheld	<p><b>COMMENT</b></p> <p>I support the scheme amendment to remove the Roe Highway Road reserve through the City of Cockburn. I also support the reclassification of roads and bushland back to these classifications. It is good to see some more housing to be built at the far Northeast aspect of Bibra Lake as it is well supported by infrastructure and amenities.</p> <p>Council should also change the R code of existing residential area of the entirety of Bibra Lake residential from R20 to R25 to allow more in-fill to occur without becoming too dense.</p> <p>It is good to see a nature corridor established through the southern aspect of Coolbellup. Council should actively manage the returned to bushland areas which run between populated areas for density of vegetation be it trees, shrubs and grasses as the area is bushfire prone.</p>	<p><b>Noted</b></p> <ol style="list-style-type: none"> <li>1. The City notes support for bushland along Forrest Road being reserved 'Parks and Recreation' under the Metropolitan Region Scheme and the existing Forrest Road area being reserved for 'Local Road' under the City's Town Planning Scheme No. 3 (TPS 3).</li> <li>2. This amendment applies only to the former Roe Highway reserve and land now depicted as 'No Zone' within TPS 3. The City's Local Planning Strategy does not advocate for an upcoding of Bibra Lake.</li> <li>3. The City is working with Main Roads WA and the community via 'Rehabilitating Roe 8' to restore previously cleared bushland that was reserved for 'parks and recreation' under the MRS amendment. Bushfire is a known and existing risk, which is taken into account in the restoration efforts.</li> </ol>
6	Jocelyn Broderick Forrest Rd, Hamilton Hill	<p><b>COMMENT:</b></p> <p>I am concerned that the aim of the scheme text for Development Area No.46 "demonstrate how a green (ecological) link can be achieved through the area from east to west as an integral element" is unachievable as the width of the available land is not wide enough for both residential development and a green link.</p> <p>I would prefer to see more land in DA 46 zoned "Parks and recreation" rather than "Development" within this area, with high density perhaps 3 story apartments flanking this, particularly in area bounded by Blackwood Ave, Ahearn St, Wheeler Road Carrington St.</p> <p>More planning clarity is required within this difficult and sensitive area to ensure a ecological link provided from east to west.</p>	<p><b>Noted.</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Green (Ecological) link.</li> <li>2. The future structure planning stage will identify zones and reserves such as 'Public Open Space' and 'Residential'. Notwithstanding that 'Residential' zones will be identified, mandating the specific development outcome at this stage and subsequent structure planning stage is unlikely to occur.</li> </ol>

No.	Name/Address	Submission	Recommendation
			3. The structure plan stage is when the additional clarity will be provided.
7	Name and Address withheld	<p><b>OBJECT:</b>                      DA 47 No more than R20 zoning                      DA46 To much residential zoning / not enough bush corridors</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. DA47 and its provisions are proposed to be removed and replaced with 'Residential R15' and 'Local Road' reserve on Cardigan Street itself.</li> <li>2. The future zones within DA46 have not been designated. Regarding the comment 'not enough bush corridors', please see the response to <b>Submission 4.</b></li> </ol>
8	Name and Address withheld	<p><b>COMMENT:</b>                      Is there a general idea of when works will start and how long they will take please?                      What sort of residential housing is being planned - private or social? If it's a combination, what percentage will be social housing?                      When will we get more of an idea of what new facilities will be attached?                      Overall, the plan looks like a good add to the neighbourhood but it's also very vague and I could do with a little more depth.</p>	<p><b>Noted</b></p> <ol style="list-style-type: none"> <li>1. Given the large area of land the amendment covers, and the varying zones being proposed, work commencing will differ between each area. Furthermore, the multiple landowners may all have varying targets as to when development will occur.</li> <li>2. The Scheme amendment does not mandate a type of residential housing (single detached dwellings, grouped dwellings or apartments could be proposed). Additionally, there is no statutory requirement for a certain percentage (%) of social housing, however given the majority of landowners are various state government departments it is likely that some social housing will be provided.                       Given the uncertainty regarding future zoning and land assembly, no new facilities are yet proposed. The structure planning stage is when more certainty will be provided.</li> </ol>



No.	Name/Address	Submission	Recommendation
			3. The additional depth and clarity will be provided through the subsequent structure planning stage.
9	Name and Address withheld	<p><b>COMMENT:</b></p> <p>As a resident living near the affected area. I appreciate the effort to transform the abandoned land into a residential zone, which will positively impact the community.</p> <p>My key points of feedback are:</p> <ol style="list-style-type: none"> <li>1. Building Height: I strongly recommend that any new buildings in the development area be limited to single-storey structures to maintain the existing character of the neighbourhood and avoid overshadowing nearby properties.</li> <li>2. Green Spaces: It is important to maintain a significant amount of green areas, ensuring that the development remains environmentally friendly and visually appealing.</li> <li>3. Local Amenities: I would love to see a well-designed corner with a small coffee shop and a grocery store, providing convenient access to essential services for residents.</li> <li>4. Playground Area: Including a playground or recreational space would be beneficial for families and children, enhancing the community liveability.</li> </ol> <p>Overall, I support the conversion of this abandoned area into a residential zone, provided that these aspects are taken into consideration.</p>	<p><b>Noted</b></p> <ol style="list-style-type: none"> <li>1. Specific development aspects such as building height will likely be determined by the applicable planning framework (overshadowing is considered via clause 5.4.2 of the Residential Design Codes).</li> <li>2. Development Area 46 requires a green (ecological) link to be demonstrated within the future structure plan. In addition, there will be a requirement for a minimum of 10% public open space in accordance with Element 4 of Liveable Neighbourhoods. Please see the response to <b>Submission 1</b>, regarding local amenities.</li> </ol>
10	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I am writing a submission in opposition to the proposal planning re zoning from R15 to R 60 to parts of Healy Road and Cardigan Street in Hamilton Hill.</p> <p>This will have a negative impact on the Heritage Listed Randwick Stables.</p> <p>The stables offer a unique and charming facility in an urban environment and have very popular Community Events which are unique to Cockburn. Black Cockatoos are often around in the neighbouring trees.</p> <p>The horses rely on access to the beach through Cardigan Street. Just being around horses has many benefits including improved mental health and a feeling of wellbeing. This amenity will be lost with high density housing as the ability to exercise the horses will be lost. Also the environment will be too stressful for the animals.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>The community will be replaced by a concrete jungle with no advantage to the existing community, just money for developers who don't reside in the area.</p> <p>The rezoning is not in keeping with the wildlife corridor which extends from Beeliar Wetlands to the sea. Tree canopy is essential for bird habitat and wellbeing for the community.</p> <p>The R 60 will have impacts for the long term tenants on Cardigan Street who currently have affordable housing. These tenants have been there 10 to 20 years and run the risk of homelessness should the re zoning take place.</p> <p>High density housing in this area is not part of this community's long term vision for Cockburn. This very rare oasis in an urban setting will be trashed for ever for the sake of rampant development.</p> <p>As high density living becomes the norm people will crave sanctuaries such as the stables. In the future the stables could be a High Value Asset for the council. Does Cockburn want to become another dreary suburb of Perth with housing and a few dreary shops. The more you preserve the green, the higher the social and amenity value.</p> <p>Planners should have a vision for future generations. I don't know anyone who really wants the high density living for their children's future without animals, green and open spaces and wildlife.</p>	
11	Steven Hughes Nineham Ave, Spearwood	<p><b>OBJECT:</b></p> <p>I oppose rezoning Cardigan St and Healy Rd to a development zone that could allow for R60 density. Cardigan St is the sole access point to the heritage-listed Randwick Stables—a vital community asset that supports wellbeing, preserves our history, and connects the wider Cockburn community. Families rely on and cherish the stables, and its long-term viability must be a key consideration in any planning decisions.</p> <p>High-density development so close to Randwick Stables is simply not appropriate. The daily routine of walking horses along Cardigan St to the heritage-listed C Y O'Connor horse beach would be disrupted by increased traffic and new residents, jeopardizing this treasured community asset.</p> <p>Furthermore, Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and there's no need for upcoding in the new draft planning scheme—especially when there's plenty of vacant, underutilized R60-coded land available.</p> <p>We also need to preserve the native tree canopy in the area, which is crucial for the critically endangered Carnaby and Red Tail Cockatoos that are frequently</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> <li>2. <u>City of Cockburn Infill Targets</u>  The 2016 document <i>Perth and Peel @ 3.5 million</i> identified an infill dwelling target of 8, 600 additional dwellings by 2031 and 14, 680 by 2050 for the City of Cockburn. The City's Local Planning Strategy estimates by the 2030 and 2050 target will be achieved, with an additional 9,462 and 24,128 dwellings respectively. Notwithstanding the City being on track to meet the infill targets,</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>seen along Cardigan St. This tree canopy helps maintain the ecological link from wetlands to waves, forming an essential part of the Cockburn Wildlife Corridor.</p> <p>Rezoning this area as development rather than residential also risks displacing long-term residents along Healy Rd and Cardigan St. The houses currently owned by the WAPC and Main Roads serve as social housing for many vulnerable and at-risk tenants. In a severe housing crisis, demolishing existing homes is unacceptable, and the proposed rezoning makes this a very real possibility.</p> <p>I urge the City of Cockburn to reconsider the rezoning of Cardigan St and Healy Rd to a development zone with potential R60 density. Notably, after consultation, the City had initially suggested a density of R15, which is far more appropriate for this area if development is absolutely necessary.</p>	<p>the targets are not a mandated maximum number of dwellings.</p> <p>Infill development is a key strategy of the State Government in limiting the environmental and societal impacts of continued urban sprawl on the edges of the Perth Metropolitan Region.</p>
14	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I do not support the proposed rezoning of Cardigan St and Healy Rd to a development zone with the potential of R60 density. Cardigan St is the only access to the heritage listed Randwick Stables. A well established community asset, Randwick Stables provides much needed wellbeing, heritage conservation and connectivity to the broader Cockburn community, it is an integral part of Cockburn and its longevity and viability should be considered in any planning. Families visit the stables on a daily basis, bringing much joy and happiness to the local community. Such high-density development so close to Randwick Stables is not appropriate and will negatively impact the continuation of the stables. The horses are walked down Cardigan St on a daily basis to exercise at the heritage listed C Y O'Connor horse beach. An increase in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>It also must be acknowledged that Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and the city is not proposing any upcoding in the new draft local planning scheme. And significantly, there is already a large supply of vacant underutilised R60-coded land that can be developed.</p> <p>Furthermore, consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan St on an almost daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife Corridor.</p> <p>In regard to rezoning this area as development rather than residential. The city and all those involved in planning must consider the long-term residents of both</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> <li>2. Please see response to <b>Submission 11</b>, regarding the City of Cockburn's infill targets.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>Healy Rd and Cardigan St. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk tenants. Furthermore, in such a serious housing crisis, it is extremely negligent to demolish any existing housing. The proposed rezoning makes that very likely.</p> <p>I urge the City of Cockburn to reconsider the rezoning of Cardigan St and Healy Rd as development and R60. I also note that after consultation, the City had initially suggested a density of R15 for this area. Such a density, if rezoning to development is absolutely necessary, is far more appropriate for the area.</p>	
15	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I would like to see the State Government in collaboration with local governments (City of Cockburn and City of Fremantle) develop a district-level spatial infill plan which would provide a strategic context for decision-making and inform infrastructure investment. Currently there is a large amount of infill development progressing to the north (Heart of Beaconsfield development and Stockland development on Clontarf Rd) of the "no zone" area bounded by Healy Rd and Cardigan St. These developments will heavily impact the surrounding road network in the area and adding to this impact by developing a greater density in the current "no zone" area does not seem like sensible district level planning across the borders of the two LGAs.</p> <p>In addition, The remnant bushland and R15 residential area adjacent to Healy Rd should be retained as it is an important connection to Clontarf Hill in the north and Manning Park in the south. It is an important junction of both a north-south regional ecological linkage and a rare east-west ecological linkage that connects the coast to the Beeliar wetlands. The linkage connects to the Manning Park ridgeline and wetlands and also northwards to Fremantle's remnant valley and ridgeline parks, including Booyeembara Park. It also contains a remnant stand of tuart trees. Tuart woodlands and forests of the Swan Coastal Plain are listed as Critically Endangered and recognised as a Threatened Ecological Community under the Environment Protection and Biodiversity Conservation Act 1999.</p> <p>There is a need for a curtilage (buffer zone) surrounding the Randwick Stables to the west as the heritage of the stables would be compromised significantly without such a curtilage. Ideally, development in a heritage area should acknowledge, maintain and enhance, the heritage significance of the area. The proposed R60 zoning would affect the retention and conservation of this significant place and would not support the continued use of the stables. In addition, R60 zoning fails to recognise and respond to the traditional pattern of development in the area and does not reflect an understanding of the traditional land uses and evolution of the stables or the area.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. The City acknowledges the additional strain on its local road and surrounding road networks. The removal of a 'Primary Regional Road' which was to provide efficient east-west traffic movement will have traffic congestion issues. The City's District Traffic Study 2023 provides a foundation for future road planning in the City and acknowledges its connections into adjoining Local Government areas.</li> <li>2. The City is recommending the initiated amendment which proposed Residential (R15) within the Cardigan Street/Healy Road area be the determined amendment. The remnant stand of Tuart Trees are with a Parks and Recreation Regional Reserve and not proposed to be removed by this amendment.</li> <li>3. <u>Randwick Stables buffer</u> The existing 'Parks and Recreation' reserve provides a curtilage around Randwick Stables, however it is mainly provided east and north of the stables. The proposed reduction from R60 (commensurate development) to R15 is considered to reduce the developability</li> </ol>

No.	Name/Address	Submission	Recommendation
			<p>enough that a further buffer or curtilage is not required.</p>
16	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I live in Healy Rd and take a keen interest in the local community. Cardigan St and Healy Rd are on my daily exercise route so I am very familiar with this priceless little enclave of cultural and natural heritage.</p> <p>I do not support the proposed rezoning of Cardigan St and Healy Rd to a development zone with the potential of R60 density.</p> <p>Cardigan St is the only access to the heritage listed Randwick Stables. A well established community asset, Randwick Stables provides much needed wellbeing, heritage conservation and connectivity to the broader Cockburn community, it is an integral part of Cockburn and its longevity and viability should be considered in any planning. Families visit the stables on a daily basis, bringing much joy and happiness to the local community.</p> <p>Such high-density development so close to Randwick Stables is not appropriate and will negatively impact the continuation of the stables. The horses are walked down Cardigan St on a daily basis to exercise at the heritage listed C Y O'Connor horse beach. An increase in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>It also must be acknowledged that Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and the city is not proposing any upcoding in the new draft local planning scheme. And significantly, there is already a large supply of vacant underutilised R60-coded land that can be developed.</p> <p>Furthermore, consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan St on an almost daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife Corridor.</p> <p>In regard to rezoning this area as development rather than residential. The city and all those involved in planning must consider the long-term residents of both Healy Rd and Cardigan St. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk tenants. Furthermore, in such a serious housing crisis, it is extremely negligent to demolish any existing housing. The proposed rezoning makes that very likely.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> <li>2. Please see response to <b>Submission 11</b>, regarding the City of Cockburn's infill targets.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>I urge the City of Cockburn to reconsider the rezoning of Cardigan St and Healy Rd as development and R60. I also note that after consultation, the City had initially suggested a density of R15 for this area. Such a density, if rezoning to development is absolutely necessary, is far more appropriate for the area.</p>	
17	<p>Chloe Ilott Watkins St, White Gum Valley</p>	<p><b>OBJECT:</b></p> <p>I oppose the recent proposal for Cardigan St and the part of Healy Rd being zoned for development (DA47), due to the significant negative impact this would have to the existing tenants, the heritage listed Randwick Stables and the Cockburn Wildlife Corridor.</p> <p>More appropriate areas without existing houses should be considered, rather than making existing tenants homeless.</p> <p>High density development for this zone will also cause access difficulties for the stables and threaten the continuation of this valuable community asset.</p> <p>Randwick Stables is a valuable community asset not only to the horse owners and riders but to the local community who frequent the stables on a daily basis and who enjoy seeing the horses in the Fremantle area and at the beach.</p> <p>Cardigan St is the only access to the stables and development (including constructions works, increased traffic and residents) would make it unsafe for the horses to walk down to the horse exercise area and the heritage listed horse beach.</p> <p>A residential zoning would provide the stables with protection from further development and enable the much loved heritage listed stables to remain viable.</p> <p>The critically endangered Carnaby Cockatoo and Red Tailed Cockatoo must also be protected from development that will disturb the trees canopies that they are dependent on for their habitat and as part of the Wetlands to Waves Cockburn Wildlife Corridor.</p> <p>Please reconsider the zoning for this area, there is too much at stake for the residents, stables and wildlife.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> </ol>
18	<p>Trent R (via email)</p>	<p><b>OBJECT:</b></p> <p>I do not support the proposed rezoning of Cardigan St and Healy Rd to a development zone with the potential of R60 density.</p> <p>Cardigan St is the only access to the heritage listed Randwick Stables. A well established community asset, Randwick Stables provides much needed wellbeing, heritage conservation and connectivity to the broader Cockburn community, it is an integral part of Cockburn and its longevity and viability should</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> <li>2. Please see response to <b>Submission 11</b>, regarding the City of Cockburn's infill targets.</li> </ol>



No.	Name/Address	Submission	Recommendation
		<p>be considered in any planning. Families visit the stables on a daily basis, bringing much joy and happiness to the local community.</p> <p>Such high-density development so close to Randwick Stables is not appropriate and will negatively impact the continuation of the stables. The horses are walked down Cardigan St on a daily basis to exercise at the heritage listed C Y O'Connor horse beach. An increase in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>It also must be acknowledged that Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and the city is not proposing any upcoding in the new draft local planning scheme. And significantly, there is already a large supply of vacant underutilised R60-coded land that can be developed.</p> <p>Furthermore, consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan St on an almost daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife Corridor.</p> <p>In regard to rezoning this area as development rather than residential. The city and all those involved in planning must consider the long-term residents of both Healy Rd and Cardigan St. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk tenants. Furthermore, in such a serious housing crisis, it is extremely negligent to demolish any existing housing. The proposed rezoning makes that very likely.</p> <p>I urge the City of Cockburn to reconsider the rezoning of Cardigan St and Healy Rd as development and R60. I also note that after consultation, the City had initially suggested a density of R15 for this area. Such a density, if rezoning to development is absolutely necessary, is far more appropriate for the area. Furthermore any development structure plan must take into account the heritage listed stables and include: traffic modelling to allow access to horse stables, retention of native vegetation, a minimum of 20% social housing and a significant buffer to ensure viability of Randwick Stables.</p>	
19	Name and Address withheld	<p><b>COMMENT:</b></p> <p>Recently Randwick Stables are not and have never been a community asset. The family that have the lease on that property and land determine how and who can have access to that state owned land. This is not equitable and not a good use of state own land.</p>	<p><b>Noted</b></p> <p>1. The Scheme Amendment does not impact the lease or management of Randwick Stables.</p>

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		<p>I am supportive of equestrian being maintained in Hamilton Hill however this should be a genuinely community owned and operated asset. Development of this area that allows more people to have access to this state land and Clontarf Hill will not only allow better use of the land but better use of Clontarf Hill which is currently a dumping area for rubbish and antisocial behaviour.</p>	
21	Vicjoh (via email)	<p><b>COMMENT:</b></p> <p>I am writing a submission to Save Randwick Stables plus Protect Cardigan St and Healy Rd.</p> <p>Our area needs to keep these wonderful long term areas for the community for generations to come. The area, although green, is know for having low cover of canopy trees.</p> <p>Take away our Wildlife Corridor will destroy amazing and important wildlife.</p> <p>Beauty and nature is far more important than houses, people and cars on top of each other.</p> <p>The area involved is not a huge space but unfortunately during development many THINGS can be squeezed together.</p> <p>Can we please keep the Wildlife Canopy the open space And the Stables for families to visit.</p> <p>An increase in traffic, residents and extreme noise will jeopardise a significant community Asset.</p> <p>Also, as planning only allows min 10% of the land to be kept as Public open space, where does all the wildlife escape to.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct.</li> </ol>
22	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I do not support the proposed rezoning of Cardigan St and Healy Rd to a development zone with the potential of R60 density.</p> <p>Cardigan St is the only access to the heritage listed Randwick Stables. A well established community asset, Randwick Stables provides much needed wellbeing, heritage conservation and connectivity to the broader Cockburn community, it is an integral part of Cockburn and its longevity and viability should be considered in any planning. Families visit the stables on a daily basis, bringing much joy and happiness to the local community.</p> <p>Such high-density development so close to Randwick Stables is not appropriate and will negatively impact the continuation of the stables. The horses are walked down Cardigan St on a daily basis to exercise at the heritage listed C Y</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> <li>2. Please see response to <b>Submission 11</b>, regarding the City of Cockburn's infill targets.</li> </ol>

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		<p>O'Connor horse beach. An increase in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>It also must be acknowledged that Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and the city is not proposing any upcoding in the new draft local planning scheme. And significantly, there is already a large supply of vacant underutilised R60-coded land that can be developed.</p> <p>Furthermore, consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan St on an almost daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife Corridor.</p> <p>In regard to rezoning this area as development rather than residential. The city and all those involved in planning must consider the long-term residents of both Healy Rd and Cardigan St. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk tenants. Furthermore, in such a serious housing crisis, it is extremely negligent to demolish any existing housing. The proposed rezoning makes that very likely.</p> <p>I urge the City of Cockburn to reconsider the rezoning of Cardigan St and Healy Rd as development and R60. I also note that after consultation, the City had initially suggested a density of R15 for this area. Such a density, if rezoning to development is absolutely necessary, is far more appropriate for the area.</p> <p>Furthermore any development structure plan must take into account the heritage listed stables and include: traffic modelling to allow access to horse stables, retention of native vegetation, a minimum of 20% social housing and a significant buffer to ensure viability of Randwick Stables.</p>	
<p>23 – 37, 40-41, 43, 45-47, 49, 51-57, 59, 61-62, 64-66, 68-72, 75, 77, 80-83, 86, 91, 94-95, 99-104, 106, 110, 113, 117, 124-</p>	<p>#95 Individual submissions - various landowners.</p> <p>Identical submission</p>	<p><b>COMMENT</b></p> <p>I am writing regarding the development of a structure plan that includes land formerly gazetted for the Roe Highway extension (DA46). I am particularly interested in the area bounded by Carrington Street, Forrest Road, and Rockingham Road. Parts of this land are currently leased to Fremantle Christian College (FCC). As a parent of the College, I believe it is essential that as much of this area as possible is designated for Special Use, allowing FCC the opportunity to purchase it for future expansion to service the growing needs of the community.</p> <p>As you may be aware, Hamilton Hill is surrounded by large high schools that are already at or near capacity. FCC offers a much-needed alternative—a smaller,</p>	<p><b>Noted</b></p> <p>1. Please see response to <b>Submission 174</b>, regarding Fremantle Christian College.</p>

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141, 143, 145, 148-149, 154, 158-159, 167-168, 175, 180, 182, 187, 211-213		<p>community-focused school with a continuous Pre-Kindy to Year 12 service. This helps ease pressure on nearby schools while providing local families with an important educational option. For FCC to continue serving more students, it requires additional space to grow and develop new facilities. The planned residential development in the area will only increase demand for quality educational services.</p> <p>Moreover, as a school, FCC would use the additional land to create green spaces, including ovals and play areas, aligning with the Cockburn Council's vision for a 'green link' as outlined in the current structure plan. Some, if not all, of these green spaces will inevitably be usable by the public outside of school hours and will be beneficial for the local community.</p> <p>I respectfully ask that these considerations be included in the structure plan and that most, if not all, of the land in the specified area be made available to FCC. This would ensure the College can continue delivering the excellent education it is known for while contributing positively to the community.</p>	
38	Name and Address withheld	<p><b>OBJECT:</b></p> <p>Concerns about high-density development near Clontarf Hill and Randwick Stables:</p> <ul style="list-style-type: none"> <li>The development is inappropriate due to its proximity to heritage-listed sites.</li> </ul> <p>I strongly oppose the proposed development for this reason.</p> <p>Preservation of the tree canopy:</p> <ul style="list-style-type: none"> <li>This area is home to native species like the critically endangered Carnaby's Cockatoo and Red-Tailed Cockatoo.</li> <li>These birds are frequently seen feeding on Healy Road and Cardigan Street.</li> <li>Maintaining the tree canopy is essential for their survival and aligns with preserving the Cockburn Wildlife Corridor (a green link from wetlands to the coast).</li> </ul> <p>Impact of rezoning on long-term residents:</p> <ul style="list-style-type: none"> <li>The properties in this area are currently social housing, many owned by WAPC and Main Roads.</li> <li>Rezoning to development would put vulnerable residents at risk of homelessness.</li> </ul>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> <li><u>Native Vegetation and Tree Canopy</u></li> </ol> <p>The City is recommending the Cardigan Street precinct be amended to 'Residential (R15)' and 'Local Road' consistent with its initiated version. This change will restrict the ability for large scale subdivision and development to occur and subsequently reduce the likelihood of significant vegetation being removed.</p> <p>Unrelated to this amendment, but just as relevant to tree canopy and retention, the City is currently advertising <i>Local Planning Policy 5.26 – Tree Protection</i> which is proposed to apply to all zones within the City and will require the City's approval (Development Application) for the</p>

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		<ul style="list-style-type: none"> <li>As a result of the housing crisis, demolishing existing homes is highly irresponsible and unnecessary.</li> </ul> <p>Personal impact on a single mother and her child:</p> <ul style="list-style-type: none"> <li>A close friend of mine, a single mother, lives in one of the properties set to be re-zoned.</li> <li>Finding affordable housing in this crisis would be nearly impossible for her.</li> <li>The uncertainty has caused significant stress for both her and her young child.</li> <li>Stability is crucial, especially for her son's well-being.</li> </ul> <p>Impact on Randwick Stables:</p> <ul style="list-style-type: none"> <li>Horses are walked down Cardigan Street daily for exercise at the heritage-listed C.Y. O'Connor Horse Beach.</li> <li>Increased traffic and population density will threaten the viability of Randwick Stables.</li> <li>Cardigan Street is the only access point to the stables, a key community asset offering well-being, heritage conservation, and local connectivity.</li> <li>The stables are a beloved spot for families, adding joy and a sense of community.</li> </ul> <p>Value of the local community:</p> <ul style="list-style-type: none"> <li>Residents of Cardigan Street and Healy Road have contributed to a successful community garden at Randwick Stables.</li> <li>They have also helped regenerate the local bushland at Clontarf Hill.</li> <li>This engaged community helps make Cockburn a vibrant and inclusive place.</li> </ul> <p>Request for reconsideration:</p> <ul style="list-style-type: none"> <li>I strongly urge the City of Cockburn to reconsider the rezoning of Cardigan Street and Healy Road as development and R60.</li> <li>After consultation, the City had initially proposed a density of R15, which would be a far more appropriate choice if rezoning is deemed necessary.</li> </ul>	<p>removal of a 'regulated tree'. This policy is subject to advertising and considerations of submissions.</p>
39	Kathryn Dobb Rule St, North Fremantle	<p><b>OBJECT:</b></p> <p>Concerns about high-density development near Clontarf Hill and Randwick Stables:</p> <ul style="list-style-type: none"> <li>The development is inappropriate due to its proximity to heritage-listed sites.</li> </ul>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>Please see response to <b>Submission 38</b>, which covers similar content to this submission.</li> </ol>



No.	Name/Address	Submission	Recommendation
		<ul style="list-style-type: none"> <li>• I strongly oppose the proposed development for this reason.</li> </ul> <p>Preservation of the tree canopy:</p> <ul style="list-style-type: none"> <li>• This area is home to native species like the critically endangered Carnaby's Cockatoo and Red-Tailed Cockatoo.</li> <li>• These birds are frequently seen feeding on Healy Road and Cardigan Street.</li> <li>• Maintaining the tree canopy is essential for their survival and aligns with preserving the Cockburn Wildlife Corridor (a green link from wetlands to the coast).</li> </ul> <p>Impact of rezoning on long-term residents:</p> <ul style="list-style-type: none"> <li>• The properties in this area are currently social housing, many owned by WAPC and Main Roads.</li> <li>• Rezoning to development would put vulnerable residents at risk of homelessness.</li> <li>• As a result of the housing crisis, demolishing existing homes is highly irresponsible and unnecessary.</li> </ul> <p>Personal impact on a single mother and her child:</p> <ul style="list-style-type: none"> <li>• A close friend of mine, a single mother, lives in one of the properties set to be re-zoned.</li> <li>• Finding affordable housing in this crisis would be nearly impossible for her.</li> <li>• The uncertainty has caused significant stress for both her and her young child.</li> <li>• Stability is crucial, especially for her son's well-being.</li> </ul> <p>Impact on Randwick Stables:</p> <ul style="list-style-type: none"> <li>• Horses are walked down Cardigan Street daily for exercise at the heritage-listed C.Y. O'Connor Horse Beach.</li> <li>• Increased traffic and population density will threaten the viability of Randwick Stables.</li> <li>• Cardigan Street is the only access point to the stables, a key community asset offering well-being, heritage conservation, and local connectivity</li> <li>• The stables are a beloved spot for families, adding joy and a sense of community.</li> </ul> <p>Value of the local community:</p> <ul style="list-style-type: none"> <li>• Residents of Cardigan Street and Healy Road have contributed to a successful community garden at Randwick Stables.</li> <li>• They have also helped regenerate the local bushland at Clontarf Hill.</li> </ul>	

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		<ul style="list-style-type: none"> <li>This engaged community helps make Cockburn a vibrant and inclusive place.</li> </ul> <p>Request for reconsideration:</p> <ul style="list-style-type: none"> <li>I strongly urge the City of Cockburn to reconsider the rezoning of Cardigan Street and Healy Road as development and R60.</li> <li>After consultation, the City had initially proposed a density of R15, which would be a far more appropriate choice if rezoning is deemed necessary.</li> </ul>	
42	Sebastien Charbonneau Healy Rd, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I do not support the proposed rezoning of Cardigan St and Healy Rd to a development zone with the potential of R60 density.</p> <p>I would suggest to keep the Zoning in line with the neighbourhood at R30 which would allow sufficient flexibility to allow infill whilst maintain the community character and environment protection.</p> <p>As a resident of Healy Rd, I am concerned that a high-density development will disrupt the area and generate too much traffic on Healy Rd which is already unsafe in this area. A high-density development has already begun construction at 72 Healy, which does not seem to take into account the type of road and increase in vehicles circulating in the area. R60 would mean a possible apartment block with resident parking and victors overflowing in a street that is already a problem, with many dangerous blind spots and speeding. To maintain the character of the area, I would believe that a blend of smaller subdivision project would suit the area, threes, the wildlife and community use of the parks and Randwick Stables. An increase in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>It also must be acknowledged that Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and the city is not proposing any upcoding in the new draft local planning scheme. And significantly, there is already a large supply of vacant underutilised R60-coded land that can be developed.</p> <p>Furthermore, consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan St and Healy Rd on a daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife Corridor.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> <li>The development the submitter raises was a subdivision application which created 16 residential lots. It was within a small pocket of Healy Road which allowed R60 development.</li> <li>Please see response to <b>Submission 11</b>, regarding the City of Cockburn's infill targets.</li> <li>Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> </ol>

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		<p>The proposed rezoning does not address the social housing alternative to replace what will be lost if the current government owned land gets sold to developers.</p> <p>The land is valuable, but the richness of the community in this Hamilton Hill corridor is due to the diversity that affordable housing is allowing. This area should remain accessible to a diverse range of individuals and families who contribute to make it a great place to live.</p>	
44	<p>Carl Wilson Starling Street, Hamilton Hill</p>	<p><b>OBJECT:</b> Concerns about high-density development near Clontarf Hill and Randwick Stables:</p> <ul style="list-style-type: none"> <li>• The development is inappropriate due to its proximity to heritage-listed sites.</li> <li>• I strongly oppose the proposed development for this reason.</li> </ul> <p>Preservation of the tree canopy:</p> <ul style="list-style-type: none"> <li>• This area is home to native species like the critically endangered Carnaby's Cockatoo and Red-Tailed Cockatoo.</li> <li>• These birds are frequently seen feeding on Healy Road and Cardigan Street.</li> <li>• Maintaining the tree canopy is essential for their survival and aligns with preserving the Cockburn Wildlife Corridor (a green link from wetlands to the coast).</li> </ul> <p>Impact of rezoning on long-term residents:</p> <ul style="list-style-type: none"> <li>• The properties in this area are currently social housing, many owned by WAPC and Main Roads.</li> <li>• Rezoning to development would put vulnerable residents at risk of homelessness.</li> <li>• As a result of the housing crisis, demolishing existing homes is highly irresponsible and unnecessary.</li> </ul> <p>Personal impact on a single mother and her child:</p> <ul style="list-style-type: none"> <li>• A close friend of mine, a single mother, lives in one of the properties set to be re-zoned.</li> <li>• Finding affordable housing in this crisis would be nearly impossible for her.</li> <li>• The uncertainty has caused significant stress for both her and her young child.</li> <li>• Stability is crucial, especially for her son's well-being.</li> </ul>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 38</b>, which covers similar content to this submission.</li> </ol>

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		<p>Impact on Randwick Stables:</p> <ul style="list-style-type: none"> <li>Horses are walked down Cardigan Street daily for exercise at the heritage-listed C.Y. O'Connor Horse Beach.</li> <li>Increased traffic and population density will threaten the viability of Randwick Stables.</li> <li>Cardigan Street is the only access point to the stables, a key community asset offering well-being, heritage conservation, and local connectivity</li> <li>The stables are a beloved spot for families, adding joy and a sense of community.</li> </ul> <p>Value of the local community:</p> <ul style="list-style-type: none"> <li>Residents of Cardigan Street and Healy Road have contributed to a successful community garden at Randwick Stables.</li> <li>They have also helped regenerate the local bushland at Clontarf Hill.</li> <li>This engaged community helps make Cockburn a vibrant and inclusive place.</li> </ul> <p>Request for reconsideration:</p> <ul style="list-style-type: none"> <li>I strongly urge the City of Cockburn to reconsider the rezoning of Cardigan Street and Healy Road as development and R60.</li> </ul> <p>After consultation, the City had initially proposed a density of R15, which would be a far more appropriate choice if rezoning is deemed necessary.</p>	
48	Lisa Holwerda Bramley Wy, Bibra Lake	<p><b>OBJECT:</b></p> <p>I'm writing in reference to scheme amendment 166. My concern is for the residential areas on Cardigan street. I believe it needs to remain low density. It is located near heritage listed Randwick Stables, which would be significantly impacted by high density housing placed so close. This would probably cause the closure of the stables, as it would hard to maintain security, safety of animals and people when living so close to high density housing.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>
50	Ian Bolas Healy Rd, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I live in Healy Rd and take a keen interest in the local community. As an ex- long term resident of Cardigan Street, I am keenly aware of the importance of this semirural enclave in the midst of suburbia, both as recreational amenity and perhaps even more significantly in the case of Randwick Stables, as a living example of the rapidly disappearing history of Hamilton Hill.</p> <p>It would be hard to overestimate the importance of its continued existence to the atmosphere of the area and its educational value for local children who</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>Please see response to <b>Submission 11</b>, regarding the City of Cockburn's infill targets.</li> </ol>

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		<p>would otherwise have no opportunity to experience contact with living farm animals and the historical live of the region. To simply preserve the stables in the context of high density built surroundings would greatly reduce its value.</p> <p>For these reasons and the others explained below, I do not support the proposed rezoning of Cardigan St and Healy Rd to a development zone with the potential of R60 density.</p> <p>Such high-density development so close to Randwick Stables is not appropriate and will negatively impact the continuation of the stables. The horses are walked down Cardigan St on a daily basis to exercise at the heritage listed C Y O'Connor horse beach. An increase in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>It also must be acknowledged that Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and the city is not proposing any upcoding in the new draft local planning scheme. And significantly, there is already a large supply of vacant underutilised R60-coded land that can be developed.</p> <p>Furthermore, consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan St on an almost daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife Corridor.</p> <p>With regard to rezoning this area as development rather than residential, the city and all those involved in planning must consider the long-term residents of both Healy Rd and Cardigan St. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk tenants. Furthermore, in such a serious housing crisis, it is extremely negligent to demolish any existing housing. The proposed rezoning makes that very likely.</p> <p>I urge the City of Cockburn to reconsider the rezoning of Cardigan St and Healy Rd as development and R60. I also note that after consultation, the City had initially suggested a density of R15 for this area. Such a density, if rezoning to development is absolutely necessary, is far more appropriate for the area.</p>	<p>3. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention</p> <p>4. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</p>
58	Ailsa Blackwood Great Southern Hwy, Gwambygine WA	<p><b>OBJECT:</b></p> <p>I am against the rezoning, I believe saving, and expanding on the green corridor, and retention of current local housing surrounding the bushland, and green parks, most befitting for values of fremantle/hamilton hill.</p>	<p><b>Noted</b></p> <p>1. Please see response to <b>Submission 4</b>, regarding amending the entire area to 'parks' or 'green space'.</p>

No.	Name/Address	Submission	Recommendation
60	Emily Pinkus, Wray Ave Fremantle WA	<p><b>OBJECT:</b></p> <p>Concerns about high-density development near Clontarf Hill and Randwick Stables:</p> <ul style="list-style-type: none"> <li>• The development is inappropriate due to its proximity to heritage-listed sites.</li> <li>• I strongly oppose the proposed development for this reason.</li> </ul> <p>Preservation of the tree canopy:</p> <ul style="list-style-type: none"> <li>• This area is home to native species like the critically endangered Carnaby's Cockatoo and Red-Tailed Cockatoo.</li> <li>• These birds are frequently seen feeding on Healy Road and Cardigan Street.</li> <li>• Maintaining the tree canopy is essential for their survival and aligns with preserving the Cockburn Wildlife Corridor (a green link from wetlands to the coast).</li> </ul> <p>Impact of rezoning on long-term residents:</p> <ul style="list-style-type: none"> <li>• The properties in this area are currently social housing, many owned by WAPC and Main Roads.</li> <li>• Rezoning to development would put vulnerable residents at risk of homelessness.</li> <li>• As a result of the housing crisis, demolishing existing homes is highly irresponsible and unnecessary.</li> </ul> <p>Personal impact on a single mother and her child:</p> <ul style="list-style-type: none"> <li>• A close friend of mine, a single mother, lives in one of the properties set to be re-zoned.</li> <li>• Finding affordable housing in this crisis would be nearly impossible for her.</li> <li>• The uncertainty has caused significant stress for both her and her young child.</li> <li>• Stability is crucial, especially for her son's well-being.</li> </ul> <p>Impact on Randwick Stables:</p> <ul style="list-style-type: none"> <li>• Horses are walked down Cardigan Street daily for exercise at the heritage-listed C.Y. O'Connor Horse Beach.</li> <li>• Increased traffic and population density will threaten the viability of Randwick Stables.</li> <li>• Cardigan Street is the only access point to the stables, a key community asset offering well-being, heritage conservation, and local connectivity.</li> </ul>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 38</b>.</p>



No.	Name/Address	Submission	Recommendation
		<ul style="list-style-type: none"> <li>The stables are a beloved spot for families, adding joy and a sense of community.</li> </ul> <p>Value of the local community:</p> <ul style="list-style-type: none"> <li>Residents of Cardigan Street and Healy Road have contributed to a successful community garden at Randwick Stables.</li> <li>They have also helped regenerate the local bushland at Clontarf Hill.</li> <li>This engaged community helps make Cockburn a vibrant and inclusive place.</li> </ul> <p>Request for reconsideration:</p> <ul style="list-style-type: none"> <li>I strongly urge the City of Cockburn to reconsider the rezoning of Cardigan Street and Healy Road as development and R60.</li> <li>After consultation, the City had initially proposed a density of R15, which would be a far more appropriate choice if rezoning is deemed necessary.</li> </ul>	
63	Nicole Claire Archibald Peterson Strang St, Beaconsfield	<p><b>OBJECT:</b> Concerns about high-density development near Clontarf Hill and Randwick Stables:</p> <ul style="list-style-type: none"> <li>The development is inappropriate due to its proximity to heritage-listed sites.</li> <li>I strongly oppose the proposed development for this reason.</li> </ul> <p>Preservation of the tree canopy:</p> <ul style="list-style-type: none"> <li>This area is home to native species like the critically endangered Carnaby's Cockatoo and Red-Tailed Cockatoo.</li> <li>These birds are frequently seen feeding on Healy Road and Cardigan Street.</li> <li>Maintaining the tree canopy is essential for their survival and aligns with preserving the Cockburn Wildlife Corridor (a green link from wetlands to the coast).</li> </ul> <p>Impact of rezoning on long-term residents:</p> <ul style="list-style-type: none"> <li>The properties in this area are currently social housing, many owned by WAPC and Main Roads.</li> <li>Rezoning to development would put vulnerable residents at risk of homelessness.</li> <li>As a result of the housing crisis, demolishing existing homes is highly irresponsible and unnecessary.</li> </ul>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>Please see response to <b>Submission 38.</b></li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>Personal impact on a single mother and her child:</p> <ul style="list-style-type: none"> <li>• A close friend of mine, a single mother, lives in one of the properties set to be re-zoned.</li> <li>• Finding affordable housing in this crisis would be nearly impossible for her.</li> <li>• The uncertainty has caused significant stress for both her and her young child. Stability is crucial, especially for her son’s well-being.</li> </ul> <p>Impact on Randwick Stables:</p> <ul style="list-style-type: none"> <li>• Horses are walked down Cardigan Street daily for exercise at the heritage-listed C.Y. O’Connor Horse Beach.</li> <li>• Increased traffic and population density will threaten the viability of Randwick Stables</li> <li>• Cardigan Street is the only access point to the stables, a key community asset offering well-being, heritage conservation, and local connectivity.</li> <li>• The stables are a beloved spot for families, adding joy and a sense of community.</li> </ul> <p>Value of the local community:</p> <ul style="list-style-type: none"> <li>• Residents of Cardigan Street and Healy Road have contributed to a successful community garden at Randwick Stables.</li> <li>• They have also helped regenerate the local bushland at Clontarf Hill.</li> <li>• This engaged community helps make Cockburn a vibrant and inclusive place.</li> </ul> <p>Request for reconsideration:</p> <ul style="list-style-type: none"> <li>• I strongly urge the City of Cockburn to reconsider the rezoning of Cardigan Street and Healy Road as development and R60.</li> <li>• After consultation, the City had initially proposed a density of R15, which would be a far more appropriate choice if rezoning is deemed necessary.</li> </ul>	
67	<p>Dominique Chanovre Blackwood Ave, Hamilton Hill</p>	<p><b>OBJECT:</b></p> <p>Under the Planning and Development Act 2005, RESOLUTION TO AMEND A TOWN PLANNING SCHEME, City of Cockburn, Town Planning Scheme No.3, Amendment No.166 from December 2024.</p> <p>For Development Area 46 of the Roe Highway Regional Reservation, (REF NO: DA 46)</p> <p>It is stated that The Structure Plan is to:</p> <p>(c) provide for an appropriate mix of residential densities;</p>	<p><b>Noted</b></p> <p>1. 83 Blackwood Avenue, Hamilton Hill is within the proposed ‘Development zone’ and within Development Area 46, requiring a future Structure Plan.</p> <p>An appropriate density for the site and its surrounds will be determined through the structure planning stage.</p>

No.	Name/Address	Submission	Recommendation
		<p>83 Blackwood Ave is adjacent to the parks and recreation region of Blackwood Avenue, it is a detached 4 bedroom 1950-1960's brick and tile home, and could be zoned R30/R40 given the size of the block (2011m2), and as the scheme must allow for a range of residential density codes (R-Codes), such as R20 (low density) to R80+ (high density). This fits within the proposal and allows for a mix of lot sizes, dwelling types, and configurations to be incorporated and a diversity of housing types. Whereas it could be expected that the rest of the development will have some detached housing but predominantly duplexes, townhouses, apartments, and mixed-use developments within the area to increase high density living options, social housing and public open space, cycle paths, parks and a wildlife corridor.</p> <p>Keeping this potentially heritage listed property built by the Market Garden and Building Pasqual family (Bowie and Dominic Pasqual) from Blackwood Ave, Hamilton Hill, it also has terrazzo tiling in the dining room, kitchen and bathroom, by Giuseppe and Anna Scolaro, from the Universal Tile Factory in Fremantle.</p> <p>By keeping the current house at 83 Blackwood Ave and land, it may encourages affordability, accessibility, and social diversity, while maintaining the current housing aesthetic within the Hamilton Hill neighbourhood.</p> <p>The home meets the objectives of the Housing Affordability and Diversity Strategy are to provide housing: by supporting a diversity of housing stock that meets the needs of the current and future population and is appropriate to varying household needs in terms of size, physical attributes and location.</p>	<p>Regardless of density code, the ability to retain the dwelling will remain.</p>
74	Name and Address withheld	<p><b>OBJECT:</b></p> <p>The city and all those involved in planning must consider the long term residents of both Healy Road and Cardigan Street. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk tenants. The residents of these properties would be at critical risk of homelessness and worse if evicted from their long term homes. Furthermore, in such a serious crisis it is extremely negligent to demolish any existing housing.</p> <p>Moreover, Cardigan St is the only access to the heritage listed Randwick Stables. A well established community asset, Randwick Stables provides much needed wellbeing, heritage conservation and connectivity to the broader Cockburn community. It is an integral part of Cockburn and its longevity and viability should be considered in any planning. Families visit the stables on a daily basis, bringing much joy and happiness to the local community.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> </ol>

No.	Name/Address	Submission	Recommendation
78	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I am thankful that Roe 8 &amp; 9 are finally reclassified and are no longer road reserves.</p> <p>I am also thankful that the former Roe 8 corridor is to be preserved as far as the Stock /Forrest intersection.</p> <p>I am heartened that the Scheme Amendment Plan mentions a green ecological linkage as being an integral part of the plan throughout the document.</p> <p>I am disappointed by the Minister’s amendment to DA46 from ‘provide for’ for a green link to ‘demonstrate how’ and ‘can be achieved’. This threatens the corridor concept and I hope that provisions can be made to demonstrate how this will be achieved.</p> <p>I remain concerned about Stock /Forrest intersection which remains unzoned and with Main Roads land ownership. This is a substantial track of undisturbed green linkage of strong value.</p> <p>This is the part where I object to PART of the proposal. The standard amount of POS of 10% in development areas will be insufficient to maintain a viable corridor. 40% POS should be specified for the Development Area DA46 in the Scheme Amendment Plan. This %POS is illustrated in the UWA Design Plans.</p> <p>The introduction of DA47, with maximum residential density of R60 (rather than R15 as recommended by the City of Cockburn), carries many concerns.</p> <ul style="list-style-type: none"> <li>• Ecological values</li> <li>• Remnant bushland</li> <li>• Long-term residents</li> <li>• North-south ecological connectivity</li> <li>• Part of connection of wetlands to waves</li> <li>• Remnant stand of Tuarts on Healy Rd (TEC concerns)</li> <li>• Removes western curtilage for heritage listed Randwick Stables.</li> <li>• R60 zoning could mean an additional densely populated area near Clontarf Hill – given the 169 dwellings in the Stockland development currently being build on Clontarf Rd opposite the reserve. Together, this housing could put huge pressure on the Clontarf Hill Reserve and also the local road network.</li> </ul>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see responses to <b>Submission 166</b>, regarding the Green (Ecological) Link, Public Open Space and the Cardigan Street/Randwick Stables precinct.</li> <li>2. Please see response to <b>Submission 38</b>, regarding tree canopy protection.</li> </ol>
84	Stewart Dallas and Deborah Fitzpatrick	<p><b>COMMENT:</b></p> <p>We see this as a once in a lifetime opportunity for the City of Cockburn to redevelop and rehabilitate what is an enormous piece of land within the Perth</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Development Area 46 requires a green (ecological) link be included from east to</li> </ol>

No.	Name/Address	Submission	Recommendation
	Bailey St, Hamilton Hill	<p>metropolitan area. With this comes great responsibility for future generations of residents within the City of Cockburn. We also appreciate that there are many competing interests at play.</p> <p>The opportunity which we believe will best serve all future residents of the City is the ecological link described in the proposal as:</p> <p><i>The proposed insertion of a specific requirement for the ultimate outcome to accommodate a green (ecological) link extending through the area as an integral element, is one such example.</i></p> <p>We would like to suggest that this could also potentially incorporate a 'green', well-shaded pedestrian linkage (e.g. bikes, e-scooters etc under large canopy shade trees) to facilitate people movement east-west through the area, that may otherwise be undertaken by car.</p>	<p>west through the DA 46 area. The link is recommended to be a minimum of 15 metres wide to accommodate cycling and pedestrian movement. Its location will be determined at the Structure Planning stage.</p> <p>2. A vegetated cycle/pedestrian path offering shade to its users is more likely to have a higher patronage than one without shade.</p>
85	Name and Address withheld	<p><b>OBJECT:</b></p> <p>Land should be reclaimed as park and bush</p>	<p><b>Noted</b></p> <p>1. The matters raised are addressed in the City's response to earlier submissions. Specifically, please see the response to <b>Submission 4</b>.</p>
87-90, 92-93, 107-108, 122, 144, 152, 160, 163-164, 169-171, 188-191, 195-198, 200-201, 207, 216-217, 221, 229-250, 252 - 260, 263-264, 267	#65 submissions – various landowners with similar comments	<p><b>COMMENT:</b></p> <p>I am writing in relation to the development of a structure plan that includes land that was formerly gazetted for the Roe Highway extension (DA46).</p> <p>Of particular interest to me is the area bounded by Kerry Street, Forrest Road and Rockingham Road. Parts of this area are currently being leased to Kerry Street Community School (KSCS). As a member of the KSCS community, I believe it is important that as much of this area as possible is designated as Special Use, allowing Kerry Street Community School to purchase it for future expansion.</p> <p>As I am sure you are aware, Kerry Street Community School has been offering a unique, family-friendly educational offering since 1981. KSCS offers a small school environment for children from Kindy to Year 6, with a high staff-to-student ratio and a commitment to working with parents and allied health professionals in the best interests of each child.</p> <p>Kerry Street Community School is a vital alternative for families considering schooling options for their young children and enriches the Hamilton Hill area through its marked difference.</p>	<p><b>Noted</b></p> <p>1. Please see response to <b>Submission 231</b>, regarding Kerry Street Community School.</p>

No.	Name/Address	Submission	Recommendation
		<p>Opening up the former Roe Highway land to residential development will only increase the need for good schools in the area. To continue to provide everything that makes Kerry Street so unique—and eventually cater to more families as they inevitably move into the area—the school needs access to space to grow and develop its facilities.</p> <p>The additional land would enable the school to develop its playground and physical fitness areas in line with the Cockburn Council’s desire for a ‘green link’ as per the current structure plan. Kerry Street Community School has a well-documented commitment to environmental sustainability, being part of a wildlife corridor and offering environmental education which can be best served by the school’s continued caring for the land it currently leases. Acquisition of this leased land would ensure on-going environmental custodianship as part of the Spearwood Coastal dunes land and water system.</p> <p>Additionally, as I am sure you are aware, the Hamilton Hill area is bounded by some very large high schools that are already at or near capacity. Kerry Street’s neighbour, Fremantle Christian College (FCC), offers a small school environment and a continuous Pre-Kindy to Year 12 education that is much needed by students in the area.</p> <p>FCC acts to relieve some of the pressure on the large schools in the area, as well as offering a welcome alternative to these large environments. To be able to continue to provide this service to more students, FCC also needs access to space to grow and develop its facilities. For this reason, I am additionally in strong support of FCC acquiring the land it is currently seeking to purchase.</p> <p>I ask that when the structure plan is developed, that the above items are taken into consideration and that most, if not all the land in the mentioned area, is made available to Kerry Street Community School and Fremantle Christian College so both schools can continue to provide the excellent education that they are known for in this area.</p>	
96	Name and Address withheld	<p><b>OBJECT:</b></p> <p>Via this email I would like to support the protest to protect Cardigan St and Healy Rd against development.</p> <p>This section is a nice green zone amidst the growing developments in the surrounding areas and has a great feeling when driving through. We don’t need more buildings going up all over the place and keep what we still have.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>



No.	Name/Address	Submission	Recommendation
97	Name and Address withheld	<p><b>OBJECT:</b></p> <p>Via this email I want to support the protest to protect Cardigan Street and Healy Road from development.</p> <p>It would be a shame to see a beautiful area turned into high density development as it is very historical and built on a hill...full of mature nature and wildlife...which all will be destroyed and swapped for modern housing...let us please keep one of the few beautiful spots that are left today...</p>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p>
105	Name and Address withheld	<p><b>OBJECT:</b></p> <p>The land should be used for roe highway extension. There are options for tunnels or bridges to reduce the environmental impact while enabling better traffic flow. The civil infrastructure is lacking in the area.</p>	<p><b>Noted.</b></p> <p>1. A result of the Metropolitan Region Scheme (Beeliar Wetlands) Act coming into effect in 2021 and MRS amendment 1404/41 the Primary Regional Road reservation previously identified for Roe Highway, has been removed and replaced with either 'Urban' or 'Parks and Recreation'.</p> <p>2. Through the future structure planning stage, there will likely be reviews of existing civil infrastructure (transport links) given the assumed increase in residents within the amendment area.</p>
109	Shelda Halliday Sussex St, Spearwood	<p><b>OBJECT:</b></p> <p>I would like to see Randwick stables in particular and Cardigan St protected from re-zoning and further development. This is a lovely part of our surrounding suburbs and would be highly impacted by development which is not necessary. The stables as well as the odd market garden and Manning Park are all that is left of the heritage of our area. Removal of existing trees would also impact the Carnaby cockatoo habitat.</p> <p>I take my grandchildren to visit the horses. Please keep greedy developers hands away and leave them alone for future generations to enjoy.</p>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p>
111	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I do not support the proposed rezoning of Cardigan St and Healy Rd to a development zone with the potential of R60 density. Cardigan St is the only access to the heritage listed Randwick Stables. A well established community asset, Randwick Stables provides much needed wellbeing, heritage</p>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p>

No.	Name/Address	Submission	Recommendation
		<p>conservation and connectivity to the broader Cockburn community, it is an integral part of Cockburn and its longevity and viability should be considered in any planning. Families visit the stables on a daily basis, bringing much joy and happiness to the local community. Such high-density development so close to Randwick Stables is not appropriate and will negatively impact the continuation of the stables. The horses are walked down Cardigan St on a daily basis to exercise at the heritage listed C Y O'Connor horse beach. An increase in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>It also must be acknowledged that Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and the city is not proposing any upcoding in the new draft local planning scheme. And significantly, there is already a large supply of vacant underutilised R60-coded land that can be developed.</p> <p>Furthermore, consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan St on an almost daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife Corridor.</p> <p>In regard to rezoning this area as development rather than residential. The city and all those involved in planning must consider the long-term residents of both Healy Rd and Cardigan St. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk tenants. Furthermore, in such a serious housing crisis, it is extremely negligent to demolish any existing housing. The proposed rezoning makes that very likely.</p> <p>I urge the City of Cockburn to reconsider the rezoning of Cardigan St and Healy Rd as development and R60. I also note that after consultation, the City had initially suggested a density of R15 for this area. Such a density, if rezoning to development is absolutely necessary, is far more appropriate for the area.</p>	<ol style="list-style-type: none"> <li>2. Please see response to <b>Submission 11</b>, regarding the City of Cockburn's infill targets.</li> <li>3. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention</li> <li>4. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</li> </ol>
112	Sabena Lund Stratton St, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I'm pleased that an integral green ecological linkage is mentioned throughout. I'm very concerned about the Stock/Forrest intersection that is still not zoned.</p> <p>Please specify 40% POS (rather than 10%) for DA46.</p> <p>Please do not introduce DA47 with max density R60, instead stay with City of Cockburn recommendation of R15</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. The intersection of Stock Road/Forrest Road is not part of the Scheme Amendment. That intersection was kept in the Primary Regional Road reservation and is intended to facilitate the eventual widening of Stock Road.</li> </ol>

No.	Name/Address	Submission	Recommendation
			<ol style="list-style-type: none"> <li>2. Please see response to <b>Submission 166</b>, regarding the provision of Public Open Space.</li> <li>3. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>
114	Carmen Cowdrey Hoad Crt, Kardinya	<p><b>OBJECT:</b></p> <p>I am writing to register my opposition to the rezoning of the area around Cardigan Street and Healy Road/former Roe Highway Road reservation. This has recently been brought to our attention by horse owners from the heritage listed Randwick Stables.</p> <p>My family &amp; I visit South Beach daily and enjoy the beach, cafes and walking paths from there down to Woodmans Point and often interact with the horses and riders from Randwick Stables who ride most days down to the beach to swim. This is a real highlight for us and many people, especially children, many of whom have probably never had the pleasure of seeing horses up close or been able to pat them. The horse owners are also happy for community members to visit the stables and interact with the animals there and our family has done so on many occasions, the children and grandchildren particularly enjoy this. The stables are such a wonderful, valuable community asset and a window into the past and to see horses being ridden down to the beach to swim as they have done since the 1830s is so precious and the rezoning of the nearby land will put all this at risk, I implore the Council to reconsider this amendment.</p> <p>Not only will the rezoning put the Randwick Stables at risk with increasing traffic in the area and potential complaints of people who move into an area with established features such as the stables, which have been there for decades, and then go on to complain to Council about these existing features even though they were aware of them when they moved into the area!</p> <p>The rezoning will also negatively impact the tree canopy in the area in a city (Perth) with the lowest tree cover in all of Australia, to cut down more trees in our climate emergency would be criminal, threatening further the shrinking habitat of endangered Black Cockatoos and many other precious species. Reducing the tree canopy would also affect the "wetlands to waves ethos" of the Council prominent in Council signage around Cockburn.</p> <p>Lastly I'm lead to believe there is a significant amount of social housing in Healy Road and Cardigan Street, to put the security of tenure of these vulnerable</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> <li>2. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>community members at risk is offensive to me, especially in the current shortage of housing for everyone particularly people such as these.</p> <p>Once again I implore the Council to stop this Scheme Amendment No. 106, in the name of our heritage, our climate, our precious endangered wildlife, our most vulnerable people and the well being of community members from within the City of Cockburn and the surrounding areas.</p>	
115	<p>Alison Bolas Rockingham Rd, Hamilton Hill</p>	<p><b>OBJECT:</b></p> <p>I am writing to you concerning the proposed rezoning of the Healy Road /Cardigan Street precinct for development with the maximum residential density of R60. Such high-density development is not appropriate so close to the state registered heritage listed Randwick Stables which is a much loved and valuable asset to the broader community providing wellbeing, social connectivity and engagement with heritage and the natural environment.</p> <p>Families visit the stables daily as do many people under the NDIS scheme with their support workers. We have held open days in 2009, 2013, 2016 and the stables Centenary in 2023 which have been attended by thousands of people. Randwick stables has also hosted school groups as part of various school programs.</p> <p>The proposed high-density development would negatively impact the continuation of the stables as Cardigan Street is the only access to the stables. The horses are walked down Cardigan Street daily to exercise on the Heritage listed horse beach. Cardigan Street is currently included in an application for Heritage listing as it is the historical way the horses have been taken to the beach. This proposed listing links Randwick Stables via Cardigan Street to the Newmarket hotel and other stables through Hollis Park to the heritage listed horse beach. An increase in traffic and residents would jeopardise the ongoing viability of the stables.</p> <p>High-density development would have an irreversible and devastating impact on the natural features of the landscape of the precinct including topography and tree canopy. The tree canopy is an integral part of the network of green spaces that comprise the Cockburn Wildlife Corridor. As such it is an important resource for wildlife such as the endangered Carnaby and Red Tail Cockatoo which can be seen feeding on Cardigan Street daily. This disregard for the environment is not in keeping with the Local Planning Strategy Environmental objective “Our city will protect and enhance environmental values and the diverse natural landscape, promote sustainability and respond to climate change.”</p> <p>The landscape of the precinct consists of a delicate capstone and limestone ridge which would be destroyed by such high-density development. This ridge is</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> <li>2. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>3. The City acknowledges the unique landforms within and around Cardigan Precinct as distinctive in its character and is part of the rationale behind the recommended zoning of ‘Residential (R15)’.</li> <li>4. The Cardigan Street precinct is within close proximity to registered Aboriginal Heritage site 18332.</li> <li>5. Please see response to <b>Submission 11</b>, regarding the City of Cockburn’s infill targets.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>the original Hamilton Hill referred to in 1830 by Sydney Smith writing from Hamilton Hill farm which was located within the vicinity. The old capstone retaining wall in front of some of the houses on Cardigan Street could have been built from the ruins of the farm house. The houses date from WW2. The proposed development would overwhelm the overall qualities of the built environment and ignores the distinctive character of the precinct which should be maintained.</p> <p>The development is in close proximity to aboriginal heritage sites and post settlement heritage including Randwick Stables. Clontarf Hill, an aboriginal heritage site and post settlement site would also be negatively impacted by high-density development in such close proximity. It is difficult to maintain the integrity of a delicate environment with increased human traffic.</p> <p>According to State planning policy 7.2 precinct design “good precinct design needs to balance the needs and expectations of existing communities.” The Local planning strategy objective Urban growth and housing states that housing needs to respond to the needs of residents to optimise health and wellbeing. The current residents of Cardigan Street and Healy Road, many of whom are at risk and vulnerable tenants, would be put at risk of homelessness in the current housing crisis. These government owned houses have acted as social housing. To demolish existing housing is irresponsible. Focusing on increasing housing density without regard to the existing social, community and environmental concerns lacks understanding and foresight. This proposed development would be detrimental to the community.</p> <p>The rezoning of Healy Road/ Cardigan Street precinct for development as R60 is not in keeping with local zoning, the rest of Healy Road is R30. I understand the City of Cockburn has already met its density targets under the “Perth and Peel @ 3,5 Million”, and is not proposing any upcoding in the new draft local planning scheme, and there is already a large supply of vacant underutilised R60 zoned land. This rezoning therefore doesn’t seem to be necessary.</p> <p>In conclusion the proposed rezoning of the Healy Road/Cardigan Street precinct for development as R60 does not take into consideration the environmental, social, heritage and community context of the precinct. Randwick Stables is a well-established community asset. The broader Cockburn community values the stables as a place that promotes wellbeing, social connectivity and a sense of identity in place and time. It is a living heritage and the horses are essential to its continuation and viability, Both the horses and the community require access to and from the stables along Cardigan Street. The proposed development of Cardigan Street would negatively impact the continuation of the stables as a living heritage and community asset. Furthermore, if the City of Cockburn is invested in maintaining and enhancing the diverse social, topographical and</p>	

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		<p>environmental character of the City then this precinct should be maintained as the unique and valuable asset it is.</p> <p>Facilitating high-density development without regard to social, environmental, heritage and community context is short-sighted and does not consider the welfare of the community now or in the future.</p>	
116	Name and Address withheld	<p><b>OBJECT:</b></p> <p>The primary concern is environmental:</p> <p>the tree canopy in the area (Cardigan St and Healy Rd) is being used daily by the critically endangered Carnaby's black cockatoo, Baudin's black cockatoo, and the red-tailed black cockatoo. Perth urban planning has already gained a notorious reputation for tree canopy crisis, which is appalling given this is happening in south-west Australia – a globally significant biodiversity hotspot. I appreciate the City's upcoming event on gardening for cockatoos in April, so I believe the city still appears to be caring about these endangered birds, and perhaps this same commitment could be applied to preserving their existing habitat.</p> <p>Additionally, the proposed development would lead to increased traffic and residents in close proximity to the stable, which would significantly impact the functioning of this significant community asset.</p> <p>I urge this amendment to be reconsidered to protect our critically endangered native wildlife and preserve the valuable community resource.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>2. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>
118	Kyra Klaasen Stanyford Pl, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I am vehemently against development going forward in this area as it will have a huge negative impact on the local residents and community - in particular Randwick Stables which is a much loved community heritage asset (a place that has existed for 100+ years). It will also affect the cockatoos and the wildlife corridor, and the social housing which provides refuge for so many.</p> <p>Cockburn council prides itself on the unique character, diversity and ecological heritage of its suburbs and people - and this development goes directly against those values. It's very sad to see, especially in today's world where we are having to fight so hard to preserve our environmental spaces. We need these spaces now more than ever. These unique spaces cannot be re-created easily when they are gone.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct and displacement of social housing tenants.</li> </ol>



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		I understand housing and population increase is an ongoing issue, but please consider development in another location that makes more ecological sense and doesn't destroy the native wildlife or heritage community assets.	
119	Name and address withheld	<p><b>OBJECT:</b></p> <p>My family and I strongly prefer that your team build as little as possible in the area under discussion, which is [specific location]. We request that you limit construction to essential structures only and leave a nice corridor for wildlife to protect the diverse species that inhabit the area. We appreciate your efforts to preserve the natural environment. Thanks so much for asking for our opinion.</p>	<p><b>Noted</b></p> <p>1. Please see the response to <b>Submission 4</b>, regarding leaving the entire amendment area as a wildlife corridor.</p> <p><i>N.B. The comment (specific location) has not been redacted by the City and is verbatim from the submission.</i></p>
120	John Foote Prescott Dr, Kardinya	<p><b>OBJECT:</b></p> <p>Please do not redevelop the area on Cardigan St and Healy Rd, where the Randwick Stables is located.</p> <p>This area is very important and should not be turned into residential or other property types. It is vital to keep the trees in place. In fact the council should be looking at increasing the trees and vegetation in this area. It is vital for the survival of our black cockatoos, both white and red tails.</p> <p>Also, the Randwick Stables are of historic importance and is a wonderful link to our past, which should be preserved. Where else can you find horses so close to a big city like Fremantle. To remove this would be to diminish the cultural and heritage vitality of Cockburn.</p>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p>
121	Ted Miller Rockingham Rd, Hamilton Hill	<p><b>OBJECT:</b></p> <p>The Healy Road and Cardigan Street precinct and the adjoining State Heritage listed Randwick Stables should be considered as an integral part of the City's network of green spaces. This network includes all parks and public spaces and will be designed to meet the recreational needs of the community while protecting environmental values, to promote healthy, active lifestyles and connection with nature. The Precinct and Randwick Stables already fulfil many of these roles and if appropriately managed, certainly has the potential be able to make an even greater contribution to the City as it grows. We are looking to the proposed changes to the precinct to support us in achieving this.</p> <p>Our concerns with the proposed changes to the Healy Road and Cardigan Street precinct stem from the fact that, despite the City's reassurances to the contrary,</p>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p> <p>2. The City understands the provision with DA 47 for development to be commensurate with R60 is derived from the locations proximity to the Grouped Dwellings at 9 Healy Road, Hamilton which is zoned 'Mixed Business. Clause 4.8.3 b) of the City's Town Planning Scheme describes Residential development outside of the Residential</p>

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		<p>substantial changes seem to have already been adopted. We note, for example, that one of the provisions of DA 47 is that:</p> <p><i>The Structure Plan is to:</i></p> <p><i>Provide for residential densities generally commensurate with, but not limited to, the maximum residential density permissible for land in the locality of the DA (R60).</i></p> <p>The justification given for the decision that residential densities are to be R60 ignores the fact that currently Healy Road is R30 (see the attached current and scheme amendment maps). It also ignores the constraints imposed by the precinct's topography. The reasons for this decision need to be explained with reference to the key objectives of the <a href="#">City of Cockburn Local Planning Strategy</a>.</p> <p>If enacted, a residential density of R60 would encourage the delivery of buildings of a scale, massing and height that would certainly have a devastating and irreversible impact on the precinct's prominent natural features and landscape, including its topography and existing tree canopy. It would also overwhelm the overall qualities of its built environment, evidence of local Aboriginal culture and history, and significant post-settlement heritage.</p> <p>Furthermore, it will encourage development that ignores current community benefits, including the social engagement and physical activities that derive from the diverse range of people who are attracted to the precinct and the adjoining State Heritage listed Randwick Stables.</p> <p>These and other concerns highlight why it is essential that all decisions relating to the preparation of the structure plan must be based on an orderly and transparent process that is guided by a thorough understanding of the existing natural, social and economic characteristics of the precinct, and how it may best be developed in the future. A precinct design code that is based on State Planning Policy 7.2 Precinct Design (SPP 7.2) and its guidelines will fulfil this role.</p> <p>A design Code should be written to ensure that precinct planning and design processes accommodate growth in a coordinated manner and deliver good quality outcomes which, among other things, address the concerns that are listed above. The Policies Design Guidelines can be used to guide discretion in policy application and provide a basis for its evaluation.</p> <p>The precinct design code should explain the ways in which the social, cultural and physical attributes of the precinct result from its history. It should also provide an understanding of what are the constraints and potential opportunities for change and its capacity for growth.</p>	<p>zone (where permitted) shall be in accordance with the R60 density code.</p> <p>The City notes, otherwise, the majority of Residential development on Healy Road is consistent with the R30 density code.</p> <ol style="list-style-type: none"> <li>3. A Precinct Structure Plan or Standard Structure Plan could both be considered appropriate for the Cardigan Street precinct given its unique context. As advised by SPP 7.2 – Precinct Design Guidelines, a Standard Structure Plan differs from a Precinct Structure Plan in that it does not address built form.</li> <li>4. The City considers the Cardigan Street and Healy Road precinct to have a unique character due to its heritage considerations in close proximity, landforms, topography and existing vegetation. For these reasons, the City will investigate the potential for this precinct to be placed into a <i>Heritage Character</i> or <i>Heritage Area</i></li> <li>5. Notwithstanding that the City is recommended the Cardigan Street/Healy Road precinct be amended to 'Residential (R15)' reflective of the maximum density already being achieved in its current development pattern. The comments relating to requirements for a future Precinct Structure Plan being informed by SPP 7.2 – Precinct Design Guidelines are understood and the advertised DA 47 provision 1 requires the Structure Planning process. There has been no draft documentation provided as the land assembly process is still occurring</li> </ol>

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		<p>The design code should provide a basis for more strategic aspects of planning, such as the precinct's relationships with surrounding areas including other precincts, centres, features and key infrastructure. It should identify opportunities for potential improvements to walkability and cycling, vegetation, topography, landscape features, key views, and the need for the horses at Randwick Stables to be walked to CY O'Connor Beach.</p> <p>Focusing solely on increasing housing density brings with it the risk of missing opportunities to invest in actions that will improve the environment, benefit local communities and leave a positive legacy for future generations.</p> <p>A fundamental principle of sustainable growth is to ensure a better quality of life for everyone, now and in the future. It is not about supporting growth at any cost; its purpose is, rather, to deliver growth that sustains the best qualities of existing places while also providing opportunities to pursue the interdependent objectives of social progress, economic well-being and environmental protection in mutually supportive ways. Sustainable growth will not be achieved unless the increase in density is done in ways that produces places that are of a quality which people will find attractive for both living and working. Sustainable growth depends on an increase in density achieved in ways that produce places that are affordable and of a quality that people will find attractive both for living and for working.</p> <p>Strategic Planning policies should promote diversity by planning a mix of compatible precinct types which interact with each other in order to create a balanced community with a range of services, without increasing reliance on the car. A successful mix of precincts can make the most of opportunities for higher densities and intensive activity at locations with good access to public transport, while also enabling 'trade-offs' that balance the need for population growth with the need to conserve the highly significant contribution to shaping the distinct character of the City made by precincts that are less densely populated.</p> <p>Site and context analysis should be used strategically to identify how particular precincts should be developed so that they integrate with their surrounding areas, including other precincts, centres, features and key infrastructure. The analysis should be communicated in a clear, easy to understand way and presented in a manner that is precise, concise and easy to use and navigate by stakeholders, including the community and decision makers, when preparing the vision and principles guiding the design of the precinct.</p> <p>Planning policies and decisions about residential densities for the Healy Road and Cardigan Street Precinct must be focussed on achieving a high quality of sustainable design. This requires a positive strategy for protecting and enhancing the natural and built features that add to the character and distinctiveness of the precinct. The precinct and its features should be seen as</p>	<p>and the Scheme Amendment in its advertised form remains draft.</p> <p>6. A Precinct Design forms part of the initial stages of a Precinct Structure Plan.</p>

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		<p>irreplaceable assets for the contribution they make to the quality of life of the community of Cockburn.</p> <p>Under the heading <i>Why Is Good Design Important</i>, The State Planning Policy 7.2 Precinct Design Guidelines states that among other things:</p> <p><i>A focus on design quality within the planning system provides the opportunity for innovative and creative solutions to the complex social, economic and environmental challenges of the future.</i></p> <p><i>Good precinct design is integral to the delivery of these required changes.</i></p> <p><i>Well-designed precincts contribute to the overall social, economic and environmental wellbeing of communities. They enable the successful integration of higher-density development into cities and towns; balance the needs and expectations of existing communities with that of a growing and changing population.</i></p> <p><i>Achieving good precinct design requires reconciling a vast range of different and often competing objectives. These will vary according to the type of precinct, and its scale, complexity and context. As such, good precinct design requires application of design-thinking to broad urban development challenges as well as a performance-based approach to planning assessment.</i></p> <p>The focus on design quality will provide opportunities for innovative and creative solutions to the complex social, economic and environmental challenges of the future. If implemented thoughtfully, this design approach will deliver high quality outcomes that will not only enhance the character and distinctiveness of the Healy Road and Cardigan Street Precinct but will also provide a range of social, economic and environmental benefits that will fulfil the needs and aspirations of the both the existing community and those of a growing and changing population.</p> <p>Preparation of a precinct plan requires consideration of the specific site and the wider surrounding context of the area in which it is located. Context is a combination of the physical and non-physical characteristics that work together to create a distinct place. A thorough analysis of the precinct and its context is the starting point for designing a precinct.</p> <p>The next stage in the planning process must therefore be the preparation of a Precinct Design in accordance with SPP 7.2, its guidelines and the key objectives of the Local Planning Strategy. This will provide the guidance required for the design, planning, assessment and implementation of the precinct structure plan.</p>	

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		<p>The guidelines will inform a performance-based process applied through a set of interrelated design elements that will support precinct-specific design. ,The information should be communicated in a clear, easy to understand manner that will allow stakeholders and the community to participate in setting the vision for the precinct and the objectives of the structure plan. Precinct Design must align with the key objectives of the Local Planning Strategy.</p> <p><i>The Local Planning Strategy sets the direction for an updated and improved local planning framework by identifying strategies to address what is important to the community, and to deal with new challenges faced by the City.</i></p> <p><i>The Local Planning Strategy will also drive a more robust and transparent framework for decision making and the exercise of direction. A key part of this framework is the Local Planning Scheme which will be guided by the Local Planning Strategy, including zones and development standards.</i></p> <p>The Local Planning Strategy is structured around the following key themes and a key objective is identified for each theme, with a clear description of what a sustainable, healthy, connected and prosperous Cockburn community looks like. This provides the context for an identified set of planning directions and actions for each theme that will enable the Local Planning Strategy to be achieved.</p> <p><b>Environment</b></p> <p><i>Objective: Our City will protect and enhance environmental values and the diverse natural landscape, promote sustainability, and respond to a changing climate.</i></p> <p><b>Urban Growth and Housing</b></p> <p><i>Objective: Our neighbourhoods will have a distinctive local character that is valued by the community; high levels of amenity; and housing that responds to the needs of residents to optimise their health and wellbeing.</i></p> <p><b>Economy and Employment</b></p> <p><i>Objective: Our economy will mature and evolve to capitalise on emerging industries, attract investment and create broader local employment opportunities so that we prosper.</i></p> <p><b>Infrastructure</b></p> <p><i>Objective: Our City will be connected and easy to move around safely for all users, with high amenity pedestrian and cycling connections making it easier to make sustainable travel choices.</i></p> <p><b>Governance</b></p>	

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		<p><i>Objective: Our City will be able to adapt and respond to change to efficiently manage the challenges of growth and respond to community needs while working towards our vision</i></p> <p><b>Conclusion</b></p> <p>it seems that, currently, it is not intended for the planning of the Healy Road and Cardigan Street precinct to be informed by a <i>site and context analysis</i>. This seems to ignore the fact that Site and Context analysis is a requirement of the Planning Policy 7.2-Precinct Design and that one of the purposes of Precinct Design Guidelines is to assist in outlining a process for the preparation of precinct structure plans.</p> <p>The purpose of site and context analysis is to identify the attributes of the precinct and its surrounds, including, how they are interrelated and how they can be successfully integrated. This information should be used to identify opportunities and constraints on growth in the Healy Road and Cardigan Street precinct.</p> <p>The complex social, economic and environmental challenges attached to the Healy Road and Cardigan Street Precinct means decision-making must be tested against the Local Planning Strategy to ensure that its key objectives are being met before the structure plan is prepared.</p> <p>We need to know for example, how the structure plan will contribute to achieving the following:</p> <p><i>The City's unique and distinctive intended future character will be identified through the local planning framework so that it can be enhanced. Cultural heritage, including Indigenous and cultural heritage, will be respected and celebrated to strengthen the City's identity.</i></p> <p>We therefore expect the City of Cockburn to provide assurances that a Precinct Design will be prepared in accordance with the principles of SPP 7.2 before the preparation of the Precinct Structure Plan. The underlying intention should be to ensure that high quality, precinct-specific design outcomes are achieved throughout the precinct.</p>	
123	Helen Peerless Martha St, South Fremantle	<p><b>OBJECT:</b></p> <p>As an active member of the Cockburn Community Wildlife Corridor, I am delighted that the former Roe 8 and Roe 9 road reserves have been reclassified and that the corridor is to be preserved as far as the Stock Rd/Forrest Rd intersection.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 66</b>, regarding the Green (Ecological) Link.</li> <li>2. The Stock Road/Forrest Road intersection was not part of the</li> </ol>



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		<p>I note that the Scheme Amendment Plan mentions retaining an ecological link in numerous places throughout the document. Therefore, I am nonplussed by the Minister's amendment to water-down the commitment to "provide for" a green link. The alternative wording - demonstrating how a green link can be achieved - is weak and ineffective and threatens the corridor concept.</p> <p>The Stock Rd/Forrest Rd intersection is a vital part of the wildlife corridor. Ongoing control by the Department of Main Roads of that section of the corridor is of major concern. There have been thousands of volunteer hours dedicated to rehabilitating this section of the corridor, with planting, weeding and watering of native plants ongoing. To raze this vital fauna habitat for yet another road would threaten the corridor concept and be extremely short-sighted.</p> <p>Of further concern is the 'business as usual' approach to public open space (POS) in the Scheme Amendment. The standard of 10% POS is woefully inadequate, given the now-usual small urban block size and dwindling tree canopy. The University of WA Design Plans for a mixed urban/wildlife corridor development, of which I am sure you are aware, specify 40% POS for the Development Areas 46 and 47 (DA46 and DA47) in the Scheme Amendment Plan. A continuous corridor with a width of at least 15 metres can and should be mandated. With creative urban design, this UWA-developed plan can deliver both increased POS AND more housing. Please see the attached document for maps of the POS allocation under both scenarios.</p> <p>Finally, the introduction of DA47, with maximum residential density of R60, rather than R15 as recommended by the City of Cockburn, is of grave concern. Threats to the corridor include:</p> <ul style="list-style-type: none"> <li>• Loss of remnant bushland, including vitally important old-growth Tuart trees and loss of wider ecological values;</li> <li>• Loss of north-south connectivity between Manning Park and Clontarf Hill;</li> <li>• Some loss of east-west connection from the wetlands through to Hollis Park and South Beach;</li> <li>• Significant pressure on Clontarf Hill reserve due to adjoining and nearby high-density development.</li> </ul> <p>We know that a warming climate and reduced rainfall is putting significant pressure on our urban and natural environments. Now is the time to act decisively to enact the vision for a continuous wildlife corridor. We have one chance at this! Yes, a wildlife corridor with greater tree canopy will help to save our iconic native flora and fauna from extinction. But please remember this - it will also improve the lives of all the people who reside in a wide area around this corridor by providing greater tree cover and therefore a cooler environment and greater urban amenity.</p>	<p>Metropolitan Region Scheme amendment and remains 'Primary Regional Road'. It is therefore, not subject to this Local Scheme amendment.</p> <p>3. Please see response to <b>Submission 166</b>, regarding the provision of Public Open Space and Cardigan Street/Randwick Stables precinct.</p>

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		(Plus attachment)	
142	Ingrid Ziegler Sykes Pl, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I'm pleased that the plan mentions a green ecological linkage as integral. Please specify at least 40% POS for the Development Areas DA46 and DA47. 10% POS won't maintain a viable green corridor.</p> <p>Please retain R15 (as recommended by the City of Cockburn) rather than introducing DA47 with residential density "not limited to R60". This higher density would impact heritage listed Randwick Stables, Clontarf Hill reserve and more.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the provision of Public Open Space.</li> <li>2. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>
146	Gabriele Rossi Stratton St, Hamilton Hill	<p><b>OBJECT:</b></p> <p>Cardigan street is the only access to the heritage listed Randwick Stables. A well established community asset, Randwick Stables provides much needed wellbeing, heritage conservation and connectivity to the broader Cockburn community. It is an integral part of Cockburn and its longevity and viability should be considered in any planning. My family, together with many others, visit the stables on a daily basis, bringing much joy and happiness to the local community. The new redevelopment of the area will remove green spaces to expand the Wally Hagan stadium and build new parking spaces (which are not needed given that the parking space near Scarvaci IGA is oversized and always empty). More removal of green areas as part of the development of Cardigan street and Healy road is an ecological crime.</p> <p>Consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan street on an almost daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife corridor.</p> <p>Furthermore, such high-density development so close to Randwick Stables is not appropriate and will negatively impact on the continuation of the stables. The horses are walked down Cardigan street on a daily basis to exercise at the heritage listed C.Y. O'Connor horse beach. An increase in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>In regard to rezoning this area as development rather than residential. The city and all those involved in planning must consider the long term residents of both Healy road and Cardigan street. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk tenants. The residents of these properties would be at critical risk of homelessness and worse if evicted from their long term homes. Furthermore, in</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>3. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</li> </ol>

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		such a serious housing crisis it is extremely negligent to demolish any existing housing.	
147	Name and Address withheld	<p><b>OBJECT:</b></p> <p>Concerns about high-density development near Clontarf Hill and Randwick Stables:</p> <ul style="list-style-type: none"> <li>• The development is inappropriate due to its proximity to heritage-listed sites.</li> <li>• I strongly oppose the proposed development for this reason.</li> </ul> <p>Preservation of the tree canopy:</p> <ul style="list-style-type: none"> <li>• This area is home to native species like the critically endangered Carnaby's Cockatoo and Red-Tailed Cockatoo.</li> <li>• These birds are frequently seen feeding on Healy Road and Cardigan Street.</li> <li>• Maintaining the tree canopy is essential for their survival and aligns with preserving the Cockburn Wildlife Corridor (a green link from wetlands to the coast).</li> </ul> <p>Impact of rezoning on long-term residents:</p> <ul style="list-style-type: none"> <li>• The properties in this area are currently social housing, many owned by WAPC and Main Roads.</li> <li>• Rezoning to development would put vulnerable residents at risk of homelessness.</li> <li>• As a result of the housing crisis, demolishing existing homes is highly irresponsible and unnecessary.</li> </ul> <p>Personal impact on a single mother and her child:</p> <ul style="list-style-type: none"> <li>• A close friend of mine, a single mother, lives in one of the properties set to be re-zoned.</li> <li>• Finding affordable housing in this crisis would be nearly impossible for her.</li> <li>• The uncertainty has caused significant stress for both her and her young child. Stability is crucial, especially for her son's well-being.</li> </ul> <p>Impact on Randwick Stables:</p> <ul style="list-style-type: none"> <li>• Horses are walked down Cardigan Street daily for exercise at the heritage-listed C.Y. O'Connor Horse Beach.</li> <li>• Increased traffic and population density will threaten the viability of Randwick Stables</li> <li>• Cardigan Street is the only access point to the stables, a key community asset offering well-being, heritage conservation, and local connectivity.</li> </ul>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 38</b>, which covers similar content to this submission.</p>

No.	Name/Address	Submission	Recommendation
		<ul style="list-style-type: none"> <li>The stables are a beloved spot for families, adding joy and a sense of community.</li> </ul> <p>Value of the local community:</p> <ul style="list-style-type: none"> <li>Residents of Cardigan Street and Healy Road have contributed to a successful community garden at Randwick Stables.</li> <li>They have also helped regenerate the local bushland at Clontarf Hill.</li> <li>This engaged community helps make Cockburn a vibrant and inclusive place.</li> </ul> <p>Request for reconsideration:</p> <ul style="list-style-type: none"> <li>I strongly urge the City of Cockburn to reconsider the rezoning of Cardigan Street and Healy Road as development and R60.</li> <li>After consultation, the City had initially proposed a density of R15, which would be a far more appropriate choice if rezoning is deemed necessary.</li> </ul> <p>This is a moment to reflect on the choices we make for our community. A moment to look around and recognise the unique natural and community environment that exists in this space.</p> <p>Though we are drawn to quality and authenticity, it seems that these values are often pushed aside in this race to pack more in. One day we may look around us and notice that these values are not present at all.</p> <p>Please take the opportunity to grow what is already here.</p>	
150	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I am a resident of Hamilton Hill and my daughter and her young son who currently rent in Healy Rd (R46) daily enjoy the woodland and open land surrounding Development area 46 on Healy Rd and Cardigan St, Hamilton Hill.</p> <p>We all know that Clontarf Hill and surrounds is a historical and culturally significant area. It is also the habitat of the endangered Carnaby Cockatoo and Red Tailed Cockatoo and also part of the Cockburn Wildlife Corridor. These birds regularly fly through there and feed on available trees. The local community has contributed many work hours to regenerating the bushland on Clontarf Hill and also in the area surrounding Randwick Stables. The Stables are also a key community asset offering well-being and local connectivity to the local community in the form of a community garden and farm with animals. It is a beloved spot for families, adding joy to all.</p> <p>I fear that the proposed rezoning of R46 will impact the community both socially and environmentally. It will inevitably lead to vulnerable residents being evicted and essentially becoming homeless and the demolition of sound existing homes.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>Trees will be removed and the subsequent noise, extra traffic and human presence in the rebuilding process will be detrimental to bird and wildlife in the area.</p> <p>I strongly urge council to reconsider the rezoning of this valuable community asset.</p>	
151	Name and Address withheld	<p><b>OBJECT:</b></p> <p>DA47 represents a major change to the area, in particular the traffic on Healy Rd which is already very dangerous and the ability for Randwick Stables to continue as an operational horse stables. The intersection of Healy Rd / Rockingham Rd / Hampton Rd is highly dangerous and the addition of hundreds of new residences presents a major danger threat to the area.</p> <p>The proposed re-zoning appears to not include any bicycle paths along the east-west route between Hampton Rd and North Lake Rd, something that is badly missed in the area. There is no safe way to navigate that corridor and the City of Cockburn has missed a major opportunity to enable one through this rezoning.</p> <p>The DA46/Re-zoning of the area around Wally Hagan Basketball arena will also induce thousands of car movements per week into the area around the Scarvac IGA, further adding danger to the area and no safe way for pedestrians or bikes to navigate.</p> <p>The expanded basketball arena should be done conscious of the well-used Dixon Park/ Dixon Reserve and not at the detriment to non- basketball users.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. The green (ecological) link provides an opportunity to establish an east-west cycle/pedestrian connection within the amendment area. This will be investigated further in the Structure Planning stage.</li> <li>3. Traffic within and around the amendment area will no doubt increase both directly and indirectly as a result of the amendment. The Structure Planning stage will require a Traffic Impact Assessment be provided as part of the assessment, it may recommend transport upgrades to the existing movement network.</li> <li>4. The City is advocating for funding to redevelop the Wally Hagan basketball facility. The proposal will require a development application and include traffic details to ensure it does not have detrimental impacts to the community.</li> </ol>
153	Name and Address withheld	<p><b>COMMENT:</b></p> <p>Sometimes we have an opportunity to do the right thing. I have carefully looked at the information and the current scheme map. The website provides an overwhelming and confusing amount of info that an average person can't possibly fully comprehend.</p>	<p><b>Noted.</b></p> <ol style="list-style-type: none"> <li>1. The area in question is within 'Development Area 46' which is subject to a future structure plan that will provide the details requested. The future structure will be advertised and</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>As I live close to the end of Hyam St near the Cul-de-sac, the advantage being that the street is nice and quiet. Children can play safely in the street and it's also a popular and safe place for dogs to go to the adjoining park. I would favour no change to this however I would understand if maybe the end of Hyam st could run into Ahern St, that would make sense. I would be opposed completely to the continuation of Hyam through to Blackwood Avenue. There are enough other roads.</p> <p>I would like to have more detail into any additional roads as there are already two bigger parallel roads (Forrest and Blackwood). There would be no need for a big road in between as this would also create more traffic and more noise. Only possibly smaller streets to get into a neighbourhood.</p> <p>Your Scheme amendment plan <b>does not</b></p> <p>a) Demonstrate how a green (ecological) link can be achieved through the area from east to west as an integral element</p> <p>It is vital that all remaining greenery and specifically mature trees are left as is. We are all witness in this neighbourhood that the Black Cockatoos and other birds and species rely on the little that is remaining. Bushland is becoming more and more rare in urban zones and the importance, as noted by many, needs to be taken seriously. Give it priority! A suggestion is to extend and beautify Wheeler Park.</p> <p>I am not against mixed development. I am against just any developer jumping out of greed and putting as many 'cookie cutter' homes in a row or crammed unit development where people have no room to even park to get their car in and out of their garage, crowding the curbs. I am in favour of affordable but tasteful housing with regular pockets of existing and created greenery using natives, and pleasant verges. Street appeal is important. Good examples are the newer Hamilton Hill 115 development and the WGV in White Gum Valley. Great care should be given that new development should be "upgrading" an area.</p> <p>Not sure what is meant with "local-scale commercial development." We should be promoting smaller corner store / small friendly local businesses. There is absolutely no need for any more shopping centre / supermarket style developments. These style developments would take away space of more important facilities (ie residential, recreation, education).</p> <p>Let's enhance and create a suburb that we can be proud of.</p>	<p>made available for public comment (including possible roads).</p> <p>2. Any future development will be subject to <i>State Planning Code – Residential Design Codes</i>. The nearby example of 115 Hamilton Hill is noted.</p> <p>3. The intent behind the term 'low-scale' is to allow for a mix of businesses and land uses, however not the large scale format/shopping centre. It should be noted to location of commercial uses has not been determined.</p>
155	Serena Davie	<b>OBJECT:</b>	<b>Supported in Part</b>



No.	Name/Address	Submission	Recommendation
	<p>Quarry Rd, Hamilton Hill</p>	<p>I am writing to formally object to the proposed rezoning of portions of Healy Road and Cardigan Street in Hamilton Hill from R15 to R60.</p> <p>This rezoning will have significant negative consequences, particularly for the heritage-listed Randwick Stables. The stables offer a unique and valuable facility in the area, hosting community events that are beloved by local residents and attract people from across Cockburn. They represent a rare and vital cultural asset in an urban environment.</p> <p>The stables are also home to horses that rely on access to the beach through Cardigan Street for exercise. These horses play a crucial role in the community, promoting mental health and wellbeing, especially through the therapeutic benefits of interacting with animals. However, the proposed high-density housing will disrupt this arrangement, making it impossible for the horses to maintain their current access to the beach. The new developments would create an environment too stressful for both the horses and the community.</p> <p>Furthermore, the impact on the environment cannot be ignored. The area in question forms part of an important wildlife corridor that stretches from the Beeliar Wetlands to the sea. Trees in this region provide critical habitat for native bird species, including black cockatoos, and contribute to the overall wellbeing of the community. High-density development would disrupt this natural habitat, contributing to the loss of biodiversity and damaging the area's environmental value.</p> <p>The rezoning would also have a detrimental effect on long-term tenants in the area, many of whom have resided on Cardigan Street for 10 to 20 years. These individuals could face the threat of displacement and homelessness, as affordable housing in the area becomes increasingly scarce with the introduction of higher-density housing.</p> <p>The shift from low-density housing (R15) to high-density (R60) is not in line with the vision of the community, nor does it serve the best interests of its residents. It appears driven by commercial interests, with little regard for the long-term social, environmental, and cultural consequences for Hamilton Hill.</p> <p>I urge the Council to reconsider this proposal. The preservation of green spaces, heritage sites like the Randwick Stables, and the well-being of the community should be prioritized over short-term development. As urban areas continue to grow, the need for places of refuge, wildlife habitats, and open spaces will only become more pressing. The Randwick Stables could become a high-value asset for the community and the council, attracting more visitors and enhancing the quality of life for all.</p>	<ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>3. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>I ask that the council consider the needs of future generations when planning for the future of Cockburn. I do not believe that high-density living, at the expense of natural spaces and animal habitats, aligns with the values and aspirations of most people in the community.</p> <p>Thank you for your attention to this matter. I trust that you will consider the broader long-term impacts of this proposed rezoning and make a decision that serves the best interests of all residents of Hamilton Hill.</p>	
156	<p>Adam Peck Burrige Way, Hamilton Hill</p>	<p><b>OBJECT:</b></p> <p>I am happy that Roe 8 and 9 have now been removed from the MRS and will soon be rezoned. I'm also happy that most of the land up to the corner of Forrest and Stock Roads will become parks and rec. It is good that the plan refers to the need for an ecological link.</p> <p>I am disappointed in the change in wording from 'provide for' to 'demonstrate how it can be achieved'. This threatens the wetlands to waves corridor concept.</p> <p>I am very concerned about the retention of the corner of Forrest and Stock Roads by MRWA. This land is a TEC (Tuart woodland), with many mature hollow bearing Tuarts and its <i>B. sessilis</i> stands are critical feeding habitat for Carnaby's Cockatoos.</p> <p>10% POS is clearly insufficient and the plan should say &gt;40% POS. For an effective ecological corridor, a minimum width of 15m should be provided.</p> <p>DA47 residential density "not limited to R60" is too vague and will not lead to good planning. R15 is more appropriate, as recommended by the City of Cockburn.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Noted</li> <li>2. Please see response to <b>Submission 166</b>, regarding the green (ecological) link.</li> <li>3. The Stock Road/Forrest Road intersection was not part of the Metropolitan Region Scheme amendment and remains 'Primary Regional Road'. It is therefore, not subject to this Local Scheme amendment.</li> <li>4. Please see response to <b>Submission 166</b>, regarding the provision of Public Open Space.</li> <li>5. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>
157	<p>Naomi McDonald Kotisina Gdns, Lake Coogee</p>	<p><b>COMMENT:</b></p> <p>As a long time family member of Fremantle Christian College (FCC), I am writing in relation to the land allocation adjacent to, and currently leased by the school (bound by Carrington St, Forrest Rd and Rockingham Rd).</p> <p>We have been at the school since the start of 2010, and our fifth child will start there in 2 years. In that time we have witnessed the school grow from less than 100 students to the current count of I think close to 600. It went from a small primary school to a thriving pre-K to year 12. Along with this growth has come challenges, all met by the staff, students and families with creative solutions and patience. But there has always been the underlying sense of temporary, as we</p>	<p><b>Noted</b></p> <ol style="list-style-type: none"> <li>1. The matters raised are addressed in the City's response to earlier submissions. Specifically, please see the response to <b>Submission 174</b>.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>haven't had the security of knowing that when we expand it can be done with permanence in mind.</p> <p>I have seen, particularly in my tenure as the head of parent reps, families and students changed when they have moved to the smaller school environment that FCC offers. I believe that it is a valuable school for the area, offering families an alternative to the larger schools. I believe it is vital that for the school to continue and plan for the future adequately it needs to have more land allocation. This land, which they currently lease, is used as ovals as best they can. If they were to own the adjacent land instead of just leasing, the school would be able to develop ovals and playgrounds for the students. Currently we need to go offsite to access ovals suitable for sports carnivals and so forth. We can also add more buildings and facilities.</p> <p>As more and more families move into the area, especially with the opening of land for residential development, its vital for the school to expand and continue to offer excellent education in a safe setting. I ask that you consider making this land available for Fremantle Christian College.</p>	
161	Name and address withheld	<p><b>COMMENT:</b></p> <p>Please accept this letter as my strong support of Kerry Street Community School and Fremantle Christian College acquiring the relevant plots of land formerly reserved for Roe Highway ('Roe 8'). Both schools provide important educational experiences to the students who attend them and will be better positioned in the future to accommodate increases to surrounding populations if granted the room to grow.</p>	<p><b>Noted</b></p> <p>1. The matters raised are addressed in the City's response to earlier submissions. Specifically, please see the response to <b>Submission 174 and 231</b>.</p>
162	Name and address withheld	<p><b>COMMENT:</b></p> <p>Please accept this letter as our strong support of Kerry Street Community School and Fremantle Christian College acquiring the relevant plots of land formerly reserved for Roe Highway ('Roe 8').</p>	<p><b>Noted</b></p> <p>1. The matters raised are addressed in the City's response to earlier submissions. Specifically, please see the response to <b>Submission 174 and 231</b>.</p>
165	Joseph Healy Stratton St, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I would like the community garden at Randwick Stables to be preserved as it is wonderful community that I am very much enjoying being a part of.</p> <p>I am also worried that if high density housing is built in here it may be bought by investors leaving locals unable to afford to live in the area.</p>	<p><b>Noted</b></p> <p>1. The Community Garden at Randwick Stables, located on land now reserved for Parks and Recreation, is unimpacted by this scheme amendment.</p>

No.	Name/Address	Submission	Recommendation
			<p>2. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p>
172	Name and Address withheld	<p><b>OBJECT:</b></p> <p>Please do not zone to develop area DA46.</p> <p>We will no longer has wildlife crossing including lizards.</p> <p>If developed with any form of development including residential &amp; commercial, this will no longer exist.</p> <p>The council has created an amazing piece of tranquillity in suburbia. It would be shameful to lose such a glorious pocket that had been preserved beautifully.</p> <p><b>**Identifying sentence redacted**</b>.</p> <p>Our unit has the verandah that looks over Isted Reserve.</p> <p>It is an amazing piece of paradise that would surely be ruined for all residents in the surrounding areas. Packham Road is the main direct connection to Rockingham Road for most residents in this area. Further development with an increase in transport movement would cause a congestion problem &amp; increase in noise pollution.</p> <p>The council has allowed building in the high school site off Stock Road that density has created a concrete jungle, please do not create another one. At least that development is tucked away.</p> <p>Development along Blackwood Ave would/could not hide, it would be an eye sore, more visual clutter. One would not see the beauty &amp; appreciate the surrounding parklands &amp; bush.</p> <p>Please preserve a natural wildlife habitat for the amazing wildlife including the abundant &amp; amazing bird life, we all currently have the honour to enjoy. An amazing pocket park could include walking &amp; bike tracks &amp; trails. Regeneration of the bush could be achieved. Looking across the road shows what grows native in the area with flourishing abundance. Previously in the area I lived in Hilton the residents &amp; council created an amazing pocket park at the end of Clarke Street. It was a piece of desolate scrub land, now it a credit to us all &amp; much loved.</p> <p>Please do not hesitate to contact me for any further information, clarification or questions you may have.</p>	<p><b>Noted</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 4</b>, regarding amending the entire Roe Highway corridor for 'Parks and Recreation' purposes.</li> <li>2. This area is recognised as Hamilton Hill 115 and was subject to a Scheme Amendment in 2018 and subsequent Structure Planning.</li> <li>3. Please see response to <b>Submission 166</b>, regarding the green (ecological) link.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>I am extremely passionate about preserving nature at its finest and in keeping it consistent with the surrounding made council parks &amp; the beauty of the surrounding natural bush we are so blessed to have along Blackwood Ave.</p> <p>Many thanks for your time taken in considering my submission.</p> <p>I'm extremely proud to be a rate payer in the City of Cockburn.</p> <p>(Including attachments)</p>	
176	Toni Collinge Healy Rd, Hamilton Hill	<p><b>OBJECT:</b></p> <p><u>Greenspace and bushland</u></p> <p>My main concern regarding the City's proposed scheme amendment is the apparent lack of seriousness in preserving, and regenerating, bushland and green spaces in areas now made available by the removal of the Roe 9 road reserve.</p> <p>I understand that Council adopted, in principle, the concept of a viable wildlife corridor from the Beelier Wetlands to the coast, but the proposed amendments (DA46 and DA 47) show no sign of any such 15M green space being factored in. It would seem that Council adopted the idea of a wildlife corridor in name only. As a bushcare volunteer with the Community Wildlife Corridor group, I'm passionate about creating a decent wildlife corridor to improve biodiversity and enhance liveability in this area.</p> <p>At a recent public forum which I attended, a UWA corridor design plan showed that, with clever design, it would be possible to create 40% public open space (POS) AND provide more housing than a "business as usual" design, with 10% POS. I request that Council adopt this way forward.</p> <p><u>Heat in our suburbs</u></p> <p>With a warming climate, the city has a duty of care to its residents to maintain habitable environs. Despite its proximity to the coast (with the fresh sea breezes) Hamilton Hill, for example, is considered to be one of the hottest suburbs in the metropolitan area. I understand that this suburb has substantially less POS than 10%. The areas in D46 and D47 provide an opportunity for the Council to rectify this. The modern trend in residential areas is to have bigger houses and smaller gardens. This means Councils have to take on the responsibility of creating much more than the 10% POS that was required when houses were smaller.</p> <p><u>Existing stand of Tuart trees @ DA 47.</u></p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the 'demonstrated green ecological link'. The provision requires a future Structure Plan which will spatially define the green (ecological) link. The intent of the Scheme Amendment is to put in place the framework to require a structure plan.</li> <li>2. Please see response to <b>Submission 166</b>, regarding the provision of Public Open Space.</li> <li>3. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>4. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>5. Any future expansion or redevelopment of Wally Hagan will require its own traffic study.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>Of particular concern, especially given the proposed high-density proposal for DA 47, is the number of mature Tuarts which are growing along Healy Rd, opposite Clontarf Hill (CH). The existing Tuarts on CH have been declared a “threatened ecological community”, and the stand in DA 47 is a valuable and necessary addition to those on CH. Tuart trees are the preferred source of food for our threatened Carnaby Cockatoos and are potential nesting sites for these birds. I urge Council not to allow these trees to be bulldozed.</p> <p>The area in DA 47 also currently connects Manning Park to CH in a north/south corridor. The more ecological connections we can preserve, the more chance we have of creating viable biodiverse areas.</p> <p><u>Traffic problems</u></p> <p>With the extension of Wally Hagan basketball courts and the resultant increased traffic flow this will create, along with the recent large development in Healy Rd, allowing high density in DA 47 will create a traffic nightmare in this once quiet little suburb.</p>	
177	Hermione Hickling Blackwood Ave, Hamilton Hill	<p><b>OBJECT:</b></p> <p>Input on the proposed amendment to the Town Planning Scheme: Regarding special control area ‘Development Area No. 46’</p> <p>1) Amendment to provision</p> <p>2. (a): The Structure Plan is to provide for:</p> <p style="padding-left: 40px;">(a) ‘wildlife corridor containing sufficient, appropriately positioned abiotic habitat, understory and trees to enable safe movement of a diverse array of native wildlife from coastal habitat to the Cockburn Community Wildlife Corridor.</p> <p>Rationale:</p> <p>It is critical that a wildlife corridor with appropriate habitat for native fauna, rather than an assortment of public open space designs, is provided. The proposed DA46 interrupts what is otherwise one of very few east – west wildlife corridors along the Swan coastal plain within the greater Perth metropolitan area. The assertion in the ecological assessment that the area is degraded is true, however the classification of ‘bare’ and inference that it is of no environmental value because of this is false. Having been abandoned for some 50 years, the area contains a modified ecosystem currently comprised of a diversity of exotic grasses, shrubs and trees that provide complex shelter, safe passage and novel foraging sources for a diversity of native birds and animals that pass through it. I personally have seen flocks of 80 Redtail Cockatoos feeding on exotic tree</p>	<p><b>Noted</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the green (ecological) link.</li> <li>2. The addition of a provision within DA46 for an overpass or underpass can be investigated within the future Structure Plan. The cost of an over or underpass will be significant and has existing constraints within the amendment area such as the Western Power transformers and Carrington Street itself.</li> <li>3. There are existing provisions within the planning framework to consider the retention of native vegetation within planning proposals (Public Open Space and the green (ecological) link. Additionally, please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>species in this area. Due to its position between relatively large remnants of native habitat in fair to excellent condition, it is currently used by wildlife of all types to move between refuges.</p> <p>This connectivity prevents populations becoming isolated, providing for the genetic diversity that is essential for long term survival of species. It also enables wildlife movement between coastal and inland habitats to meet lifecycle and survival needs across the seasons. The proposed DA 46 spans some 2km. Native fauna typically have an ecological distance threshold of between 50 to 300m, meaning that without an integrated wildlife corridor, DA 46 will effectively break the existing connectivity for almost all native species.</p> <p>Due to increased fragmentation of once large tracts of bushland in the Perth region, effective wildlife corridors linking habitat are widely recognised as crucial to long term survival of all our native fauna and flora. Such a corridor does not need to be more than 15 metres wide, so long as it is comprised of well-chosen and placed native species, and adjoining land use does not create high levels of noise, air and land pollution. Walking and cycle paths or recreation areas are examples of appropriate adjoining land use.</p> <p>2) Amendment to provision 2 (d):</p> <p>add: .to include provision for an underpass or overpass spanning Carrington Rd and connected to the wildlife corridor, designed to ensure Carrington St is not a barrier to the safe movement of wildlife.</p> <p>Rationale:</p> <p>Whilst roadworks are occurring on Carrington St as part of the development area, there is a great opportunity to improve the connectivity of the existing ecological link, by building an underpass for wildlife, which could be an enlarged drain, designed appropriately to be conducive to animal passage, or part of an underpass for pedestrians and cyclists, designed to include appropriate abiotic structures to provide coverage for animals.</p> <p>3) Amendment</p> <p>That an additional provision be included in DA 46 to:          'provide for retention and integration of existing mature native trees in future subdivision and/or development proposals where practicable.'</p> <p>Rationale:</p> <p>In line with ministers' directions to demonstrate how an ecological link can be achieved the structure plan should be designed to avoid removal of established native trees in the urban zoned areas. Given the agreed objective of maintaining an ecological link and the proven benefits of established trees over newly</p>	<p>4. This is outside the scope of the amendment and more consistent with a Developer Contribution. Developer Contribution Plan 13 (DCP 13) already applies to this land and contributions collected partially fund a future extension of the <i>Southwell Community Centre</i> in Hamilton Hill.</p> <p>5. A requirement similar to this (Geo-technical report) is likely to be required within Part One (Statutory section) of the future Structure Plan.</p> <p>6. Similar to above, the density within 'DA 46' will be determined at the future structure planning stage. Once a structure plan has been lodged, and the City confirms it is suitable for advertising, community consultation on the structure plan will occur. A key consideration being its density.</p> <p>7. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p>



No.	Name/Address	Submission	Recommendation
		<p>planted ones for wildlife foraging and habitat, design should work around retaining as many of the existing native trees as possible. This proposal is further supported by the state government and councils' goal to improve canopy cover to reduce heat island effects in Cockburn.</p> <p>4) Amendment: Specifically include a provision requiring a funded, staffed and resourced community centre/ neighbourhood house in the development area.</p> <p>Rationale: With the planned increase in population density through increased housing, adequate community infrastructure and community development resourcing is required to avoid the creation of a 'ghetto'. There are already substantial problems with theft from households in the neighbourhood, and a staffed neighbourhood centre providing support and access to resources, programs and opportunities is a strong strategy for community building and crime prevention.</p> <p>5) Amendment: To create an additional provision requiring a comprehensive assessment for the presence of particulate asbestos and the risk to surrounding residents, and for construction plans to be constrained by a requirement to avoid or mitigate this risk to residents.</p> <p>Rationale: The department of Transport has generally not monitored fence condition or contributed to fence maintenance in this area over the term of its ownership of the land. Historically, most boundaries between the development area and adjacent properties were asbestos fences, and an unknown number of these have been dumped and buried on this land. Additionally, other people have used the area as a dumping ground. Some of this is buried deep, has been there for decades and has also been subject to fires and physical degradation such as being run over by vehicles, resulting in an unknown amount of particulate asbestos, which when disturbed would likely blow onto neighbouring properties, potentially causing terminal illness.</p> <p>6) Amendment to provision 2. (e) regarding DA 46: Include an amendment to limit development in most areas, to no more than two stories and a maximum density of R30.</p> <p>Rationale: There are insufficient community facilities to accommodate a higher density development. This would be in keeping with the character of the area, which is</p>	

No.	Name/Address	Submission	Recommendation
		<p>predominantly one-story buildings of medium rather than high density. A denser housing option could be accommodated directly adjacent to Carrington Road, but further down the hill it would create traffic and parking issues and impede on winter sun on the properties to the south of new development, which is against council regulations.</p> <p>7) Amendment to DA 47: Retain lower density (R15) housing on Cardigan St</p> <p>Rationale: Randwick Stables is a key community asset, providing a 'farm' experience within the urban area for local families and substantial community building through the community garden, which yields a social return on investment in health and social cohesion outcomes. It is an iconic and integral part of the character of the area. 2000 people attended their open day last year. Adjoining houses should be preserved and designated as long-term rentals for Randwick caretakers, which could include a lease requirement of organising regular events and opportunities for the broader community at Randwick, similar to the model employed at SHAC (Sustainable Housing for Artists and Creatives).</p>	
178	Elise White Paget St, Hilton	<p><b>OBJECT:</b> The wildlife corridor should remain as it is...undeveloped. Clontarf Hill and surrounding areas are home to many wildlife species and have many old trees that can't be replaced. The area is wonderful for city people to walk in a natural environment and the community garden and hobby farm are a delight for children. On a hot day you can walk there and feel the reduction of temperature under the trees. Protect our local environment and ultimately our planet. Once its concreted over we can't go back!</p>	<p><b>Noted</b></p> <p>1. The matters raised are addressed in the City's response to earlier submissions. Specifically, please see the response to <b>Submission 4</b>.</p>
179	Richard Camilleri Davilak Ave, Hamilton Hill	<p><b>OBJECT:</b> I am in opposition to this proposal as this will impact the ecological integrity of an important wildlife corridor and habitat, e.g. Clontarf Hill, and thus also impact endangered ecological communities and species. These are valuable reserves and they should be protected.</p>	<p><b>Noted</b></p> <p>1. The matters raised are addressed in the City's response to earlier submissions. Specifically, please see the response to <b>Submission 4</b>.</p> <p>2. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p>
181	Robyn Walsh	<p><b>OBJECT:</b></p>	<p><b>Supported in Part</b></p>

No.	Name/Address	Submission	Recommendation
	<p>Wollemi St, Spearwood</p>	<p>Very Glad: The former road reserves have been removed and the Green Link (Corridor) from Bibra Lake to the ocean is mentioned.</p> <p>Disappointed: The Corridor needs to be demonstrated as can be achieved. It MUST be maintained and regenerated/amenity be created. Standard Public Open Space is only 10%, how do we get to 20% tree canopy overall, Hamilton Hill is currently just over 6% will be insufficient to maintain a viable corridor. At least 40% POS should be specified for the Development Areas DA46 and DA47 in the Scheme Amendment Plan.</p> <p>There must be a continuous corridor with a minimum width of 15m. The effect of 40%POS versus 10%POS is illustrated in the UWA Design Plans for DA46 which were commissioned by CCWC and SBW.</p> <p>DA47, with residential density “not limited to R60” (rather than R15 as recommended by the City of Cockburn), carries many concerns:</p> <ul style="list-style-type: none"> <li>• Ecological values</li> <li>• Remnant bushland</li> <li>• Long-term residents in Cardigan St and Healy Rd</li> <li>• North-south ecological connectivity to Manning Park and Clontarf Hill</li> <li>• Part of connection of wetlands to waves through to Hollis Park/South Beach</li> <li>• Remnant stand of Tuarts on Healy Rd (TEC concerns)</li> <li>• Removes western curtilage for heritage listed Randwick Stables – this should be retained to adequately protect this registered Heritage site.</li> <li>• Stating that the residential density is “not limited to R60” does not allow for good planning – define the density so that the developers have certainty about what is expected in this area.</li> <li>• Density “not limited to R60” in DA47 will mean an additional densely populated area near Clontarf Hill – given the 169 dwellings in the Stockland development currently being built on Clontarf Rd opposite the reserve. Together, this housing could put huge pressure on the Clontarf Hill Reserve and also the local road network.</li> </ul> <p>R60 of itself is not the problem and if some of these issues can be ameliorated then this density could be acceptable. Provided that</p> <ul style="list-style-type: none"> <li>• the Tuarts are maintained and enhanced.</li> <li>• The R code need to be definite ie a limit must be set.</li> <li>• The Corridor remains at least 15 meters wide in all places.</li> </ul>	<p>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct, the provision of Public Open Space and the Green (Ecological) Link.</p>

No.	Name/Address	Submission	Recommendation
		<ul style="list-style-type: none"> <li>That connection, curtilage, heritage and linkage to Hollis Park/South Beach, Clontarf Hill and Manning Park MUST be maintained.</li> </ul>	
183	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I have significant concerns about high-density development near Clontarf Hill and Randwick Stables:</p> <p>The development is inappropriate due to its proximity to heritage-listed sites and will severely undermine the integrity of the Wildlife corridor. I strongly oppose the proposed development for this reason.</p> <p>It is imperative to preserve the tree canopy in this area. Right here is home to native species like the critically endangered Carnaby's Cockatoo and Red-Tailed Cockatoo.</p> <p>These birds are frequently seen feeding on Healy Road and Cardigan Street, in some seasons landing in my backyard and feeding every single day. Maintaining the tree canopy is essential for their survival and aligns with preserving the Cockburn Wildlife Corridor (a green link from wetlands to the coast).</p> <p>Furthermore, I have significant concerns of the impact of rezoning on long-term residents of the area, including myself - a single mum with a young high needs child.</p> <p>The properties in this area are currently serve as unofficial social housing, many owned by WAPC and Main Roads. Rezoning to development would put vulnerable residents at risk of homelessness, including myself. Demolishing existing homes is highly irresponsible and unnecessary in a housing crisis.</p> <p>I am a single mother, living in one of the properties set to be re-zoned. The possibility of homelessness in the near future has caused myself and my son significant stress. Finding affordable housing in this crisis would be nearly impossible for me. I am a full time parent, home-schooling my son due to his mental health. Stability for us is crucial, especially for my son's well-being.</p> <p>Concerns for impact on Randwick Stables:</p> <ul style="list-style-type: none"> <li>Horses are walked down Cardigan Street daily for exercise at the heritage-listed C.Y. O'Connor Horse Beach.</li> <li>Increased traffic and population density will threaten the viability of Randwick Stables.</li> <li>Cardigan Street is the only access point to the stables, a key community asset offering well-being, heritage conservation, and local connectivity.</li> <li>The stables are a beloved spot for families, adding joy and a sense of community.</li> </ul>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct, the provision of Public Open Space and social housing displacement.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>Concerns for the local community:</p> <ul style="list-style-type: none"> <li>• Residents of Cardigan Street and Healy Road have contributed to a successful community garden at Randwick Stables.</li> <li>• They have also helped regenerate the local bushland at Clontarf Hill.</li> <li>• This engaged community helps make Cockburn a vibrant and inclusive place.</li> </ul> <p>The standard amount of Public Open Space (POS) of 10% in development areas will be insufficient to maintain a viable corridor. POS of 40% should be specified for the Development Area DA46 in the Scheme Amendment Plan, as was illustrated in the UWA design plans.</p> <p>The introduction of DA47, with maximum residential density of R60 (rather than R15 as recommended by the City of Cockburn) carries many concerns, including additional densely populated area near Clontarf Hill with the 169 dwellings in the Stockland development on Clontarf Road. Together, this housing could put huge pressure on the Clontarf Hill Reserve, the wildlife corridor, and the local road network.</p> <p>Lastly, I strongly urge the City of Cockburn to reconsider the rezoning of Cardigan Street and Healy Road as development and R60. I believe a responsible decision would be to keep zoning of the area at R10 or R15. I urge consideration for the wildlife and community of this very special area.</p>	
184	Name and Address withheld	<p><b>COMMENT:</b></p> <p>I strongly agree with the need to maintain a green ecological link between the Bibra Lake and Manning Park areas. There is a unique opportunity to include some much-needed wildlife habitat in the development, particularly for the endangered Carnaby's Black Cockatoo, which we see traverse this corridor regularly, along with many other bird species. Including a community bike path through the corridor would be amazing.</p> <p>I'd like to see Blackwood Road upgraded to accept more traffic, particularly at the Rockingham Road intersection, which falls within the development area. The eastern end also needs improvement as it's somewhat of a blind corner.</p>	<p><b>Noted</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the green (ecological) link.</li> <li>2. Blackwood Avenue is located entirely within proposed Development Area 46 boundary. As part of the future Structure Planning process a Traffic Impact Assessment will be provided to guide existing and future road connections and the movement network.</li> </ol>
185	Ruth Glasgow Cardigan St, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I wish to express my distress and concern as to the proposed re-zoning of Cardigan Street, portions of Healy Road and Clontarf Hill and Randwick Horse Stables to allow for the potential for a high density housing development.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>The entire precinct has been very dear to me during the nineteen years I've spent residing as a tenant at number 10 Cardigan Street. My cottage is managed by the Department of Main Roads, I arrived here as a single parent with my six year daughter in 2007. I am about to turn fifty seven and my daughter is about to turn twenty four years old. We're both diagnosed as Autistic with learning impairments but without any intellectual impairment, my daughter lives at home with me as she requires ongoing support.</p> <p>As you know, portions of Cardigan Street are managed by the Department of Planning while other sections are managed by the Department of Main Roads. *Address redacted* Cardigan Street is privately owned by my lovely neighbour and friend, seventy four year old *Name Redacted*, whose Polish mother fled Europe post WW2 to settle here in Western Australia, they purchased the property in the 1970's. My neighbour quietly looks after the bushland over the road, he's created a haven for native wild life in his large back garden. Neither my neighbour nor I have family and as we age, we rely on one another for support.</p> <p>Our precinct has a semi-rural feel and as such, we happily co-exist with a myriad of native wild life, my property alone is habitat to generations of possums and bob tail lizards, along with many other lizards, snakes and birds, including Black cockatoos. I feel very concerned that literally hundreds of native animals will be injured and killed should a high density housing development be permitted. No one has visited our properties to engage in critical environmental impact assessments as yet.</p> <p>Being nearly fifty seven years old with disabilities and of low income, I very much understand the need for more private and social housing. My daughter and I will be homeless should a high density development come into effect and, our homelessness aside, we would be devastated for this precious wild life corridor to be turned into a concrete jungle. It's such a precious and rare pocket of coastal land which includes significant habitat and precious tree canopy's.</p> <p>Please support us to remain housed, please support wildlife to remain housed.</p> <p>I believe the most recent Minister was or is John Carey, he must be invited to actually view the wild life corridor, stables and precinct, maybe he could even meet us humans who live here as a community. I could say much more but its already a long email. there is space for at least four more houses to be built along Cardigan Street and wildlife would be ok</p>	<ol style="list-style-type: none"> <li>2. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</li> <li>3. Final approval of the Scheme Amendment will be determined by the Minister for Planning.</li> </ol>
186	Name and Address withheld	<b>OBJECT:</b>	<b>Supported in Part</b>

No.	Name/Address	Submission	Recommendation
		<p>I am extremely concerned about high-density development near Clontarf Hill and Randwick Stables:</p> <p>The proposed development is in close proximity to heritage-listed sites and will severely undermine the integrity of the Wildlife corridor. I strongly oppose the proposed development for this reason.</p> <p>It is imperative to preserve the tree canopy in this area as it is home to native species like the endangered Carnaby's Cockatoo and Red-Tailed Cockatoo. As their habitats are increasingly destroyed the birds can be seen searching for food and are frequently seen feeding on Healy Road and Cardigan Street. Maintaining the tree canopy is essential for their survival and aligns with preserving the Cockburn Wildlife Corridor.</p> <p>I also have significant concerns regarding the impact of rezoning on long-term residents of the area. The properties in this area currently serve as unofficial social housing, many owned by WAPC and Main Roads. Rezoning for development would put vulnerable residents at risk of homelessness. Demolishing existing homes is highly irresponsible, uncaring, and unnecessary, given we are in the middle of a major housing crisis.</p> <p>Concerns for impact on Randwick Stables:</p> <ul style="list-style-type: none"> <li>• Horses are walked down Cardigan Street daily for exercise at the heritage-listed C.Y. O'Connor Horse Beach.</li> <li>• Increased traffic and population density will threaten the viability of Randwick Stables.</li> <li>• Cardigan Street is the only access point to the stables, a key community asset offering well-being, heritage conservation, and local connectivity.</li> <li>• The stables are a beloved spot for families, adding joy and a sense of community.</li> </ul> <p>Concerns for the local community:</p> <ul style="list-style-type: none"> <li>• Residents of Cardigan Street and Healy Road have contributed to a successful community garden at Randwick Stables.</li> <li>• They have also helped regenerate the local bushland at Clontarf Hill.</li> <li>• This engaged community helps make Cockburn a vibrant and inclusive place.</li> </ul> <p>The standard amount of Public Open Space (POS) of 10% in development areas will be insufficient to maintain a viable corridor. POS of 40% should be specified for the Development Area DA46 in the Scheme Amendment Plan, as was illustrated in the UWA design plans.</p>	<ol style="list-style-type: none"> <li>1. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>2. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct, the provision of Public Open Space, the Green (Ecological) Link and displacement of social housing tenants.</li> </ol>



No.	Name/Address	Submission	Recommendation
		<p>The introduction of DA47, with maximum residential density of R60 (rather than R15 as recommended by the City of Cockburn) carries many concerns, including additional densely populated area near Clontarf Hill with the 169 dwellings in the Stockland development on Clontarf Road. Together, this housing could put huge pressure on the Clontarf Hill Reserve, the wildlife corridor, and the local road network.</p> <p>I strongly urge the City of Cockburn to reconsider the rezoning of Cardigan Street and Healy Road as development and R60. I believe a responsible decision would be to keep zoning of the area at R10 or R15.</p> <p>We must give look after the wildlife and community of this very special area. It seems grossly unfair to be considering the disruption of people's homes and lives and the destruction of a place of character and history in favour of exclusive high density development.</p>	
193	Alan Hall Wheeler Rd, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I want the changes in this corridor to incorporate the existing stands of remnant bushland and to plant new bush areas to provide a usable corridor for wildlife and community benefit. I would like to see the ideas from the UWA School of Design, Cockburn Community Wildlife Corridor included so that a well designed mix of land use is achieved - NOT the standard model of urban 'fill' that is usually used.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. The future Structure Planning stage advocated for by Development Area 46 is where areas of Public Open Space will be allocated. The request to ensure remnant bushland be included in areas of open space is noted.</li> <li>2. Where unable to maintain areas of bushland, provision 2 a) of Development Area 46 requires a green (ecological) link with a minimum 15m width be demonstrated within the amendment area.</li> </ol>
194	Mary Irwin Wheeler Rd, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I want the changes in this corridor to incorporate the existing stands of remnant bushland and to plant new bush areas to provide a usable corridor for wildlife and community benefit. I would like to see the ideas from the Naturelink Project included so that a well designed mix of land use is achieved - NOT the standard model of urban 'fill' that is usually used.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 193</b>, with regard to keeping remnant bushland and the designs from Nature Link, which specifies a 15m wide cycle/pedestrian and vegetated corridor.</li> </ol>
202	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I'm against the people building the units at the stables they should leave it, it's heritage listed. They should leave it where people can go and enjoy and not just progress. It's not progress, it's people looking for money. Money to build quite</p>	<p><b>Supported in Part</b></p>

No.	Name/Address	Submission	Recommendation
		and leave something that's old where it belongs to the people. Belongs to people to go and have some fun with their children, to go ride horses and yeah enjoy life. Not just money, not just money. Not greedy people that's all they are. Is really people wanting to build it's all that see that that's all I got to say	1. Please see response to <b>Submission 166</b> , regarding the Cardigan Street precinct and Randwick Stables.
204	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I do not agree with rezoning area around Randwick Stables (Cardigan St. and Healy Rd) to high density. Randwick Stables and Community garden are important to local community and could be negatively impacted by development. I understand importance of development but I also believe that certain parts of our neighbourhood should be preserved. Both, Randwick Stables and community garden are being used by many local people and families and also by support workers who often take their clients there. It's a recreational area for locals...</p> <p>My concern also is, that there are animals (not just horses but also local birds and bees) who would not benefit from the suggested development. I therefore ask you to reconsider the proposed changes.</p>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p>
205	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I stand in opposition to the proposed high-density development at Randwick Stables. This development threatens to severely impact the local flora and fauna, disrupting the natural ecosystem that has flourished in the area for generations. The environmental consequences of such an undertaking would be detrimental, especially when considering the importance of preserving natural spaces for both wildlife and the community.</p> <p>The increase in traffic that this development would bring is concerning, especially given the lack of adequate infrastructure to support it. The strain on local roads, public transport, and essential services would likely result in congestion and a diminished quality of life for residents, all the while undermining the very essence of what makes this area desirable to live in.</p> <p>While I am opposed to high-density development, I would be open to considering alternative solutions that address the current housing crisis. Low-density affordable housing, sensitively designed to blend with the surrounding heritage-listed stables, could provide much-needed homes while respecting the local environment and community. This approach would minimise the environmental impact, utilise existing infrastructure, and preserve the character of the area.</p>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p> <p>2. It is recognised that the scheme amendment will result in an increase in traffic, stemming from the removal of a future 'Primary Regional Road'.</p> <p>The future structure Plan for Development Area 46, will require a Traffic Impact Assessment to guide subdivision and development.</p> <p>3. Proposed zoning and specific density will be determined in the future structure planning stage.</p>

No.	Name/Address	Submission	Recommendation
206	Name and address withheld	<p><b>OBJECT:</b></p> <p>Concerns Regarding High-Density Development Near Clontarf Hill and Randwick Stables:</p> <p>The proposed development is inappropriate due to its proximity to heritage-listed sites, including Clontarf Hill and Randwick Stables. I strongly oppose this development on these grounds.</p> <p>Preservation of the Tree Canopy:</p> <ul style="list-style-type: none"> <li>This area is home to native species such as the critically endangered Carnaby's Cockatoo and Red-Tailed Cockatoo. These birds are frequently observed feeding along Healy Road and Cardigan Street.</li> <li>Preserving the tree canopy is crucial for their survival and is in alignment to maintain the Cockburn Wildlife Corridor, a vital green link extending from the wetlands to the coast.</li> </ul> <p>Impact of Rezoning on Long-Term Residents:</p> <ul style="list-style-type: none"> <li>The properties in question are currently social housing, many of which are owned by the WAPC and Main Roads.</li> <li>Rezoning these properties for development could place vulnerable residents at risk of homelessness.</li> <li>Given the current housing crisis, demolishing these homes is both irresponsible and unnecessary.</li> </ul> <p>Personal Impact on a Single Mother and Her Child:</p> <ul style="list-style-type: none"> <li>A close friend of mine, a single mother, resides in one of the properties slated for rezoning.</li> <li>Finding affordable housing amidst this housing crisis would be nearly impossible for her. The uncertainty surrounding her housing situation has caused significant distress for both her and her young child.</li> <li>Stability is paramount, especially for her son's well-being and development.</li> </ul> <p>Impact on Randwick Stables:</p> <ul style="list-style-type: none"> <li>Horses are regularly walked down Cardigan Street for exercise, enroute to the heritage-listed C.Y. O'Connor Horse Beach.</li> <li>Increased traffic and population density resulting from this development could threaten the viability of Randwick Stables.</li> <li>Cardigan Street serves as the sole access point to the stables, which are a vital community asset that supports local well-being, heritage conservation, and connectivity.</li> </ul>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</li> <li>Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<ul style="list-style-type: none"> <li>• Randwick Stables is cherished by the community, providing joy and a sense of belonging for families.</li> </ul> <p>Value of the Local Community:</p> <ul style="list-style-type: none"> <li>• Residents of Cardigan Street and Healy Road have made significant contributions to the community, including the successful establishment of a community garden at Randwick Stables and the regeneration of local bushland at Clontarf Hill.</li> <li>• This engaged and committed community plays an essential role in making Cockburn a vibrant and inclusive place to live.</li> </ul> <p>Request for Reconsideration:</p> <ul style="list-style-type: none"> <li>• I strongly urge the City of Cockburn to reconsider the rezoning of Cardigan Street and Healy Road to higher-density development (R60).</li> <li>• After consultation, the City had initially proposed a density of R15, which would be a far more appropriate and sustainable choice should rezoning be deemed necessary.</li> </ul>	
208	Name and Address withheld	<p><b>OBJECT:</b></p> <p>As a long standing resident of Hamilton Hill I have multiple concerns about high-density development near Clontarf Hill and Randwick Stables:</p> <p>This area is too close to heritage-listed sites for such development. I strongly oppose the rezoning for this reason.</p> <p>Preservation of tree canopy:</p> <ul style="list-style-type: none"> <li>• The area is home to native species like the endangered Carnaby's Cockatoo and Red-Tailed Cockatoo.</li> <li>• These birds rely on Healy Rd and Cardigan St for feeding.</li> <li>• Keeping the tree canopy intact is critical for their survival and supports the Cockburn Wildlife Corridor.</li> </ul> <p>Impact on long-term residents:</p> <ul style="list-style-type: none"> <li>• Many homes here are social housing owned by WAPC and Main Roads.</li> <li>• Rezoning would displace vulnerable residents, increasing homelessness.</li> <li>• In a housing crisis, demolishing existing homes is irresponsible and unnecessary.</li> </ul> <p>A friend of mine, a single mother, lives in one of these homes.</p> <ul style="list-style-type: none"> <li>• Finding affordable housing elsewhere would be nearly impossible for her.</li> </ul>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>2. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</li> <li>3. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<ul style="list-style-type: none"> <li>The uncertainty is causing significant stress for both her and her young child.</li> <li>Stability is crucial for her son's well-being.</li> </ul> <p>Impact on Randwick Stables:</p> <ul style="list-style-type: none"> <li>Horses from the stables walk down Cardigan St daily to exercise at the heritage-listed C.Y. O'Connor Horse Beach.</li> <li>Increased traffic and population density would threaten the stables' viability.</li> <li>Cardigan St is the only access point to the stables, a key community asset.</li> </ul> <p>Value of the local community:</p> <ul style="list-style-type: none"> <li>Residents here have created a successful community garden at Randwick Stables.</li> <li>They've also worked to regenerate the bushland at Clontarf Hill.</li> <li>This engaged community is part of what makes Cockburn a vibrant, inclusive place.</li> </ul> <p>Request for reconsideration:</p> <p>I strongly urge the City of Cockburn to reconsider the R60 rezoning of Cardigan St and Healy Rd.</p> <p>After consultation, the City initially proposed R15 zoning, which would be a far more appropriate choice if rezoning is necessary.</p>	
209	Jodie Hergo Thanos Blackwood Ave, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I'm happy that Roe 8 &amp; 9 have finally been reclassified and are no longer road reserves and that the former Roe 8 corridor is to be preserved as far as the Stock /Forrest intersection.</p> <p>It is also good to see that the Scheme Amendment Plan mentions a green ecological linkage as being an integral part of the plan throughout the document.</p> <p>However, the amendment by the Minister for DA46 from 'provide for' for a green link to 'demonstrate how' and 'can be achieved' is a weakening of the plan and threatens the corridor vision. The corridor can and should be maintained through the Roe 9 section.</p> <p>The standard amount of Public Open Space (POS) of 10% in development areas will be insufficient to maintain a viable corridor. At least 40% POS should be specified for the Development Areas DA46 and DA47 in the Scheme Amendment Plan. A continuous corridor with a minimum width of 15m can and should be provided.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct, the provision of Public Open Space and the Green (Ecological) Link.</li> <li>Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>Public open space provision calculations show that Hamilton Hill currently has only 6.08%, which is below an ideal target of 10%” (City of Cockburn, Hamilton Hill Revitalisation Strategy 2012). There is potential to allow for extra POS within DA46.</p> <p>The introduction of DA47, with residential density “not limited to R60” (rather than R15 as recommended by the City of Cockburn), is concerning.</p> <p>Perth's tree canopy coverage is at around 16% and falling, as compared to 30% in Melbourne and 44% in Sydney. Higher density housing runs counter to the need to increase tree canopy. The plan threatens removal of the remnant stand of Tuarts on Healy Rd.</p> <p>Further removal of bushland will contribute further to the lack of habitat and food for the already endangered Carnaby's, Baudin's and Forest Red-Tailed Black Cockatoos.</p> <p>The plan also removes western curtilage for heritage listed Randwick Stables – this should be retained to adequately protect this registered Heritage site.</p> <p>Stating that the residential density is “not limited to R60” does not allow for good planning. Define the density so that the developers have certainty about what is expected in this area.</p> <p>Overall, there is an opportunity here to develop the area in a way that provides for a mix of residential housing and green spaces which foster community and connected lifestyle. This would make Hamilton Hill a safer place for all, while delivering on the promise of the preservation of the unique Cockburn wildlife corridor. As an example of such planning, the development at the site of the old Hamilton Hill Highschool, which adds social, ecological and economic value to the area.</p>	
210	Michelle Donnelly Healy Rd, Hamilton Hill	<p><b>COMMENT:</b></p> <p>Overall, it is good to see Roe8/Roe9 corridors have been reclassified and are no longer road reserves. I would like to ensure there is continued value put on biodiversity corridor and public open space for the future residents and to mitigate urban heat as per many of the government policies on urban greening- moving away from a BAU approach to land planning.</p> <p>I would also note in regards to the proposed Max R60 development DA47 that there needs to be a sufficient buffer (at least 20m) between existing vegetation near Clontarf Hill and Randwick Stables to avoid impacting the Tuarts/vegetation and also to avoid impacts on the heritage value of the area. I live nearby, I am supportive of higher density development (3 stories is adequate if done well), but</p>	<p><b>Supportive in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct, Randwick Stables and the provision of public open space.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>I would like to see innovative, good design that protects the local environmental and social values - that will ultimately add value to a land development as well.</p> <p>Also, I have seen the innovative design by UWA for the biodiversity corridor (DA 46) which provides a solution that achieves increased urban density, increased housing, with 40% Public Open Space instead of the usual 10%. This is a proposal that moves us away from Business As Usual towards innovation, green space, reduced urban heat and the achievement of urban greening targets. It would be good if the Minister could be much more supportive of proposals such as this and put forward some strong targets and incentives for the development area, so that we can maintain the important biodiversity/ecological linkages between Bibra lake and Clontarf Hill/Manning Park. The proposal provides many more houses than a typical BAU solution will provide - which we need at the moment. And this corridor, with footpaths/cycle ways will also significantly reduce the carbon footprint of the development and people that live there in the future - in terms of urban liveability and reduced car traffic, as well as assist in providing people with a connection to nature that we can be proud of. Green space and connection to nature have been proven to improve mental health and wellbeing. We need to do things differently and make the most of this opportunity.</p>	
211	<p>Sam Maher Rockingham Rd, Hamilton Hill</p>	<p><b>COMMENT:</b></p> <p>I am writing to share my thoughts on Amendment 166 as a new homeowner in Hamilton Hill. My partner Lisa and I recently bought a house at 75 Rockingham Road, on the edge of the zone in question, in a suburb full of history and character. We have lived in the Fremantle area for the past decade, and this is where we have chosen to put down roots and raise our two young daughters *names removed*.</p> <p>Like many in our generation, we were priced out of the areas we loved renting in, but Hamilton Hill offered the perfect balance. It has history, a strong sense of community, plenty of green spaces, and easy access to Fremantle and some of the best beaches in WA. This rezoning presents an opportunity to build on what makes the suburb special, not by starting over, but by strengthening its identity and enhancing what is already here.</p> <p>One of the most urgent improvements needed is better pedestrian and cyclist infrastructure, particularly along Rockingham Road and the areas surrounding recreation spaces and schools. Right now, something as simple as walking to Dixon Reserve Nature Playground—which should be an easy and enjoyable outing—means navigating unsafe crossings, missing footpaths, and blind corners where cars approach too fast. Safe, well-planned pedestrian crossings, continuous footpaths, and dedicated cycle paths would dramatically improve</p>	<p><b>Noted.</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 199</b>, regarding cycling infrastructure within the amendment area.  In addition to Submission 199, there may be additional opportunities to upgrade cyclist and pedestrian infrastructure in other areas (i.e. north-south connections).</li> <li>2. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>3. The matters raised are addressed in the City's response to earlier submissions. Specifically, please see the response to <b>Submission 231</b>.</li> <li>4. The support for Wally Hagan redevelopment is noted.</li> </ol>



No.	Name/Address	Submission	Recommendation
		<p>Hamilton Hill’s accessibility, particularly for families, children, and older residents. A suburb with such valuable public spaces should be built for people, not just cars.</p> <p>As development increases, it is crucial to preserve Hamilton Hill’s heritage. Randwick Stables is an iconic part of the suburb’s identity, and any new developments around this site must be carefully designed to complement, not overshadow, its significance.</p> <p>High-density housing along Rockingham Road will increase traffic congestion, impacting traffic management across the area. Specifically, this increase in vehicle movement near Randwick Stables will affect the well-used walking route down Cardigan Street toward the heritage-listed C.Y. O’Connor Horse Beach, an area that holds deep significance for many in the community.</p> <p>Beyond human impact, this area plays a vital role in maintaining a wildlife corridor, supporting critically endangered Carnaby’s and red-tailed black cockatoos. Overdevelopment risks disrupting this corridor and further threatening their survival.</p> <p>The future of Kerry Street Community School is another key concern. Our eldest daughter is set to start there next year, and the Wild Area the school leases plays an essential role in nature-based learning. Securing this land permanently would benefit both the school and the wider community, ensuring that future generations maintain a connection to nature in their education.</p> <p>The planned basketball stadium upgrade is another exciting opportunity for Hamilton Hill. A modern, multi-purpose facility with accessibility features and community programs would be a major asset to the suburb. Given Hamilton Hill’s proximity to Fremantle, an upgraded stadium could become a regional hub, attracting events, supporting local businesses, and bringing people together.</p> <p>Small businesses play a key role in shaping the character of Hamilton Hill. Pear Tree, The Local Guy, and Flip Espresso have quickly become staples of the community, offering more than just services—they create spaces for people to connect. These kinds of independent, locally focused businesses should be actively supported in future planning.</p> <p>Above all, Hamilton Hill sits within an essential wildlife corridor, connecting natural spaces and supporting biodiversity. As the suburb grows, it is critical that planning respects this by preserving mature trees, maintaining green buffers, and ensuring that development does not disrupt the movement of wildlife. This is not just about conservation. It is about keeping the suburb liveable, sustainable, and true to its identity. By considering these key issues in Amendment 166,</p>	<p>5. Please see the response to <b>Submission 1</b>, regarding Local Amenities.</p> <p>6. Please see response to <b>Submission 166</b>, regarding the green (ecological) link.</p>

No.	Name/Address	Submission	Recommendation
		<p>Hamilton Hill can continue to evolve as a thriving, well-connected, and sustainable community.</p> <p>I appreciate your time and consideration, and I look forward to seeing the suburb grow in a way that honours its history, community, and environment.</p>	
214	Josephine Stone O'Connor Cl, North Coogee	<p><b>OBJECT:</b></p> <p>I would like to express my opposition to the proposed development around these iconic stables. They are several and are as follows.</p> <p>The stables enable so many city and local community members to enjoy animals that are usually in a rural setting, too far away unless there is plenty of time, petrol and social connection to visit. Horses in particular are known for their ability to have a really positive effect on individuals no matter their mental health but particularly those with poor mental health.</p> <p>The actual land itself is also iconic in that it is the actual hill from which Hamilton Hill was named. The Hamilton Hill as all 7 hills around Fremantle are - are made of limestone and quite a soft limestone. This would not be a good substrate for building high density.</p> <p>The green corridor from Bibra lake to the coast needs to be retained if the Carnaby Cockatoo and the Red Tail Cockatoo (both highly endangered) are to be saved, let alone taken off the endangered list and never mind enabling them to thrive.</p> <p>The current low-cost housing in the area is a God-send for low income earners and the homeless. They are increasing in number as I help feed the homeless with Fremantle Soup Kitchen and our numbers have tripled. There is a deep need to maintain all existing low-cost housing whilst continuing to develop a lot more.</p> <p>At this stage I am sure there are more reasons for Cockburn Council to vote in favour of abandoning thoughts and plans to develop any high-density buildings in this sensitive location.</p> <p>However, the overarching point is that the spiralling costs of land will make sure that these Stables will never be able to be replaced, as the land will be so totally unaffordable and that we should appreciate and support those who care to live on and run these city horse stables as clearly now and into the future they will be unique and may one day be a source of income for the council.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</li> </ol>

No.	Name/Address	Submission	Recommendation
215	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I do not support the proposed rezoning of Cardigan St and Healy Rd to a development zone with the potential of R60 density.</p> <p>Cardigan St is the only access to the heritage listed Randwick Stables. A well established community asset, Randwick Stables provides much needed wellbeing, heritage conservation and connectivity to the broader Cockburn community, it is an integral part of Cockburn and its longevity and viability should be considered in any planning. Families visit the stables on a daily basis, bringing much joy and happiness to the local community.</p> <p>Such high-density development so close to Randwick Stables is not appropriate and will negatively impact the continuation of the stables. The horses are walked down Cardigan St on a daily basis to exercise at the heritage listed C Y O'Connor horse beach. An increase in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>It also must be acknowledged that Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and the city is not proposing any upcoding in the new draft local planning scheme. And significantly, there is already a large supply of vacant underutilised R60-coded land that can be developed.</p> <p>Furthermore, consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan St on an almost daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife Corridor.</p> <p>In regard to rezoning this area as development rather than residential. The city and all those involved in planning must consider the long-term residents of both Healy Rd and Cardigan St. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk tenants. Furthermore, in such a serious housing crisis, it is extremely negligent to demolish any existing housing. The proposed rezoning makes that very likely.</p> <p>I urge the City of Cockburn to reconsider the rezoning of Cardigan St and Healy Rd as development and R60. I also note that after consultation, the City had initially suggested a density of R15 for this area. Such a density, if rezoning to development is absolutely necessary, is far more appropriate for the area.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. Please see response to <b>Submission 11</b>, regarding the City of Cockburn's infill targets.</li> <li>3. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>4. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</li> </ol>

No.	Name/Address	Submission	Recommendation
218	Raymond Grenfell Cardigan St, Hamilton Hill	<p><b>OBJECT:</b></p> <p>I do not support the proposed rezoning of Cardigan St and Healy Rd to a development zone with the potential of R60 density (DA47).</p> <p>The proposed development of Cardigan St would negatively impact on the heritage listed Randwick Stables. Randwick Stables is a very necessary community establishment, providing much needed wellbeing, heritage conservation and connectivity to the broader Cockburn community, it is an integral part of Cockburn and its longevity and viability should be considered in any planning. Children and their parents frequent the stables on a daily basis, and the stables have hosted multiple open days that have attracted thousands of attendees.</p> <p>Such high-density development so close to Randwick Stables is not appropriate and will negatively impact the continuation of the stables. The horses are walked down Cardigan St on a daily basis to exercise at the heritage listed C Y O'Connor horse beach. An increase in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>Additionally, according to state planning policies, any development should be in-keeping with the current aesthetic, topography and density of an area. The proposed R60 zoning on Cardigan St is not in-keeping with the surrounding area, furthermore developing the limestone ridge that makes up Cardigan St and Healy Rd (the actual Hamilton Hill that Hamilton is named after) is not only costly but will significantly impact on the overall aesthetic and heritage of the area.</p> <p>It also must be acknowledged that Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and the city is not proposing any upcoding in the new draft local planning scheme. And significantly, there is already a large supply of vacant underutilised R60-coded land that can be developed.</p> <p>Furthermore, consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan St on an almost daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife Corridor.</p> <p>In regard to rezoning this area as development rather than residential. The city and all those involved in planning must consider the long-term residents of both Healy Rd and Cardigan St. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. Please see response to <b>Submission 11</b>, regarding the City of Cockburn's infill targets.</li> <li>3. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>4. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</li> <li>5. The City recommends discussing the potential impact of your tenancy with the landowner (WAPC or Main Roads WA). As the City is not the landowner, it cannot provide comment on impacts to tenancy.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>tenants. Furthermore, in such a serious housing crisis, it is extremely negligent to demolish any existing housing. The proposed rezoning makes that very likely.</p> <p>As a long term tenant of Cardigan St (2011-present) I have received no communication on the proposed development and potential impact to my tenancy. Furthermore, my neighbour, a single parent of an autistic high needs child, has been significantly negatively impacted by the proposed rezoning. The City and state government have a duty of care to the current tenants, any proposed rezoning or development must take their needs into account.</p> <p>I urge the City of Cockburn to reconsider the rezoning of Cardigan St and Healy Rd as development and R60. I also note that after consultation, the City had initially suggested a density of R15 for this area. Such a density, if rezoning to development is absolutely necessary, is far more appropriate for the area.</p> <p>More broadly, the entire area which is currently being rezoned is not simply vacant land. This is area is a wildlife corridor, community space and affordable housing, which the local community has spent decades trying to protect. CoC and the state government cannot ignore the wishes of the local community. We did not spend the last three decades fighting to protect this land to have it turned into for-profit housing. Serious recognition and consideration must be given for tenants, open space or wildlife.</p> <p>With this in mind, I do welcome the rezoning on the open space adjacent to Dixon reserve as parks and recreation, as well as the bushland adjoining Cardigan St being left as bushland.</p> <p>We have a great opportunity to create something truly remarkable, I urge the council to do all they can to put forward a truly community and nature focused plan.</p>	
219	Name and Address withheld	<p><b>OBJECT:</b></p> <p>I protest and object to filling Cardigan Street and the surrounds of Randwick Stables with intense housing that will spoil not only the area but also the opportunity for people to enjoy Randwick Stables and for horses to access unencumbered and uninterrupted by traffic in Cardigan Street.</p> <p>It troubles me deeply that the Cockburn Council is rumoured to be under pressure from the state government to rezone this area. As a voting member of Cockburn Council area my vote is nullified if my council says it is not free to make a decision because it is under pressure from the state government. This is a case of stealing people's free vote in Australia.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. The City is not 'under pressure' to rezone this area, rather it is responding to a prior Metropolitan Region Scheme amendment process which did rezone the amendment area from Primary Regional Road to Urban. The result being, the City must initiate an</li> </ol>

No.	Name/Address	Submission	Recommendation
			<p>amendment within 90 days of the MRS amendment taking effect.</p> <p>Furthermore, the City makes a recommendation on Scheme Amendments with the final decision being the Minister for Planning.</p>
220	<p>Madeleine Antoine Cardigan St, Hamilton Hill</p>	<p><b>OBJECT:</b></p> <p>My name is Madeleine Antoine and I have lived at 14 Cardigan St, Hamilton Hill for the last seven years. During this time I have developed connections with local community groups including Randwick Stables and Cockburn Community Wildlife Corridor, of which I am on the committee.</p> <p>I welcome the news that Roe 8 &amp; 9 are finally reclassified and are no longer road reserves, and that the former Roe 8 corridor is to be preserved as far as the Stock /Forrest intersection. I am also pleased that the former Roe 8 corridor is to be preserved as far as the Stock/Forrest intersection and that the Scheme Amendment Plan mentions a green ecological linkage as being an integral part of the plan throughout the document.</p> <p>However, I do not support the proposed rezoning of Cardigan St and Healy Rd to a development zone with the potential of R60 density.</p> <p>The introduction of DA47, with residential density “not limited to R60” (rather than R15 as recommended by the City of Cockburn), carries many concerns, including:</p> <ul style="list-style-type: none"> <li>• threats to local ecological values;</li> <li>• impacts on North-South ecological connectivity to Manning Park and Clontarf Hill;</li> <li>• threats to the remnant stand of Tuart trees on Healy Rd (TEC concerns);</li> <li>• and serious threat to the long-term residents in Cardigan St and Healy Rd (who must be recognised as predominantly social housing tenants).</li> </ul> <p>Cardigan St is the only access to the heritage listed community asset, Randwick Stables. Randwick Stables provides much needed wellbeing, heritage conservation and connectivity to the broader Cockburn community, it is an integral part of Cockburn and its longevity and viability should be considered in any planning.</p> <p>The high-density development planned close to Randwick Stables is not appropriate and will negatively impact the continuation of the stables. As a member of Randwick Stables, we walk our horses down Cardigan St on a daily basis to exercise at the heritage listed C Y O'Connor horse beach. An increase</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>3. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and ‘the housing crisis’.</li> <li>4. Please see response to <b>Submission 11</b>, regarding the City of Cockburn’s infill targets.</li> <li>5. Please see response to <b>Submission 166</b>, regarding the provision of Public Open Space and the green (ecological) link.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>in traffic and residents so close to the stables will jeopardise the ongoing viability of this very significant community asset.</p> <p>Furthermore, consideration must be given to maintaining the tree canopy in this area which is native to the critically endangered Carnaby Cockatoo and Red Tail Cockatoo, both of which can be seen feeding on Cardigan St on an almost daily occurrence. Maintaining this tree canopy is also in keeping with maintaining a green ecological link from wetlands to waves, a Cockburn Wildlife Corridor.</p> <p>In regard to rezoning this area as development rather than residential. The city and all those involved in planning must consider the long-term residents of both Healy Rd and Cardigan St. Those houses currently owned by the WAPC and Main Roads have acted as social housing for many vulnerable and at-risk tenants. Furthermore, in such a serious housing crisis, it is extremely negligent to demolish any existing housing. The proposed rezoning makes that very likely.</p> <p>It also must be acknowledged that Cockburn has already met its density targets under the Perth and Peel at 3.5 Million framework, and the city is not proposing any upcoding in the new draft local planning scheme. And significantly, there is already a large supply of vacant under-utilised R60-coded land that can be developed.</p> <p>I urge the City of Cockburn to reconsider the rezoning of Cardigan St and Healy Rd as development and R60. I also note that after consultation, the City had initially suggested a density of R15 for this area. Such a density, if rezoning to development is absolutely necessary, is far more appropriate for the area. Furthermore any development structure plan must take into account the heritage listed stables and include: traffic modelling to allow access to horse stables, retention of native vegetation, a minimum of 20% social housing and a significant buffer to ensure viability of Randwick Stables.</p> <p>I am also disappointed by the Minister's amendment for DA46 from 'provide for' for a green link to 'demonstrate how' and 'can be achieved'. This threatens the wildlife corridor vision. The corridor can and should be maintained through the Roe 9 section. The standard amount of Public Open Space (POS) of 10% in development areas will be insufficient to maintain a viable corridor. At least 40% POS should be specified for the Development Areas DA46 and DA47 in the Scheme Amendment Plan. A continuous corridor with a minimum width of 15m can and should be provided.</p> <p>Both the City of Cockburn and the state government should approach this as an opportunity for the community, current tenants and improving our natural environment, rather than just in-filling this important area with housing.</p>	



No.	Name/Address	Submission	Recommendation
222	Pam Nairn, Staton Rd East Fremantle	<p><b>OBJECT:</b></p> <p>West Australians have been given a once in a 100 year chance to develop a unique green space that will give the people who live and visit the southern suburbs an urban green corridor that will serve both people and wildlife, and stretch from the Bibra Lake wetlands to within reach of the sea. There is an opportunity to develop community facilities, sustainable housing, recreation areas and a continuous bush strip park of sufficient size and width to be a refuge and corridor for urban wildlife.</p> <p>The Minister for Planning requires the City to demonstrate how this green ecological link can be achieved... “as an integral element” of the plan. To be a functioning ecological corridor for both plants and animals a minimum width of at least 15m is required and should stretch from the previous road reserve for Roe8 through to Roe9 and Hollis Park. A corridor less than 15m wide risks weed incursion and will be hard to maintain as natural vegetation of the area. This continuous ecological corridor is crucial to the vision of an urban bush park for both people and wildlife.</p> <p>To achieve this corridor, public open space needs to be at least 40% in the development areas DA46 and DA47 of the plan. The adjacent suburbs of Hamilton Hill and Fremantle are well below acceptable tree canopy coverage and do not provide enough green spaces for residents to walk, run or just unwind and experience the natural environment.</p> <p>As the density of our suburbs increases planners need to give far greater consideration to natural areas. Older established suburbs such as those surrounding the corridor are increasing in density but have very limited areas for the establishment of new green spaces. This is a critical issue not being adequately addressed by state planning authorities.</p> <p>The opportunity provided by the Roe9 wildlife corridor to improve this green space shortfall must not be missed. It requires</p> <ol style="list-style-type: none"> <li>1. More POS in DA46</li> <li>2. Give developer certainty and specify the density (R15 as preferred by City of Cockburn) in DA47</li> <li>3. A continuous wildlife corridor through the area of at least 15m width</li> <li>4. Connectivity of the corridor maintained with Manning Park, Clontarf Hill, and Hollis Park</li> <li>5. Protection of the Threatened Ecological Community of Tuarts on Healy Rd</li> <li>6. Maintain the buffer zone for the Heritage Listed Randwick Stables</li> </ol> <p>The community are heavily engaged in the planning for a future wildlife corridor and sustainable housing, and commissioned a plan From UWA School of Design</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. The scale of amendment and uniqueness is noted.</li> <li>2. Please see response to <b>Submission 166</b>, regarding the green (ecological) link, provision of Public Open Space and Cardigan Street/Randwick Stables precinct.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>for the area. It presents a vision for medium density housing, a viable wildlife corridor and public recreation. We expect our government to recognize the potential to create something wonderful here, and we respectfully ask that the above needs become part of the future linear park for not just Cockburn, but the surrounding Southern Suburbs who lack adequate areas like this.</p>	
223	Name and Address withheld	<p><b>COMMENT:</b></p> <p>I, *Name Redacted*, am an owner occupier on *Address Redacted* Hamilton Hill. I have lived in the immediate vicinity of the area under review for the past decade.</p> <p>I fully support the development of the former Roe 8 reserve and more broadly, future improvement to infrastructure such as Wally Hagen to support this increasingly vibrant and developing community.</p> <p>The area west of Carrington Street in Hamilton Hill is rapidly improving. In keeping with this, I believe a town planning scheme to provide overarching design restrictions would be beneficial. Restrictions and guidelines to provide green canopy and open space, perhaps design restrictions to enforce solar passive housing, multi storey dwellings, established tree retention (where possible), public parks/cycleways/green space and street tree requirements for the new lots. Quality urban infill will support the suburbs development. Cheap, opportunistic, greedy and poor quality infill will be a blight on the area. In recent times poor quality urban infill has been built (30 starling St for example), this is not in keeping with the modern context of the suburb and the increased GRV.</p> <p>I firmly believe compromise is what is needed here. I have heard the opinions of the vocal <u>minority</u> who aspire for the land to be bushland. The reality is that the area between Starling St, Forrest Rd and Rockingham Rd is derelict, illegal dumping ground, weeds and low scrub. It is <u>not currently bushland</u>. Urban infill is good for reducing demands to ever sprawling infrastructure. Unused land parcels like this can be developed with sensitivity to establish green canopy but also to promote great design.</p> <p>It is the responsibility of the government, and in particular the council, to put appropriate planning scheme restrictions on development to create a prosperous community.</p> <p>I also note Hamilton Hill is over represented with state housing assets. State policy speaks to diversification of locations. Any further assets built in the immediate area should be offset equally with a reduction of the aging and dilapidated properties.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. The future Structure Plan required under 'DA 46' will designate future zoning (including density codes) and locations of POS. The existing planning framework (Residential Design Codes) control and provide guidance for all Residential development (infill and greenfield).</li> <li>2. The future Structure Plan will determine the zoning/reserve of this area.</li> </ol>

No.	Name/Address	Submission	Recommendation
224	Kathy Shields Hilton	<p><b>COMMENT:</b></p> <p>We are at a point in history where prioritising environmental flourishing and our relationship with nature is critical. Not only is regenerating bushland and improving agricultural practises in rural areas part of the necessary journey, greening our urban areas (by retaining and regenerating park and bushland areas wherever possible, increasing tree canopy density, encouraging native verge gardens and community gardens, etc..) is critical as well - and would be a boon for local communities!</p> <p>The Roe 8 Corridor represents a unique opportunity to establish a nature corridor connecting the Beeliar wetland network via Bibra Lake to Manning Park and Clontarf Hill bushland, for the use and enjoyment of public AND wildlife. A 'green' corridor that extends all the way from South Fremantle to Bibra Lake could ideally accommodate a cycle-path for commuters and cyclists to enjoy safely as well, providing residents with more opportunities to increase their exposure to nature and to decrease their carbon footprint.</p> <p>I recognise that it is important to increase housing density, and indeed to build 'up' not 'out', but there are many wonderful areas to do this in Perth and Fremantle that have already been concreted over, where houses and buildings already exist, and which are not part of viable wildlife corridors. It does not make sense, given the extreme degree to which human-led urban development and sprawl has already destroyed local bushland and habitat, to neglect to see that developing this strip is just another nail in the coffin of our local plant and animal communities. None of this area should be zoned for housing. Instead, please recognise this as an opportunity to green our neighbourhoods, and offer residents extensive park and bushland to enjoy and commute through regularly, while enjoying nature.</p> <p>Beyond simply salvaging the existing park areas, I believe we could go further in service of our local environment, and redirect some of the main roads that divide the corridor to tunnel under it - such as Carrington St, Forrest Rd, Stock Rd and Blackwood Ave. This would enable animals, plant communities and commuters to travel unimpeded along the corridor, and serve to elevate the 'green way' from a series of divided bushland pockets, to an extensive and truly impressive parkland stretching for kilometres through our suburbs. The value of a parkland and corridor such as this for local biodiversity, for Perth broadly, and for our local residents and communities, would be tremendous.</p>	<p><b>Supported in part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the 'demonstrated green ecological link'.</li> <li>2. Please see response to <b>Submission 4</b>, regarding amending the entire Roe Highway corridor for 'Parks and Recreation' purposes. Residential Infill decreases the rate of Urban sprawl on the urban fringes of Perth.</li> <li>3. The green (ecological) link and POS areas that will eventuate through the structure planning process will provide a series of 'stepping stones' of natural areas that allow for flora and fauna habitat. The future structure planning process can review various options in a manner that reduce the constraints imposed upon achieving a green (ecological) link whether that may be fauna under or overpasses.</li> </ol>
227	Sarah Nelson	<p><b>OBJECT:</b></p> <p>I would like to specifically comment on the proposed rezoning of Cardigan St and parts of Healy Road. This precious environment provides a much needed</p>	<p><b>Supported in Part</b></p>

No.	Name/Address	Submission	Recommendation
	Frederick Rd, Hamilton Hill	<p>natural space for local residents to exercise and connect with the community, specifically the historic and invaluable Randwick Stables and adjacent community garden.</p> <p>This area is an integral part of the Cockburn community and its longevity and viability should be considered in any future planning. This particular area needs to be respected &amp; preserved.</p> <p>Families &amp; the community at large, visit the stables and gardens on a daily basis, bringing much happiness and enhancing community connection and wellbeing.</p> <p>As a local resident living with chronic illness, the opportunity to lease a horse from these stables provides essential therapy and specific exercise to support my physical symptom management and wellbeing. I often bring people living with disability to this stable and see the immediate and powerful impact these horses and the surrounding natural environment have on an individual's wellbeing. In a fast-developing world, it is vital to preserve the remaining natural sites we have &amp; provide spaces that nurture connection and wellbeing.</p> <p>Without these spaces, the community will have increased pressure on health services, welfare and a subsequent rise in crime &amp; homelessness.</p> <p>Natural environments help humans thrive.</p> <p>Any proposed high density developments in this area, so close to Randwick stables, is far from appropriate and would have a significant negative impact on the stables. The horses walk down Cardigan Street daily to exercise at CY O'Connor beach. Every time we ride past people, there are always big smiles and consistent comments of how beautiful they are and how amazing it is to see them in an urban environment. This is a prime example of how simple and significant contributions these horses and stables are to the wellbeing of the local community. Any increase to traffic and the residential population in this area will seriously jeopardise the ongoing viability of this unique and significant community asset.</p> <p>The trees surrounding the stables also are the home to the critically endangered Carnaby Cockatoo &amp; Red Tail Cockatoo. It is such a beautiful and rare site to see and any high density developments would also jeopardise endangered wildlife.</p> <p>Please also consider the local residents along Cardigan Street, especially during a housing crisis climate where we are seeing a significant rise in homelessness and subsequent strain on local relief, welfare and mental health services.</p>	<ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> <li>3. Please see response to <b>Submission 166</b>, regarding displacement of social housing tenants and 'the housing crisis'.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>There is potential to improve and develop this area, but it is vital that it is done in consultation with the community &amp; has the preservation of this natural and historic site as a priority item.</p>	
228	<p>Helen Starling St, Hamilton Hill</p>	<p><b>OBJECT:</b> Yes,</p> <ol style="list-style-type: none"> <li>1. Memorial Hall &amp; Randwick stables need to be protected as they are heritage listed.</li> <li>2. The overall impacts on bird migration has already been greatly affected by the trucks and traffic which has increased over the last few years through suburbia within the corridor of Carrington Street and Rockingham Road. A situation unaddressed to date as Forrest Road exit on to Rockingham halted with a 'no' right turn instead of a roundabout which would/could have alleviated the problem of trucks and cars coming through Stratton Street which is a suburban road not a thoroughfare ! Safety first and the pollution factor..... Has there been any real consideration of these affects to date ?</li> <li>3. Dixon Park is a meeting point for dog lovers and locals. This park has no mention as a 'choose your favourite park' in the area by Cockburn council !! Does this proposal make this a 'fait accompli' !!</li> <li>4. With the increase in traffic, the start of Hampton Road in South Fremantle has become congested. High density living in Coogee/Spearwood has created this congestion nightmare!! Why hasn't Spearwood Avenue been considered as an alternative instead of spoiling an older suburb with so much character and history.</li> <li>5. Why can't tunnels be made to move traffic through to avoid that eye sore/s of more and more traffic, because that doesn't and will not go away.... Noted and as an example, Norwegian engineers can accomplish the impossible... bridges over great extents of water!</li> <li>6. Noted to date, although out of the boundary, but as an example we have bottlenecks in Cottesloe/Swanbourne all along the railway line Mosman Park to the start of West coast highway in Swanbourne ..... and it restarts from Swanbourne barracks. Nothing has been done about that since it was created.....</li> <li>7. Has any notice been made that perhaps if people had real full time jobs rather than part time hours we would have less congestion all over Perth as people wouldn't have to travel 2/3 more times to get enough pay/money to live on rather than be on the roads that extra 2/3 times for the 2nd and 3rd</li> </ol>	<p><b>Noted</b></p> <ol style="list-style-type: none"> <li>1. Memorial Hall is located on Lot 7 (435) Carrington Street, Hamilton Hill and within a Local Reserve – Public Purpose (Civil). There is no proposal to redevelop Memorial Hall. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. The City notes additional traffic runs through Stratton Street due to an inability to turn right onto Rockingham Road from Forrest Road. A Traffic Impact Assessment (TIA) will be required as part of the Structure Planning process for DA46 which will investigate future and existing traffic issues and solutions.</li> <li>3. Dixon Park is a 'Local Reserve – Parks and Recreation' and is outside of the amendment area. No change to its reservation is proposed.</li> <li>4. Hampton Road is within the City of Fremantle, however traffic from the south comes from Cockburn Road and Rockingham Road.</li> <li>5. The Regional Road reserve (Roe Highway) has been removed from the Metropolitan Region Scheme and is not going ahead.</li> <li>6. This is considerably outside of the amendment area.</li> <li>7. Noted.</li> </ol>

No.	Name/Address	Submission	Recommendation
		<p>job just in order to make ends meet..... Talk about a mouse going round and round in a cage.....</p> <p>8. Last but not least in my comments, may I remind you that as a 'Community' the issue of homelessness is increasing daily and if this society with all its smarts and ideas can't address basic needs for 'ALL' rather than some i.e. sports lovers have priority over the vulnerable we are, as a society, doomed.... Yes, give them wine and games lest we forget the Romans thought the same...</p>	8. Noted.
261	Rebecca Gianatti Galian Way, Spearwood	<p><b>OBJECT:</b></p> <p>I do not support the R60 increased density scheme change to Healy Road and Cardigan Street Hamilton Hill. The limestone ridge is fragile and Randwick Stables is very special. Both should be left alone without the pressure of increased density. Housing is important and should be focused elsewhere.</p>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p>
262	Name and Address withheld	<p><b>OBJECT:</b></p> <p><u>Roe 8/9</u></p> <p>I celebrate that Roe 8/9 have been reclassified and are no longer road reserves; also that the former Roe 8 corridor will be preserved until the Stock /Forrest intersection. I'm glad to know that the Scheme Amendment Plan has a green, ecological linkage as an integral part of the plan in all its documents.</p> <p><u>Roe 9</u></p> <p>Here begin my concerns.</p> <p>2017/8 a massive community outrage was aimed at saving this bushland area at the intersection of Stock/Forrest Roads. Whilst we failed to stop the bush from being destroyed it's important to remember the power of our community solidarity. Supporters came from local areas as well as regional WA. My son took a month off work and was at the camp 24/7. I was still working so I went to the camp to donate boxes of fruit/veg and other products several times a week and weekends.</p> <p>This area remains rezoned and the land is still owned by Main Roads. For several years community action has been occurring with regular Landcare such as weeding and replanting. We'll see what Main Roads proposes and the action it'll take!</p> <p>The DA46 amendment by the Minister is disappointing as the 'provide for' a green link to 'demonstrate how' and 'can be achieved' threatens the corridor concept which should and can be maintained throughout the Roe 9 section.</p>	<p><b>Supported in Part</b></p> <p>1. The intersection of Stock Road and Forrest Road remains reserved for 'Primary Regional Road' and is not subject to this Local Scheme Amendment.</p> <p>2. Please see response to <b>Submission 166</b>, regarding the green (ecological) link.</p> <p>3. The 'Primary Regional Road' for future Roe Highway was only removed from the Metropolitan Region Scheme and City's Town Planning Scheme in November 2024.</p> <p>4. Please see response to <b>Submission 166</b>, regarding the provision of Public Open Space.</p> <p>5. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</p>

No.	Name/Address	Submission	Recommendation
		<p>Roe 9 ends in my driveway at *Address removed*!</p> <p>When I discovered this on the plans, years ago, I met with CC planners as well as rang the Main Roads department but nowhere could I get clear answers to my concerns. So I'm glad that DA 47 finally gets Roe 9 end out of my driveway, I hope.</p> <p>Currently, Hamilton Hill only has 6.08% public open space provision!? This falls 'below an ideal target of 10%"according to the City of Cockburn, Hamilton Hill Revitalisation Strategy of 2012. There seems to be potential to allow for more POS within DA46.</p> <p>DA47 introduces the residential density " not limited to R60" carries grave concerns as R15 is recommended by the City of Cockburn. This will mean that I'll have another densely populated area close to Clontarf Hill and where I live. There are already 169 dwellings in the Stockland development on Clontarf Road opposite Clontarf Hill. Our local roadwork is already problematic for drivers, pedestrians and cyclists. I have a daily experience of danger as I turn left or right from Gordon Road into Healy Road because of speeding cars, scooters and trucks.</p> <p>Our local community has put our serious concerns before CC and Main Roads to no avail. DA 47 recommendations will put even more pressure on our roads. Thus stating that the residential density is "not limited to R60" does not ensure good planning. Developers have no certainty about what is expected in this area of the west part of Hamilton Hill.</p> <p>For many weeks I have been reading documents online and hard copies of all which can provide me with understanding of the issues involved December 2024 I participated in the workshop where the UWA Landscape Architects and students provided a possible Wetlands to Waves Corridor Plan.</p> <p>As I break from writing this submission and look out of the window behind my PC facing west, I see leaves playing with the wind of the Tuarts on Clontarf Hill. So I have come to realize that the best I can offer you and the developers eager to build in this area with the release of land by DA47 is my humble, lived, experience in this beautiful area for the past 26 years.</p> <p>October 1998. My home in Rivervale WA had burglaries 7 times in the 11 years I lived there. The last time traumatized me as my little dog was involved. As a single parent the low price of the house enable me to buy it; the owners had been trying to sell it for 5/6 months. I took a leap. Working fulltime in Armadale, I began dog walking and snorkelling at South Beach, 2.3 km away from me.</p> <p>Clontarf Hill</p>	<p>6. The Tuart Trees, south of Healy Road, are located predominantly within the 'Parks and Recreation' regional reserve.</p> <p>7. The Cardigan Street precinct is within close proximity to registered Aboriginal Heritage site 18332, which extends into Clontarf Hill (City of Fremantle).</p>

No.	Name/Address	Submission	Recommendation
		<p>Weekends I started to look around and fell in love with the Tuart Trees on Clontarf Hill and south side of Healy Road; they form the last old growth Tuarts in the whole Fremantle area. They also form the vital, ecological corridor or linkage to Manning Park I learned about the planned Eastern Bypass and rang the Main Roads Department who assured me that after they cut into Clontarf Hill and made a tunnel they would cover it and make a nice little garden on top! I joined Friends of Clontarf Hill and we supported Jim McGinty who won because he promised to stop the Eastern Bypass which he did. Since that time FOH has been weeding, watering and planting the seedlings which APACE grows having collected the seeds from Clontarf Hill months earlier.</p> <p>Randwick Stables is a registered Heritage site and recently celebrated 100 years. It provides daily access to animals and the adjoining community garden provides opportunity for social interaction and learning about plants.</p> <p>My son and Family live in Victoria. My only Grand Daughter is horse mad from early years. When they visited and *Name removed* was 4 years old, I rang Randwick Stables and arranged for a suitable time to visit. Crossing Healy Road we walked through the bush flanked by Tuarts and down to Randwick Stables. Such joy and happiness, for her and me, to see *Name removed* feeding the horse with apples and carrots, supervised and supported by Randwick Stables staff.</p> <p>Each time she visited I wasn't the star attraction but the horses down the bush path from my home. Later a staff member asked if we would like to come and see the horses swim? YES! *Name removed* woke up quickly at 5.30 am and we drove to South Beach. Meanwhile the horses are led through the historical path via the bush on Cardigan Street to the Heritage Horse Beach at South Beach.</p> <p>Everyone should get up early and watch the horses swim and play in the ocean sometime. A wonder to behold! We stood aside as the horses came out of the water and up to the top of the cliff. A dream fulfilled! The man asked if she would like to sit on a horse? At 4years *Name removed* was lifted and sat, barebacked, and a living, breathing horse!</p> <p>When I visited Melbourne we went for a drive from their city home. I saw a sign offering Pony Rides for \$4.00. I asked my son and so I walked the pony around as *Name removed* had her first pony ride at 4. Without bragging, I'd like to say that her early experiences with horses at Randwick Stables were probably seminal to her career.</p> <p>*Name removed* studied for a Diploma at the top Australian and Internationally acclaimed Marcus Oldham Equine Academy. She topped the residential course and got a Principal's award. Later she became a Cameleer at Uluru taking</p>	



No.	Name/Address	Submission	Recommendation
		<p>tourists for Sunrise/Sunset camel rides ending in Billy Tea and Damper which she made The past two years she has been in Canada working in the Jasper Stables taking tourist's for horse trail rides in the Rocky Mountains.</p> <p>Now as I'm home more, I rejoiced, most days, to see several horses with child and adult riders come from Randwick Stables through the bush path across Healy Road and into Gordon Road, right in front of me and my home, as they ride up Clontarf Hill and back home. This bush path is used by pedestrians, dog walkers and commuters to access the Shopping Centre on Rockingham Road as well as all the buses.</p> <p>Perhaps you, the Cockburn Council and any developers could consider these community uses and habits. I just went outside and had a look at the bush path entrance on Healy Road. This could be left as well as the Tuart trees with plenty of room for some dwellings if planning can be creative. An excellent example of creative planning possibilities was the UWA draft Designs of how Roe 8 could incorporate a wildlife corridor within our Urban zoning while also reaching required housing yields.</p> <p>Aboriginal Significance of this area from Clontarf Hill via the bush path and onto the wetlands bordering the easter curtilage of Randwick Stables. When FOH were researching the area we consulted Elders of this local Tribe. They told us that the focus for this area is them legend or story of The Seven Sisters.</p> <p>Some nights I go to the front of my house and look up at them-we call it The Southern Cross. They showed us the Child birth hollow tree which supported mothers at this time. In recent years as part of HHCG with guidance from two elders we heard about the massacre which occurred here. The tribal women and children were in the Wetlands area east of RS. The men had gone up Clontarf Hill on Men's Sacred Business.</p> <p>Suddenly looking for Yagan, white troopers on horses with rifles came thundering down to the wetlands area towards the women; they were terrified and started screaming. The men ran down Clontarf Hill through the bush path with their spears and Nulla Nullas and a battle ensued, 44 women and children died.</p> <p>The elders and 60 people had a ceremony on this land and eventually a permanent marker will be made to these people.</p>	
265	Vasenta Satchithanadan and Ian Holdaway	<p><b>OBJECT:</b></p> <p>I welcome the reclassification of Roe 8 and 9, removing them from road reserves. It is positive that the former Roe 8 corridor will be preserved up to the</p>	<p><b>Supported in Part</b></p> <p>1. Please see response to <b>Submission 166</b>, regarding Cardigan Street and Randwick Stables precinct, the</p>

No.	Name/Address	Submission	Recommendation
	Ives St, Hamilton Hill	<p>Stock/Forrest intersection and that the Scheme Amendment Plan acknowledges the importance of a green ecological link.</p> <p>However, I am concerned about the Minister's amendment to DA46, which weakens the commitment to a continuous corridor. Changing the wording from "provide for" to "demonstrate how" puts the vision for an ecological link at risk. The Roe 9 section should maintain a connected green corridor to protect biodiversity and ensure ecological viability.</p> <p>This is an established, quiet neighbourhood with significant green space and native wildlife. The standard 10% Public Open Space (POS) allocation is insufficient. At least 40% POS should be allocated to DA46 and DA47, with a continuous corridor of at least 15m in width to protect the natural environment. The Hamilton Hill Revitalisation Strategy (2012) identified that Hamilton Hill has only 6.08% POS, well below the target of 10%. This presents an opportunity to correct the shortfall.</p> <p>The introduction of DA47 raises serious concerns:</p> <ul style="list-style-type: none"> <li>• Ecological values and remnant bushland must be preserved.</li> <li>• The impact on long-term residents of Cardigan St and Healy Rd must be considered.</li> <li>• The north-south ecological link to Manning Park and Clontarf Hill should not be compromised.</li> <li>• The connection between wetlands and coastal areas through Hollis Park and South Beach must be maintained.</li> <li>• The remnant stand of Tuarts on Healy Rd (a Threatened Ecological Community) must be protected.</li> <li>• The heritage-listed Randwick Stables requires an adequate western curtilage to preserve its historical value.</li> </ul> <p>Additionally, stating that residential density is "not limited to R60" creates uncertainty and risks poorly planned development. A defined density should be established to ensure responsible and sustainable growth.</p> <p>This area should not be destroyed under the pretext of housing development. We do not oppose housing, but it must be sensitively planned to respect the existing community, biodiversity, and public open spaces.</p> <p>I urge the council to:</p> <ol style="list-style-type: none"> <li>1. Maintain a continuous, ecologically viable wildlife corridor through the Roe 9 section.</li> <li>2. Allocate at least 40% POS to DA46 and DA47 to support biodiversity and community green spaces.</li> </ol>	provision of Public Open Space and the Green (Ecological) Link.

No.	Name/Address	Submission	Recommendation
		<p>3. Clearly define residential density limits for DA47 to ensure planned, sustainable development.</p> <p>I appreciate your consideration and look forward to seeing a plan that protects both the environment and the liveability of the area.</p>	
266	<p>Beant Hergo Blackwood Ave, Hamilton Hill</p>	<p><b>OBJECT:</b></p> <p>I'm happy that Roe 8 &amp; 9 have finally been reclassified and are no longer road reserves and that the former Roe 8 corridor is to be preserved as far as the Stock /Forrest intersection. It is also good to see that the Scheme Amendment Plan mentions a green ecological linkage as being an integral part of the plan throughout the document.</p> <p>However, the amendment by the Minister for DA46 from 'provide for' for a green link to 'demonstrate how' and 'can be achieved' is a weakening of the plan and threatens the corridor vision. The corridor can and should be maintained through the Roe 9 section.</p> <p>The standard amount of Public Open Space (POS) of 10% in development areas will be insufficient to maintain a viable corridor. At least 40% POS should be specified for the Development Areas DA46 and DA47 in the Scheme Amendment Plan. A continuous corridor with a minimum width of 15m can and should be provided. Public open space provision calculations show that Hamilton Hill currently has only 6.08%, which is below an ideal target of 10%" (City of Cockburn, Hamilton Hill Revitalisation Strategy 2012). There is potential to allow for extra POS within DA46.</p> <p>The introduction of DA47, with residential density "not limited to R60" (rather than R15 as recommended by the City of Cockburn), is concerning. Perth's tree canopy coverage is at around 16% and falling, as compared to 30% in Melbourne and 44% in Sydney. Higher density housing runs counter to the need to increase tree canopy. The plan threatens removal of the remnant stand of Tuarts on Healy Rd.</p> <p>Further removal of bushland will contribute further to the lack of habitat and food for the already endangered Carnaby's, Baudin's and Forest Red-Tailed Black Cockatoos. The plan also removes western curtilage for heritage listed Randwick Stables – this should be retained to adequately protect this registered Heritage site.</p> <p>Stating that the residential density is "not limited to R60" does not allow for good planning. Define the density so that the developers have certainty about what is expected in this area.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 78</b>, regarding Cardigan Street and Randwick Stables precinct, the provision of Public Open Space and the Green (Ecological) Link.</li> <li>2. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> </ol>

No.	Name/Address	Submission	Recommendation
		Overall, there is an opportunity here to develop the area in a way that provides for a mix of residential housing and green spaces which foster community and connected lifestyle. This would make Hamilton Hill a safer place for all, while delivering on the promise of the preservation of the unique Cockburn wildlife corridor. As an example of such planning, the development at the site of the old Hamilton Hill Highschool, which adds social, ecological and economic value to the area.	
270	Jennifer Adamson Hulbert St, South Fremantle	<p><b>OBJECT</b></p> <p>I have been going to the unique Randwick Stables for around 50 years. The tree canopy and dear little houses on Cardigan St. make for a lovely walk for our dogs. As more and more wooded areas disappear from the suburbs we end up with less birds and little native animals visiting our gardens. The trees keep the areas cool and attractive. You already know about the Carnabys and red tailed cockatoos. Please reconsider this proposed development.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> </ol>
271	Lara Fine Pilgrim Way, Hamilton Hill	<p><b>COMMENT</b></p> <p>I wish to comment on the proposed development of cardigan St, Hamilton hill.</p> <p>I am concerned about the impact on randwick stables and the local tree canopy.</p> <p>I live locally and frequently walk my children to the stables to visit the horses. They and I love living near a place that has that special feeling of openness and unique qualities lacking in most urban areas. Hamilton hill is so distinct in having these pockets where we can remember the heritage of the area and give our children experiences and memories they cannot get elsewhere.</p> <p>Hamilton hill is also special for its nature and wildlife and the mature tuarts of cardigan st with the space and understory around them to keep them healthy is an important part of this. These should be protected as a priority and their protection is unlikely to be compatible with development.</p> <p>Please consider these strongly valued assets to the community that are likely to be lost by development of cardigan street.</p>	<p><b>Supported in Part</b></p> <ol style="list-style-type: none"> <li>1. Please see response to <b>Submission 166</b>, regarding the Cardigan Street precinct and Randwick Stables.</li> <li>2. Please see the response to <b>Submission 38</b>, regarding tree canopy and retention.</li> </ol>