



**Louise Corteen, North Coogee**

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

Q1. Is the City only interested in retaining land in the Roe 9 corridor that currently has high environmental values?

A1. The Acting Chief of Built and Natural Environment advised no, based on earlier discussions with the State Government the City is taking a pragmatic approach to what it can request, in a manner that balances the environmental outcome with the future recreational needs of the local community.

Q2. The information in the agenda suggests that areas zoned Parks and Recreation where the land needs remediation would not be supported by the City. Is the City opposed to an increase in canopy to reduce the urban heat effect that would result if this land is remediated?

A2. The Acting Chief of Built and Natural Environment advised no, the City is simply seeking to make sure that any land handed over to the City's management is in a form that does not impose a significant financial liability. It would happily take over the proposed regional reserves in a remediated (and ideally enhanced) state.

**Raymond Grenfell, Hamilton Hill**

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Q1. These recommendations refer specifically to the "Cardigan Street Precinct" in regard to potential development opportunities. Is my interpretation correct that it is implied that by concurrently zoning urban areas as development, the City wish to see an expedited zoning process that will allow for the development of Cardigan Street?

A1. The Acting Chief of Built and Natural Environment advised no, for now the City is simply seeking to ensure the MRS outcome does not result in the absence of a local zoning, pending the preparation, advertising, Ministerial Approval and gazettal of a separate, subsequent local scheme amendment.

Q2. Cardigan Street borders a significant Aboriginal Heritage site; provides primary access to the heritage listed Randwick Stables and includes houses on Cardigan Street that have considerable heritage value with very long-term tenants. Considering how much concern there is within the community about future use of this land, will Council reconsider the City's recommendation for Western Australian Planning Commission (WAPC) to concurrently rezone this land as development?

A2. The Acting Chief of Built and Natural Environment advised this is something for the Elected Members to consider later at this meeting.

When doing so, Elected Members should be aware that regardless of whether the WAPC accept a concurrent local development zoning, the ultimate outcome will form the subject of a subsequent local scheme amendment and/or structure planning process.

Q3. Can Council guarantee that there will be no development of Cardigan Street without proper planning, including comprehensive structural plans that take into account the local community's concerns?

- A3. The Acting Chief of Built and Natural Environment advised this is the City's intent. A development zone will trigger the need for a local structure plan to be prepared, advertised and approved prior to further subdivision of development. Any other outcome (for example, Residential with a defined R-Coding) can only occur through a subsequent local scheme amendment process.

**Robyn Walsh, Spearwood**

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- Q1. It is my understanding that residential roads are generally designed at the structure planning stage – can you confirm that the intent here is to close Blackwood Avenue at Carrington Street and build a new road, along the existing primary regional road, retaining a 25m reserve which allows the possibility of going to four lanes at some time in the future – and thus establishing a new east-west link?

- A1. The Acting Chief of Built and Natural Environment advised no, the suggested widenings relate purely to the existing portions of Southwell Crescent and Forrest Road as they run through proposed Regional Open Space.

The intent is to allow the introduction of a median for safer pedestrian crossing and/or enhanced cycle lanes or public transport, not four lanes for cars, which under current standards would require an even wider reservation.

The alignment and width of any future east-west link would indeed be determined via a future structure planning process.

A four-lane road is not intended, however a wider reserve than Blackwood Avenue might accommodate a dedicated cycle route within a continuous landscaped ecological corridor on one side.

- Q2. Blackwood Avenue has houses adjacent to the road, but they are well set back. It is a perfectly adequate two-lane road. Why do you propose to build a new one right next door to it and close it off?

- A2. The Acting Chief of Built and Natural Environment advised that, as best evidenced by the recent installation of traffic calming devices, Blackwood Avenue is often used inappropriately and experiences traffic safety concerns.

Its intersection with Carrington Street in particular, is a recognised black-spot intersection that should ultimately be closed.

At this stage the alignment shown in Figure 10 is conceptual and seeks to demonstrate the need to refine the proposed regional public open space it would need to go through.

Future structure planning will examine the alignment in further detail, including the benefit (or otherwise), of reusing portions of the existing road reserve.

- Q3. Am I right in thinking the suggestion is to close Blackwood at the Carrington end, making it a cul-de-sac and funnelling all traffic on to the new road?

- A3. The Acting Chief of Built and Natural Environment advised that in part, yes, the intent is to disperse or share the expected increase in traffic volumes through this area across a number of local roads, rather than push most of the impacts of not building the highway onto the existing alignment (and residents) of Forrest Road.

As shown by the north south local road connection on the advertised State Government

Concept and Figure 10 of the Ordinary Council Meeting report, only the very western portion of Blackwood Avenue would likely become a cul-de-sac.

- Q4. Residents who bought on Hyam Road did so thinking they were buying on a quiet cul-de-sac bordering a park. Kids play outside their houses there, ride their bikes to the park. Opening this street up would destroy the amenity and have a devastating impact on their way of life. Have you considered the impact on these residents?
- A4. The Acting Chief of Built and Natural Environment advised that the concerns raised are understandable and will need to be balanced against the need to ensure an appropriately functioning local movement network as part of the subsequent local structure planning process. The process will involve further community consultation.
- Q5. You say that you are pleased with the suggestion to increase the size of Wheeler Park yet you are proposing a putting two roads through it – both north/south and east west. How can you suggest this would maximise options for future use?
- A5. The Acting Chief of Built and Natural Environment advised that, as mentioned previously, both the State's plan and City's figures are concepts only. The competing interests for this land will be considered through the subsequent structure planning process.  
For now, it's important to note that the notional connection between Hyam and Ahern Streets is located within zoned land and could be ceded and constructed at any time (irrespective of this proposal).
- Q6. In the City's first submission to the DPLH – Attachment 3, page 66 of the agenda – it states that 'a contiguous ecological connection should be maintained'. Would you consider doing what the community so desperately wants and putting in a request to the Planning Commission that the entire corridor be zoned Parks and Recreation?
- A6. The Acting Chief of Built and Natural Environment advised this is a matter for the Elected Members to determine, however, without putting some form of development in the way, this approach runs a very high risk that a future State Government might try to reinstate the regional road connection.

As the proponent and ultimate decision maker of this proposal, various elements of the current State Government have also repeatedly indicated this outcome is unlikely to be accepted.

### **Toni Collinge, Hamilton Hill**

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- Q1. How does the City reconcile the data showing that the tree canopy cover in Cockburn is now only 9% while tree canopy advocates are working for a target of 30% by 2040?
- A1. The Acting Chief of Built and Natural Environment advised Light Detection and Ranging (LIDAR) mapping that was undertaken by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) last year determined that the City's vegetation cover (across tenure) is 26%. Mature tree canopy coverage is 18%. Guided by Council's adopted Urban Forest Plan, the City is actively involved in various projects that seek to improve urban canopy across the municipality.

Further opportunities to improve the outcome in this specific area will be pursued as part of the subsequent local scheme amendment and structure plan processes.

- Q2. Does the City understand that our community will see the request for a road reservation wide enough to accommodate a four-lane highway as Roe 9 by stealth?
- A2. The Acting Chief of Built and Natural Environment advised this is an understandable perception but is clearly not the intent of the City. The intent is articulated in the response to question 2.

**Leah, Knapp, Coolbellup**

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- Q1. Are you aware that the community overwhelmingly supports a connected wildlife corridor through this land and the hundreds of hours donated by the community to plant, weed, write submissions and care for the land?
- A1. The Acting Chief of Built and Natural Environment advised the City is aware of this desire and has no intention to undo any of the excellent work that has been completed to date.  
There are means via the subsequent local planning process whereby a more modest ecological link could be achieved without the entire former highway reservation being converted to Regional Parks and Recreation in the MRS.

**Madeleine Antoine, Hamilton Hill**

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- Q1. Referring to the proposed concurrent zoning of Cardigan Street as a 'development zone', given that Cardigan Street is the only access to the heritage listed Randwick Stables, with horses travelling down the street on a daily basis, and given the significant issues of high density development alongside horse stables, what assurance can Council give that development of Cardigan Street will not impact on the viability of Randwick Stables as living heritage?
- A1. The Acting Chief of Built and Natural Environment advised a 'Development' zone would trigger the requirement for a local structure plan to be prepared prior to any further subdivision or development occurring.  
It does not necessarily mean that the land will be developed for high density housing. Rather, it ensures future development of this land first be considered via a subsequent, more detailed local planning process.
- Q2. Will Council guarantee that any potential development of Cardigan Street would be done in consultation with the key stakeholders, including Randwick Stables, to ensure minimal impact on the stables?
- A2. The Acting Chief of Built and Natural Environment advised yes, the requirement to consult with affected landowners and the surrounding community as part of any Local Structure Plan or Scheme Amendment proposal, is clearly outlined in the *Planning and Development (Local Planning Scheme) Regulations 2015*.

**Judith Fogarty, Spearwood**

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- Q1. Because of the importance of Aboriginal heritage, while the Council in this agenda has sought to have the whole of the Aboriginal site 18332 under the Parks and Recreational zoning, should the State Government not agree to do this will the Council agree to include those areas not appropriately zoned into public open space within the Urban Zone to achieve the same outcome?

This would be advantageous not only for the recognition of the First Nation's history, but beneficial for flora, fauna and open green spaces for the community to enjoy, as well as adding to the important overall greening of the environment.

- A1. The Acting Chief of Built and Natural Environment advised that such an outcome would need to form the subject of a separate subsequent Local Scheme Amendment proposal.

The financial cost of having to compensate existing landowners (including State Government Agencies), by causing their land to be injuriously affected, would be a critical factor to consider as part of that process.

- Q2. As the Wildlife Corridor extends from wetlands to waves, why sever the corridor by connecting Hyam Street with Hynes Way or another close street, creating a traffic flow through the quiet residential cul-de-sac and Wheeler Park Reserve which is habitat to many species of birds and frequently used by residents, but more importantly, another division over and into the Wildlife Corridor.

- A2. The Acting Chief of Built and Natural Environment referred to an earlier response to Ms Walsh on this matter.

Note: Questions and responses raised from the floor during the meeting will be recorded in the Minute of the meeting.