



Glen Iris Estate Development Information Session

On Saturday 27 July 2024, the City of Cockburn held an information session in relation to the Glen Iris Estate Development.

The session was designed to strengthen communication between the City and the Jandakot Residents and Ratepayers Association (JRRA), and provide an opportunity for City officers to present on recent updates and answer any questions from community in relation to the current activities.

The event was led by Lorenzo Santoriello, Head of Development and Compliance, and Lucia Dunstan, Manager of Development Services and was facilitated by the City's Community Engagement Team. Jarrod Rendell, Principal from Acumen also attended the session and supported with additional information specific to the development.

The City did not promote the session widely through the "Comment on Cockburn" platform in an effort to target residents in Glen Iris rather than opening up the session to the broader City of Cockburn community. The City worked with the JRRA to promote the session through the JRRA Facebook page, direct email invitation and through a flyer circulated by the JRRA.

Participation

120

Participants registered online
to attend

81

Registered participants
attended the session

21

Additional attended and
registered at the door

Questions asked upon online registration

The following questions were received from participants as part of their online registration for the Information Session.

Ahead of the event, the City's Manager of Development Services responded to as many of the questions received as possible with a personalised return email. Some registrations questions were unable to be responded to ahead of the session, however, all queries have been captured in the below table with a City response to each question notes accordingly.

Please note that the questions below have been written exactly as received and as such, some spelling and grammatical errors may occur.

Question	Response
Can homes adjoining golf course install gates to access proposed shopping centre?	Yes.
Will there be Display Homes at the entrance of the estate if so to keep the quality of the estate it is crucial that the initial style is double storey homes and for this to be the preferred buildings on the estate to encourage a high quality estate what does east court have in mind to encourage this	Not all existing residents support two storey development. A Display Home Village is approved, however there are no mandates on having to provide two storey housing.
We're concerned about removal of many mature trees around the estate - particularly Hartwell Parade - can you please reassure us that mature tree removal on Council land WILL NOT occur as part of the development.	Please refer to our detailed presentation for our methodology for retaining trees, as there are several factors that require consideration.
Can you please provide an update on the proposed traffic calming installation for Prinsep Road as discussed in the March OCM	As per the OCM resolution, a budget variation is being requested and put to Council in the coming months for determination.
We lost our golf course but will the developers give us back our licensed restaurant	There is a Local Centre identified at the estate which could be developed with a restaurant.

The formation levels of the new road are significantly higher than the level of the ground adjacent to our fence.

With the recent rain there is evidence of water ponding in a few areas. What is the proposal to mitigate damage to properties. in the long term.

Also we have had two surveys carried out at our property; on behalf of the developer; despite requesting a copy ; to date have received nothing

Fencing for privacy- the current fencing options are not suitable to those of us with balconies/pools where the public will be able to easily see into these areas. So far the options don't consider this at all and it's really disappointing to not feel heard with this.

Would like to know if there is any support for better bus routes?

Any solid plans on shopping centre yet? Do we get a better convenience shop than a vape shop?

Is there any update to the canopy changes? Or community lake areas?

Any update for traffic control? Both during construction and afterwards?

If there is a footpath out the back of our house will there be lighting for this? And therefore further cause concerns for privacy?

The developer has confirmed the surveys have now been provided.

Stormwater management is subject to compliance with the Urban Water Management Plan and detailed civil engineering drawings, which take into consideration capture of stormwater. Until the site has completed subdivision works, some temporary ponding may occur during rainfall events.

The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the contribution, please contact the developer at admin@gleniriseestate.com.au

The City of Cockburn is not the responsible agency for establishing public transport networks, however we do actively encourage development to address public transport objectives in accordance with the State Government's operational policy Liveable Neighbourhoods. The road network geometry in the surrounding residential area is prohibitive to the running of public transport vehicles and, as such, bus services in the area are limited.

The 515 service has two stops either side of Berrigan Drive. Due to the long north-south configuration of the surrounding residential area, only a limited number of dwellings are located within the 400-metre public transport walkable catchment promoted under Liveable Neighbourhoods. The Cockburn Central Railway Station is accessible by car via the Kwinana Freeway, or cycling along the Principal Shared Path ('PSP') on the western side of the Kwinana Freeway.

	<p>This trip is approximately 2.2 kilometres from the bus stops on Berrigan Drive, or 3.5 kilometres from the northern-most residencies in the surrounding residential area. The Cockburn Central Railway Station park and ride facility is an 5-minute drive via Prinsep Road or the Kwinana Freeway.</p> <p>No new public transport routes in the area have been confirmed by the Public Transport Authority, however, the Structure Plan has been designed to accommodate a north-south bus network, if required in the future.</p> <p>There is a Local Centre identified at the estate which could be developed with a shopping centre.</p>
<p>Why have some of the trees that had a green tape around them and designated to stay; been cut down? We understood the developer had to work around these trees.</p>	<p>Please refer to our detailed presentation for our methodology for retaining trees, as there are several factors that require consideration.</p>
<p>Why do we have to pay 50% of the fencing cost? When display village expected to be live? When roads be open?</p>	<p>The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the contribution, please contact the developer at admin@glenirisestate.com.au</p> <p>The Display Village is now approved however it is not known when it will be open to view, as it is dependent upon the motivations of individual building companies.</p> <p>Roads are now open.</p>
<p>How will you promote and encourage residents to plant trees to make up for the many hundreds of trees that were cut down during the development</p>	<p>The developer is providing two (2) new street trees (on the Council verge) plus One (1) new tree per residential (private landowner) lot as part of their building package. In addition, there are also 170 trees being installed as part of the new Public Open Space and buffer landscaping works.</p>

Will the current earthworks contractor relocate his compound area as the stages of the development progress? If not then their traffic mgt plan must be updated for them to provide stop/go persons whenever a semi trailer accesses/leaves the current compound off Dean Rd. There have been a number of close traffic instances where the semi trailers have gone half way onto the other side lane over a full white line to go wide enough to acces/leaves the entrance gate and they do this on a blind corner.

Also the Contractor should provide regular road sweeping on Dean Road rather than the very intermittent current arrangement. The build up of their imported sandspills are significant at times and thus the road should be cleaned at least twice weekly if their vehicles continue to use that compound are for access/egress.

Thirdly; can the CoC commence tree replacement planting activities now in the completed stages 1 and 2? If so can; where appropriate; the current residents have an input into the locations for/types of the replacement trees?.

Thank you.

Landscaping works are commencing and will take approximately 26 weeks. All Landscaping Plans have been reviewed and approved by the City with tree locations based upon a variety of factors like available space, competing canopy cover, traffic sightlines, proximity to infrastructure etc. The City has also selected tree species based on variety of considerations, with an emphasis on primary and secondary black cockatoo foraging species.

It is envisaged that the contractor will relocate their compound area and access point as the stages of the development progress. Notwithstanding, any modifications to traffic management and changes to the movement or entry/exit of construction vehicles are subject to prior approval of the traffic management plan (TMP). Densford Civil is the responsible project manager, tasked with managing potential hazards associated with the traffic environment during the project.

As stated in the Main Roads WA Traffic Management for Works on Roads - *Code of Practice September 2018 (CoP)*: "*Any party who undertakes work on a road that is open to traffic, by law has a 'duty of care' under the Occupational Health and Safety Act to take all steps that are reasonably necessary to prevent any person from being injured or damage being caused to the property of others while carrying out those works.*"

Any sub-standard or non-conforming traffic management shall be reported to the project manager (Densford Civil, Daley Brown, dbrown@densfordcivil.com.au, 0414 935 857 or Community Liaison Officer Maria Mendoza mmendoza@densfordcivil.com.au 0408 695 131) and could also be reported to the City of Cockburn's Traffic & Transport Service Unit at 08 9411 3444 or TMP@Cockburn.wa.gov.au.

The City strongly recommends contact be made in one of the following methods, depending on the situation, if the matter requires more urgent attention:

1. Police (24 hours) non-life threatening 131 444
2. City of Cockburn's CoSafe Team (24 hours) - In relation to a safety risk, classed as non-urgent 1300 267 233 – responds to calls within 15mins [CoSafe Security Service for residents - City of Cockburn](#)
3. City of Cockburn's Ranger Services – Illegal Parking, non-compliance with Local Laws; [9411 3444](#) (City line, ask to speak directly to Rangers Services) – 8:30pm to 5pm communitysafety@cockburn.wa.gov.au

The City has requested road cleaning to manage dust, and the contractor has in the past advised that regular monitoring of entrances will occur to mitigate potential sand buildup. Notwithstanding, a significant buildup of sand inadvertently affecting traffic operations shall be reported to the project manager (Densford Civil, Daley Brown, dbrown@densfordcivil.com.au, 0414 935 857). All reinstatement works to damaged infrastructure will be undertaken by the developer/contractor at their cost to the satisfaction of the City, based on pre- and post-dilapidation survey results of the surrounding sites and properties.

The Developer is responsible for landscaping works as part of their subdivision conditions, not the City. Landscaping works have commenced in Stage 1 and will take approximately 26 weeks to complete landscaping of the new POS and buffer areas. Landscaping plans have been reviewed and approved by the City and include tree locations and species. The plans are

the property of the Developer and are not a public document that can be shared.

Tree locations are dependent on a variety of factors like available space, competing canopy cover, traffic sightlines, proximity to infrastructure, services etc.). Tree species have also been selected based on variety of considerations such as appropriateness, PSHB/pests, stock availability and with an emphasis on primary and secondary black cockatoo foraging species.

Additionally, new street trees will be planted as part of the front landscaping packages of the new houses. The location and type of these trees are up to the adjacent land owner to decide from an available list. These trees will be planted sporadically as each lot landscapes its front yard and verge – typically after house construction concludes.

For these reasons tree species and locations aren't something that is available for public consultation. It would be prudent to wait until landscaping works have been completed before suggestions are received for new tree requests.

Could the city supply a brief outline of the specs pool owners will need to comply with to ensure changes to their back fence meet standards.

Also any clarity as to when this needs to be done by; given some parts of the estate are now open.

Please refer to our website: [Swimming Pools and Spas - City of Cockburn](#) or alternatively contact our Pool Inspectors for advice at poolinspections@cockburn.wa.gov.au

If this has not been answered already.

1) if I want to increase my fence height and install Colourbond will the developer pay 50% towards the limestone pillars to be extended?

The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the

This will need to be extended upwards to secure the new fence too.
2) the previous offer towards the 50% permeable is not acceptable as this does not offer increased privacy; can we have a 50% contribution to solid fence please?

Current damage to properties reticulation; curbing and driveways from trucks unable to turn into/out of location on Glen Iris Drive as well as the safety concerns for road users and pedestrians has increased since the use of the previously not included access point. Of particular concern is the footpath condition; safety of delivery drivers for residential deliveries and council rubbish collections on a blind bend where inbound and exiting trucks cannot fit within the designated road during access and egress.

Can you please respond to what; if any; risk assessment or otherwise was conducted prior to allowing the use of this previously not allowed access? Additionally; please provide a response on safe traffic management criteria for the developers; their contractors and their suppliers in the area. Thank you.

contribution, please contact the developer at admin@glenirisestate.com.au

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3. City of Cockburn's Ranger Services – Illegal Parking, non-compliance with Local Laws; [9411 3444](tel:94113444) (City line, ask to speak directly to Rangers Services) – 8:30pm to 5pm communitysafety@cockburn.wa.gov.au
4. Property Damages – the developer's civil contractor (Densford Civil) Maria Mendoza – 0408 695 131 mmendoza@densfordcivil.com.au

Damages to City assets and infrastructure can be reported to our dedicated Glen Iris email for further investigation gleniris@cockburn.wa.gov.au

In relation to risk, the works have a State Government approved subdivision issued by the Western Australian Planning Commission, with several conditions imposed to ensure development occurs in accordance with standard development practices in Western Australia. Notwithstanding, the developer is responsible for adhering to a Traffic Management Plan, issued by the City of Cockburn. The TMP forms part of an overall Construction Management Plan, which sets out the City's expectations for how the site should be accessed.

Have the plans changed behind the homes on kooralbyn valley crescent (west side)?

1/ Considering that there are limits on the Glen Iris development to a maximum of 250 dwellings until appropriate traffic controls are constructed on Berrigan Drive (as per Minister Saffioti's 1.5.23 Scheme Amendment media release); in this regard has there to date been any formal approval re the Proponent's planned additional set of traffic lights or any other form of traffic control? At what stage of the planning process is this up to now? Who is the decision maker re the additional traffic control approval; is it the Minister for Transport/now Deputy Premier; Rita Saffioti; or is it the Main Roads department; or other?

When does the current entry to the Turnbury Green (TG) plan to be closed? To minimize traffic congestion at new Berrigan Drive traffic lights (or other traffic control); rather than close TG completely; an alternative would be to prohibit traffic exiting TG and turning left or right onto Berrigan Drive but allowing traffic going east on Berrigan Drive to turn left into TG. Could this be considered by CoC and Main Roads?

2/ The proponents Concept Plan for the former Glen Iris Golf Course surprisingly demonstrates absolutely no water retention at all from the seven large course water bodies/ lakes. This means that the Matters of National Environmental Significance (MNES) black cockatoos do not have any of the Glen Iris water source of which they have relied on.

Does the Proponent plan to install any water solutions for the black cockatoos and other birdlife?
For example; bird waterers (named Cockitroughs) that are designed

The developer has received a Western Australian Planning Commission subdivision approval to create residential lots, road reserves and public open space. The subdivision layout is consistent with the approved Structure Plan, no changes are proposed.

The Western Australian Planning Commission subdivision approval issued on the 11th September 2023 contains a condition relating to the creation of a new signalised intersection (at the full cost of the developer) to be constructed prior to the creation on a certificate of title (deposited plan stage) of the 251st residential lot. The City of Cockburn will be responsible for not issuing subdivision clearance of this condition, until such time as the signalised intersection is completed. Given the Berrigan Drive intersection is located within an identified Other Regional Road reservation, pursuant to the Metropolitan Region Scheme, the City of Cockburn is the responsible agency for assessing road upgrade proposals. Our Traffic and Transport team will liaise with the developer to ensure compliance with the stated condition and that the signalised intersection is constructed in accordance with Main Roads WA standards / City standards for road upgrades. It is understood that the developer has initiated these discussions with relevant officers at the City.

I understand that Cockburn has used water feeders in other development sites within the City, including Development WA's *OneOneFive* Hamilton Hill and at the Rehabilitating Roe 8 project: [Off grid bird waterer first for City - City of Cockburn](#)

In relation to the water bodies that were originally located at Glen Iris Golf Course, it is understood that these were man-made, irrigated by groundwater and were not naturally forming wetlands. Black Cockatoo trees were identified as part of the

& supplied by the Town of Victoria Park help the federally protected black cockatoos and other birdlife sustain themselves over Perth's long hot summers. Is the Glen Iris ratepayers' gatekeeper (the City of Cockburn) and also the Glen Iris Estate Proponent (Eastcourt Property Group) aware that the Cockitroughs have been tailored to provide water to help to conserve our endangered and vulnerable species of black cockatoos? Like the 70+ other Perth locations; in good faith; will the Proponent commit to putting in these aesthetically pleasing bird waterers (or similar) in a large percentage of the planned Glen Iris Estate parklets?
<https://www.victoriapark.wa.gov.au/residents/environment/supporting-our-environment/bird-waterers.aspx>

3/ Almost all the Banksia Woodland in the Glen Iris Estate stage 1 has sadly already been destroyed. Can the Proponent with urgency now prioritise that the little remaining black cockatoo's Banksia Woodland will be protected at all costs?
As Gatekeepers of the Glen Iris Estate; will the City of Cockburn please ensure that any remaining Banksia Woodland along Hartwell Parade blocks; and other parts of the former golf course land; will be preserved in perpetuity?
Why is there a notation on the bottom of the Proponent's Glen Iris Estate Price List stating "Mature tree to be retained within the lot"; and yet there are no notations of such noted on the actual Glen Iris Estate Idyllic Release price list?
The concern is that a purchaser of the lot might find that the position of the tree impacts home design so would want this mature tree removed. Given that approx 750 course trees have already been earmarked for destruction; will the City of Cockburn (when giving building approval) prohibit the further destruction of mature trees located on the new Glen Iris Estate lots?

structure planning process and the subdivision approval issued by the WAPC identifies habitat trees for retention wherever possible.

Please refer to our presentation in relation to the methodology for retaining trees onsite, as there are several considerations which need to be taken into account.

EXISTING BOUNDARY FENCING for homes there now. Screening for privacy; and the 2STORY designs that would overlook the backyards of these homes. What level of landscaping for privacy will be undertaken; what fencing options are there and the level of visual intrusion from the roadways

The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the contribution, please contact the developer at admin@glenirisestate.com.au

I have a number of questions to be considered. As they include photos; I have emailed these separately to Lucia Dunstan and Lorenzo Santoriello. Thank you.

Thank you. Please refer to our detailed presentation, which provides information on matters raised within your email.

Development was provisionally passed for 250 homes until such time as the traffic management had been resolved - what is happening with this as we see stage 4 is in progress?

The Western Australian Planning Commission subdivision approval issued on the 11th September 2023 contains a condition relating to the creation of a new signalised intersection (at the full cost of the developer) to be constructed prior to the creation on a certificate of title (deposited plan stage) of the 251st residential lot.

Fencing on properties backing onto gold course cost
Traffic numbers and dangerous Traffic conditions including speeding vehicles; oversize trucks using road and what is proposed to control traffic on Prinsep road which has been outstanding for years and yet to be finalised. What is proposed to do to lessen the already excessive traffic usage of prinsep road if wave park goes ahead.

The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the contribution, please contact the developer at admin@glenirisestate.com.au

Upgrades to Prinsep Road are currently being investigated by the City, with a report to Council put to the March OCM.

The City strongly recommends contact be made in one of the following methods, depending on the situation:

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	<p>responds to calls within 15mins CoSafe Security Service for residents - City of Cockburn</p> <ol style="list-style-type: none"> City of Cockburn's Ranger Services – Illegal Parking, non-compliance with Local Laws; 9411 3444 (City line, ask to speak directly to Rangers Services) – 8:30pm to 5pm communitysafety@cockburn.wa.gov.au Property Damages – the developer's civil contractor (Densford Civil) Maria Mendoza – 0408 695 131 mmendoza@densfordcivil.com.au
<p>Can we see a final plan including roads and residential blocks positioning?</p>	<p>Staging and block release can be viewed on the developer's website: Buy Residential Land - Stage Plan & Price List Glen Iris Estate</p> <p>Alternatively, please see our detailed presentation for snapshots of the approved lot layout.</p>
<p>To be forwarded to Mr. Santoriello separately.</p>	<p>Noted and responded.</p>
<p>Would like more details regarding public access pathways and landscaping..</p>	<p>Please see our detailed presentation and specifically the slides relating to footpaths and landscaping of public open space.</p>
<p>What's happening with the Turnbury Park Drive entry/exit & is it still closing?</p> <p>The current 2 access entry/exit points to the estate are inadequate currently; what is being proposed for traffic when the influx of new residents occurs?</p>	<p>The Western Australian Planning Commission subdivision approval issued on the 11th September 2023 contains a condition relating to the creation of a new signalised intersection (at the full cost of the developer) to be constructed prior to the creation on a certificate of title (deposited plan stage) of the 251st residential lot.</p> <p>This new intersection will result in the closing of Turnbury Park Drive.</p>
<p>How high can I install my fence backing onto the golf course</p>	<p>The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the</p>

contribution, please contact the developer at admin@glenirisestate.com.au

Please note that fencing height may be influenced by pools and spas requirements. For more information, please visit the City's website here: [Swimming Pools and Spas - City of Cockburn](#)

Questions asked at the session using Slido

On the day, participants were encouraged to submit questions using Slido. The online platform allowed participants to see one another's questions, and upvote questions on the day for facilitators to respond to during the session. The questions captured using Slido, as well as a corresponding City response is captured in the table below.

Please note that the questions below have been written exactly as received and as such, some spelling and grammatical errors may occur.

For ease of reading, questions have been grouped together based on similar themes.

Question	Response
Planning and Design	
Why has this development pushed ahead so fast when the one near Berrigan pub is stalled and was designed as more affordable housing options.	This is largely dependant upon the motivations of the developer and landowner.
Where are the plans? Nothing new published.	Subdivision approvals are not required to be published pursuant to the Planning and Development Act. There is a legal requirement that all public consultation occur at prior stages of the planning process (Scheme Amendment and Structure Plan).

<p>Eastcourt have not provided a detailed plan, eg offset distances and design for roads, service corridors, block boundaries, RL's and restrictions on building.</p>	<p>Eastcourt are not required to provide such plans to the public at subdivision stage, pursuant to the Planning and Development Act. Please refer to Comment on Cockburn for detailed information on the development during the Scheme Amendment and Structure Planning stages: Glen Iris Golf Course, Jandakot - Scheme Amendment No.152 & Draft Structure Plan Comment on Cockburn</p>
<p>Council walkway between Kooralbyn Valley Crs & Hartwell Pde, developer originally proposed park/open space. Now housing lots and a huge collection drainage Why?</p>	<p>As per the principles of Liveable Neighbourhoods, it is not unusual for Public Open Space to include drainage infrastructure.</p>
<p>Where the new subdivision meets heartwell pde is not aligned and doesn't meet what you have stated regarding road design. Can this be reviewed and reconstructed</p>	<p>Road design is generally in accordance with the WAPC approved subdivision plan and civil drawings issued by the City.</p>
<p>10m buffer should have nothing in it. Path will create noise, dogs barking, privacy and security issues. Why allow this path to create a known problem?</p>	<p>The ten metre buffer will be a future Public Open Space reservation, which will be developed in accordance with the Landscape Strategy. No passive surveillance or activity increases the risk of security issues, and having nothing within these spaces is not the City's preferred option, nor is it in accordance with the principles of Liveable Neighbourhoods.</p>
<p>Open drainage that feed into huge drainage point adjacent walkway between Hartwell Pde & Kooralbyn Valley Crs already washed out. How will issue be rectified?</p>	<p>The civil contractor has not completed all drainage works for the site. As per the principles of Liveable Neighbourhoods, it is not unusual for Public Open Space to include drainage infrastructure.</p>
<p>Green space areas look more like drainage areas or creek beds, please clarify</p>	<p>The civil contractor has not completed all drainage works for the site. As per the principles of Liveable Neighbourhoods, it is not unusual for Public Open Space to include drainage infrastructure.</p>
<p>What is happening to the road that will be closed at turbot green? Will it be POS?</p>	<p>If you are referring to Kingston Heath, this area contains a twelve metre wide buffer area identified as Public Open Space.</p>

What is the most dense 'group' housing. Are there going to be apartments. Yes or no?

The most dense 'grouped housing' sites will be R40. R20 to R40 is considered 'low density'. For comparison, Cockburn Central North (Muriel Court) contains areas of R80 and R160.

Is group housing another name for state housing?

State housing is delivered by the Department of Communities. The Department does not own any land within the Glen Iris Estate.

If roads, paths, etc are being changed 'as needed' how do residents see the latest plans to see what has changed to the subdivision plans.

Subdivision approvals and the review of any plans relating to subdivision are not required to be published pursuant to the Planning and Development Act. There is a legal requirement that all public consultation occur at prior stages of the planning process (Scheme Amendment and Structure Plan).

Why not confirm what is happening south of Berrigan drive? And confirm the timing associated with each stage.

There is currently no approved subdivision south of Berrigan Drive. However, subdivision should generally accord to the approved structure plan.

Swales, what engineering has been done to ensure existing walls will not affect the structural integrity due to the huge volumes of water directed into them

The City has approved detailed engineering drawings, consistent with the Local Government Guidelines for Subdivisional Development, approved Urban Water Management Plan and Local Water Management Strategy. All drainage swales are appropriately setback from retaining walls and no excavation encroaches within the line of influence from the footing level to impact integrity of the wall. For further detailed advice, please contact Densford Civil (Maria Mendoza) mmendoza@densfordcivil.com.au 0408 695 131

When is it anticipated that the plans for the area south of Berrigan Drive will be available?

Please visit the City's Comment on Cockburn webpage, in particular, the Structure Plan documentation, for information regarding how the land south of Berrigan Drive will be developed:

Session showed privacy concerns for existing residents. CoC should ensure no work, walkway is in the min 10m buffer zone.

The ten metre buffer will be a future Public Open Space reservation, which will be developed in accordance with the Landscape Strategy. No passive surveillance or activity increases the risk of security issues, and having nothing within these spaces is not the City's preferred option, nor is it in accordance with the principles of Liveable Neighbourhoods.

The POS in designing has turned into sumps for drainage. Does this comply with planning and who manages these areas in the future?

The civil contractor has not completed all drainage works for the site. As per the principles of Liveable Neighbourhoods, it is not unusual for Public Open Space to include drainage infrastructure.

Is the water spring at the old 7th hole going to be filled in with soil and compacted ?

Please visit the City's Comment on Cockburn webpage, in particular, the Structure Plan documentation, for information regarding how the land will be developed:
[Glen Iris Golf Course, Jandakot - Scheme Amendment No.152 & Draft Structure Plan | Comment on Cockburn](#)

Traffic and Transport

We desperately need bus connection routes to cockburn daily- including weekends. Please extend 515 to existing Glen Iris shops as a minimum. 45 minute walk!

The City of Cockburn is not the responsible agency for establishing public transport networks, however we do actively encourage development to address public transport objectives in accordance with the State Government's operational policy *Liveable Neighbourhoods*. The road network geometry in the surrounding residential area is prohibitive to the running of public transport vehicles and, as such, bus services in the area are limited.

The 515 service has two stops either side of Berrigan Drive. Due to the long north-south configuration of the surrounding

residential area, only a limited number of dwellings are located within the 400-metre public transport walkable catchment promoted under *Liveable Neighbourhoods*. The Cockburn Central Railway Station is accessible by car via the Kwinana Freeway, or cycling along the Principal Shared Path ('PSP') on the western side of the Kwinana Freeway.

This trip is approximately 2.2 kilometres from the bus stops on Berrigan Drive, or 3.5 kilometres from the northern-most residencies in the surrounding residential area. The Cockburn Central Railway Station park and ride facility is a 5-minute drive via Prinsep Road or the Kwinana Freeway.

No new public transport routes in the area have been confirmed by the Public Transport Authority, however, the Structure Plan has been designed to accommodate a north-south bus network, if required in the future.

Impact of more traffic on the estate, considering safety for children. Also impact on safety of exiting onto Berrigan Drive

Noted.

Why can't Turnbury "left in" off BERRIGAN drive be retained

Maintaining a left-in at Turnbury Park Drive would be inconsistent with the approved structure plan for the estate, which provided for this closure in order to reduce new traffic flow into the existing road network, and instead encourage vehicles to enter via a new signalised intersection. However, plans are currently concept only, and yet to be approved.

Have you a plan as to how we will all exit out if our estate ?

The developer is required to install a new signalised intersection at Berrigan Drive, which will be the primary exit route for Glen Iris residents.

What is being done for Prinsep Road traffic flow which already exceeds figures recommended. Dangerous, speeding vehicles. death and pedestrian incidents

Traffic calming along Prinsep Drive is an identified project currently subject to a budget amendment (as per Council resolution at the March OCM). The City is to establish funding for the project in this financial year. Subject to that being approved, designs will be put in place and approved for delivery.

Closing the Turnbury entry/exit leaves the estate still with only 2 entry/access points. With the large increase to the estate, how is this not a safety issue?

Noted, however the subdivision approval provides for a new intersection at Berrigan Drive, which will improve traffic safety given it will be signalised.

Road access vs cul de sac option/ road widening opposite 1 Portsea Gardens Jandakot .

The WAPC approved subdivision identifies this road as a 'through' road, not a cul-de-sac.

Given traffic volumes out onto Berrigan to the fwy are there plans to have another access into lakes wy to take traffic volumes on toward Karel ave and row hwy

Strategic traffic matters are investigated by the City's Traffic and Transport team. The developers of the Glen Iris Estate are not required to deliver new access roads connecting to Karel Avenue, Roe Highway or the Kwinana Freeway.

Who is paying for the new traffic lights?

The developer is responsible for all costs relating to the signalised intersection at Berrigan Drive.

What are the plans to control the overflow parking from the new roads - they look to be extremely narrow and won't allow parking & traffic flow?

As a residential area, parking will be provided by each new landowner in accordance with the Residential Design Codes.

Main Roads were not shown as a Stakeholder (condition)? What are the conditions around the traffic lights and closing off the left turn access?

There are no primary regional roads within or abutting the new estate. Main Roads WA are therefore not a stakeholder responsible for subdivision conditions pertaining to roads.

When the Turnbury entry/exit is closed will it immediately be removed and will there be any further consultation if this proves to be a issue?

The closure of Turnbury Park Drive will be subject to a separate process including public consultation.

How will the existing road network be remediated given the significant damage sustained thus far?

Any damages to existing roads should be reported to the City of Cockburn via the gleniris@cockburn.wa.gov.au email and will be reported to Densford Civil for rectification.

Who is the decision maker re the additional Berrigan Drive traffic control approval, is it the Minister for Transport (Saffioti)? If not who?

The Western Australian Planning Commission approved the subdivision of the site, including the additional intersection, which was identified as a road traffic upgrade during the earlier stages of the project.

Can an access road be linked between stage 1 and Dean Road

All access roads are identified on the approved subdivision plan, as stipulated by the Western Australian Planning Commission.

Fencing and Privacy

Privacy and security of backyards is not considered. A 1500mm fence is not sufficient- especially when there will be footpaths, roads and lighting backing onto

The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the contribution, please contact the developer at admin@glenirisestate.com.au

Eastcourt profit will exceed \$250M. Why should residents pay half for 1.5m fence when 2.1m height is needed, which Eastcourt should pay 100% for from profit.

The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the contribution, please contact the developer at admin@glenirisestate.com.au

Will there be a uniformity of the fences or will it look like a patchwork

There will not be uniformity, as all residents desire different fence treatments.

Why do we have to pay for fencing to secure and privatise our existing properties ?

The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the contribution, please contact the developer at

	admin@glenirisestate.com.au
Fence - who pays for removal and installation of new fence?	The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the contribution, please contact the developer at admin@glenirisestate.com.au
Why are there only two options coloring / type of fencing?	The City is not responsible for the fencing options provided by the developer, but acknowledge that this is a valid consideration for existing residents. If you have any queries relating to the contribution, please contact the developer at admin@glenirisestate.com.au
Trees	
Such a shame the developer didn't look at the existing terrain first in order to plan the lots AROUND the trees. So many more could have been retained.	Please refer to our presentation in relation to the methodology for retaining trees onsite, as there are several considerations which need to be taken into account.
What's happening to the 2 large trees on Hartwell Parade that are currently directly in front of 2 new roads in the new estate - will they be removed?	<p>The City hopes we have identified the correct trees as referred to in this question.</p> <p>The Corymbia Ficifolia - the intersection design has been modified to become a left in left out and an island has been created to retain the tree in line with arborist recommendations.</p>

Two large trees as you enter Portsea Gardens on the right, next to number 8, going or staying?

The tree opposite House 31 – This tree is incapable of being retained and will be removed to make way for a full intersection.

The City hopes we have identified the correct trees as referred to in this question.

The 2 large Trees close to the verge before house number 8

- Tree 896 – The *Corymbia Maculata* – The intent is to keep this tree. The project arborist has provided preliminary advice to the civil engineers to redesign the road and adjust levels to better retain this tree as retention will be difficult.
- Tree 897 – The *Eucalyptus Sideroxylon* – The intent is to remove this tree. The connecting road as well as the level differences make this tree incapable of being retained.

The 3 Council verge trees at the entrance:

- will all be removed to make way for new service connections and new footpath. It wasn't viable to keep the trees and they will be replaced by the Developer.
- Tree 898 - *Eucalyptus grandis* – intent is to retain
- Tree 899 - *Eucalyptus sideroxylon* – intent is to retain
- Tree 900 - *Corymbia maculate* – intent is to retain

Tree near intersection of Hartwell and Portsea – located deep in the course

- Tree 895 - *Eucalyptus sideroxylon* – intent is to remove due to level differences and retaining wall requirements.

If high/medium retention trees exist alongside the edge of new blocks then CoC should reduce the land size and retain the 271 number.

There are retained trees where the ground around it is approx 1/2m different to the rest of the block, who ensures that new property owners retain the tree.

What determines whether trees are high, medium or low value?

So, at all costs, no existing trees on council land should be removed. As developer should be asked to adjust plan to work around.

What is the process for revegetation?

Please refer to our presentation in relation to the methodology for retaining trees onsite, as there are several considerations which need to be taken into account.

There are no statutory requirements currently which prevent landowners from removing trees.

Please refer to our presentation in relation to the methodology for retaining trees onsite, as there are several considerations which need to be taken into account.

Please refer to our presentation in relation to the methodology for retaining trees onsite, as there are several considerations which need to be taken into account.

The Developer is responsible for landscaping works as part of their subdivision conditions. Landscaping works have commenced in Stage 1 and will take approximately 26 weeks to complete landscaping of the new POS and buffer areas. Landscaping plans have been reviewed and approved by the City and include tree locations and species.

Animals

How many trees have been retained for the Black Cockatoos that are an endangered species that have been coming into our area now for many years?

A statistical summary is provided below:

Onsite Status (April 2024)	Total	Carnaby Black Cockatoo Food Source	Foraging Category	
			Primary	Secondary
Retained	308	84	21	63

Removed	219	68	38	30
Grand Total	527	152	59	93

There were 5 trees identified as suitable Black Cockatoo **Habitat** trees (all Eucalyptus Marginata – Jarrah). All five trees have been retained.

Were Quenda relocated with the first stage of development

Number of quenda found:
 Central stage: 1 quenda
 Northern stage: 3 quenda

Relocation details:
 Central stage: conservation vegetation in the northern stage
 Northern stage: bushland south of Berrigan Drive near Prinsep Park

Did DBCA relocate quendas already?

DBCA has issued a licence which permits relocation of quenda to an area identified (preferably within) the estate. The DBCA do not undertake the relocation (this is a responsibility of the consultant zoologist).

Number of quenda found:
 Central stage: 1 quenda
 Northern stage: 3 quenda

Relocation details:
 Central stage: conservation vegetation in the northern stage

	Northern stage: bushland south of Berrigan Drive near Prinsep Park
The developer took away 'all' of the black cockatoo's course water habitat. What is being done to make up for this?	The lake was a man-made artificial lake irrigated by groundwater and is therefore not protected.
Emerge stated that there were no quenda sightings on north side and four diggings on south so how will the relocation process take place.	As per the Fauna Relocation Management Plan and the DBCA license.
Construction	
What about dust suppression? The screening on the fence didn't work. We have had continuous dust and dirt over everything in our garden, cars etc.	Dust is being controlled via a Dust Management Plan issued by the City of Cockburn. A dust suppression fence has been installed to assist dust suppression.
Compost dumping at Jandakot entry to site parrallel to berrigan drive	This is a policing matter and should be reported, as it is trespassing and littering.
Where are the construction and traffic management plans detailing RAV network tri-axle trucks operating in a non-RAV area? MRWA HVS were concerned when advised.	All traffic and access must be in accordance with the City's approved Traffic Management Plan. Should residents have concerns relating to the contractor or sub-contractors, please contact the City's CoSafe team (24hrs) on 1300 267 233. Densford Civil has now arranged for a full-time gate person / traffic controller to be in place to keep a close eye on trucks entering the site during sand import.
How can we address the issue of trees being damaged by the developer who parks articulated 12T moxy dump trucks in the TPZ before assessment?	All traffic and access must be in accordance with the City's approved Traffic Management Plan. Should residents have concerns relating to the contractor or sub-contractors, please contact the City's CoSafe team (24hrs) on 1300 267 233. Densford Civil has now arranged for a full-time gate person / traffic controller to be in place to keep a close eye on trucks entering the site during sand import.

Residents posted videos of shaking glasses in cabinets during compacting work. Can developer use machinery that sends vibrations downwards and not outwards

Please contact Densford Civil, as this relates specifically to contracting works: Community Liaison Officer Maria Mendoza mmendoza@densfordcivil.com.au 0408 695 131

Other

When is a convenience store not a convenience store?

Pursuant to Town Planning Scheme No. 3, a convenience store means premises –
(a) used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents; and
(b) operated during hours which include, but may extend beyond, normal trading hours; and
(c) the floor area of which does not exceed 300 m2 net lettable area

Everything appears is to satisfy the developer rather than the community. How are they being held to account on the ground?

The City strongly recommends contact be made in one of the following methods, depending on the situation:

1. Police (24 hours) non-life threatening 131 444
2. City of Cockburn's CoSafe Team (24 hours) - In relation to a safety risk, classed as non-urgent 1300 267 233 – responds to calls within 15mins [CoSafe Security Service for residents - City of Cockburn](#)
3. City of Cockburn's Ranger Services – Illegal Parking, non-compliance with Local Laws; [9411 3444](tel:94113444) (City line, ask to speak directly to Rangers Services) – 8:30pm to 5pm communitysafety@cockburn.wa.gov.au
4. Property Damages – the developer's civil contractor (Densford Civil) Maria Mendoza – 0408 695 131 mmendoza@densfordcivil.com.au

What facilities are planned in the commercial area? Shops? Restaurant etc?

The City has yet to approve any development proposals on the Local Centre site.

What is the status of the proposed sports park at Prinsep Park and wouldn't this affect the surrounding tree density?	There are currently no plans for the development of Prinsep Park, as this is identified as a future stage in the development of the estate.
Berrigan Drive - what will be put in place to secure safe crossing for the increased number of school children that depend on the 515 bus rout.	The intersection at Berrigan Drive is currently concept only, but will be subject to detailed design including safe crossings if identified as necessary.
Is there going to be a school?	The developer is required to provide a financial contribution towards a school site (as required by the Department of Education). A physical school site within Glen Iris was not required by the Department.
Have the 2 presenters actually visited the new estate to have an understanding of what is actually happening?	Yes.
Please arrange another session?	Noted.
In short are you killing off the four pillars you mentioned and asking the residents to solve the problem for you?	The speakers were trying to demonstrate that we process proposals in accordance with State Government decisions, with the four pillars being identified at a high level.
Broad assumptions in all projects are available, however granularity on rule breaking and asking for forgiveness is not moving forward, just rule breaking.	Noted.
So R20 is a 350 sq metre block !!!	The minimum lot size for R20, as per the Residential Design Codes, is 350m2.
Planned open space areas are not functional and are more drainage areas, who will be responsible for the mosquitos and smell that come from these areas?	The subdivision approval required a Mosquito Management Plan be prepared and implemented to the City's requirements.