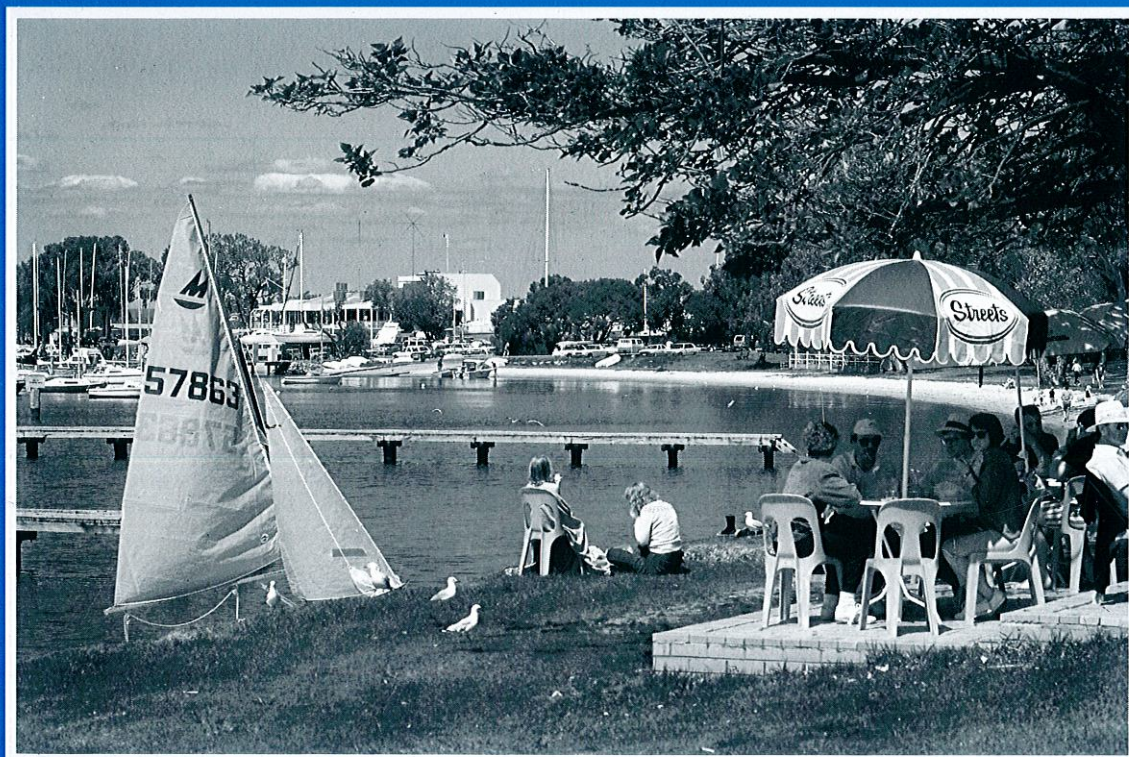


DUPLICATE

Matilda Bay Reserve

Analysis of Public Submissions



MANAGEMENT PLAN No 25



Department of Conservation
and Land Management



National Parks and Nature
Conservation Authority

MATILDA BAY RESERVE

ANALYSIS OF PUBLIC SUBMISSIONS

TO THE DRAFT MANAGEMENT PLAN

Department of Conservation and Land Management
for the
National Parks and Nature Conservation Authority
Perth, Western Australia, 1992

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INTRODUCTION

This document is an analysis of public submissions to the draft management plan for Matilda Bay Reserve (1991).

During the preparation of the draft plan, CALM, on behalf of the National Parks and Nature Conservation Authority, sought the participation of the general public and interested parties by conducting visitor surveys, distributing flyers, and advertising in local papers. Several meetings with lease holders and relevant management authorities, including the Swan River Trust, City of Subiaco and City of Perth, were conducted. A total of 18 pre-draft submissions were received from a wide range of interest groups during the preparation of the draft plan. All comments were considered and incorporated into the draft management plan where appropriate.

The Matilda Bay Reserve draft management plan was released for public comment on 2 November 1991, by the Minister for the Environment, the Hon. Bob Pearce MLA, at a public meeting held on the Reserve. The plan was circulated for public comment to all individuals and organisations who expressed interest during the preparation of the draft. It was also distributed to State Government departments, recreation and conservation groups, lease holders and local authorities. The document was available in the libraries and offices of the Cities of Perth, Subiaco and Nedlands. The availability of the plan was promoted in local and Statewide newspapers.

In accordance with the CALM Act (1984), the draft management plan was available for public comment for a period of two months until 10 January 1992. This was extended until 8 February 1992 to accommodate requests for an extension of the submission period. Late submissions were also accepted. A total of 68 public submissions were received.

All comments have been analysed in this document. Changes have been made to the draft management plan according to set criteria described below.

Method of Analysis

Public submissions to the Matilda Bay Reserve draft management plan were reviewed as follows:

- All comments were collated according to the section of the draft plan they addressed.
- Each comment was assessed using the following criteria:
 1. Changes *were* made to the draft plan if a submission:
 - (a) provided additional resource information of direct relevance to management;
 - (b) provided additional information on affected user groups of direct relevance to management;
 - (c) indicated a change in (or clarified) Government legislation, management commitment or management policy;
 - (d) proposed strategies that would better achieve management goals and objectives; or
 - (e) indicated omissions, inaccuracies or a lack of clarity.
 2. Changes were *not* made to the draft plan if the submission:
 - (a) clearly supported the draft proposals;
 - (b) offered a neutral statement, or no change was sought;
 - (c) addressed issues beyond the scope of the plan;
 - (d) made points which were already in the plan, or had been considered during plan preparation;
 - (e) indicated strongly opposing views with the existing strategies providing a preferred management option; or
 - (f) contributed options which were not feasible (generally due to conflict with existing legislation, Government or departmental policy).

- The reasons that recommendations of the draft plan were, or were not, changed and the relevant criteria used were discussed with each comment.

Comments made in submissions have been assessed entirely on the cogency of points raised. No subjective weighting has been given to any submission for reasons of its origin or any other factor which would give cause to elevate the importance of any submission above another.

Number and Origin of Submissions

All submissions received were 'substantial' submissions, i.e. no petitions or proformas were received. The number and place of origin of submissions are listed below.

	Number	Percent
CALM	5	7
Community - individuals	41	60
Community - clubs, organisations	10	15
Government Agencies	<u>12</u>	<u>18</u>
	68	100

Only one submission to the Matilda Bay Reserve draft management plan was marked 'confidential'. A list of all other submitters to the draft plan is given in Appendix 1.

Analysis Table

The Analysis Table contains six columns:

1. Comment Number: the number of different comments made about each section of the draft plan, or particular issues in the draft plan, which is used for reference purposes only;
2. No. of Subs: the number of submissions pertaining to each comment;
3. Summary of Comment: a summary of each comment made on the draft plan;
4. Discussion/Action Taken: a discussion on why the comment did not result in an amendment to the final plan or an indication of what action was taken in the final plan;
5. Plan Amended: an indication whether or not the comment resulted in an amendment to the draft plan and a reference to the relevant page number of the final plan if a change was made; and
6. Criteria: the criteria by which each comment was assessed.

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
		General Comments <i>10 submissions.</i>			
1	1	It is most encouraging to see the increased emphasis being placed on recreational access to the Matilda Bay Reserve.	General comment only.	No	2(b)
2	1	After reading the proposed management plan for Matilda Bay Reserve we have nothing but praise to offer to its researchers and editors.	General comment only.	No	2(b)
3	1	The plan has been well prepared, is clear and easy to read with logical recommendations.	General comment only.	No	2(b)
4	1	The authors are to be congratulated on their professional effort.	General comment only.	No	2(b)
5	1	It is an extensive plan and should give direction on the development of the area for the foreseeable future.	General comment only.	No	2(b)
6	1	I commend CALM on its initiative in preparing a management plan for such an important metropolitan riverside reserve.	General comment only.	No	2(b)
7	1	The document provides a selectively one-sided conservationist view of the uses and values of Matilda Bay and Pelican Point over time.	General comment only.	No	2(b)
8	1	The report exhibits considerable bias.	General comment only.	No	2(b)
9	1	This is a 'people's place' not a 'planners place', improvements must be aesthetic and practical.	General comment only.	No	2(b)
10	1	I consider the whole project to be a complete waste of energy and money.	General comment only.	No	2(b)
		1.0 OVERVIEW <i>3 submissions.</i>			
1	1	We appreciate the stress placed on the important link between the two reserves, Crawley campus and Matilda Bay Reserve, and support the concept that together they form an harmonious landscape and visual resource.	Support for plan.	No	2(a)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
2	1	Much of the remainder of the report totally ignores the stated key value, i.e. its accessibility to both locals and tourists, by proposing reduced accessibility to the Reserve.	Refer to 8. Master Development Plan.	Yes	1(b)
3	1	The statement that the Reserve provides a link between UWA and the Swan River could have been equally reasonable had it stated that Hackett Drive provides a direct link between Pelican Point users (particularly the yacht clubs) and the major road network.	Text amended.	Yes	1(b)
4	1	In addition, the Reserve provides for parking for University students and visitors.	Text amended accordingly.	Yes	1(e)
5	1	There is only one path used by both cyclists and pedestrians.	Text amended accordingly.	Yes	1(e)
		2.0 INDEX TO RECOMMENDATIONS <i>No submissions.</i>			
		3.0 PURPOSE AND TENURE <i>11 submissions.</i>			
1	7	Support formalising the name 'Matilda Bay Reserve'.	Support for plan.	No	2(a)
2	5	Support Recommendation 3.	Support for plan.	No	2(a)
3	3	Support Recommendation 2.	Support for plan.	No	2(a)
4	2	The site and facilities should more appropriately be vested in a board of management or local government, e.g. City of Subiaco.	The Reserve forms part of CALM's Perth Outdoors program.	No	2(f)
5	1	Support Recommendation 3 although the proposed carparks and roads contradict the second part of this recommendation.	Recommendation 3 amended.	Yes	1(e)
6	1	Recommendation 2 needs amplification, i.e. 'Protect the visual qualities and natural landscape of the Reserve by ensuring unobtrusive architecture/facilities and retention /propagation of indigenous flora.'	Covered in Sections 15 and 16.	Yes	1(e)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
7	1	Several recommendations in the plan conflict with Recommendation 2, particularly proposal to relocate Australia II Drive to accommodate spur roads and carparks.	Any changes on the Reserve will aim at protecting visual qualities and landscape.	No	2(d)
8	1	Greater emphasis could be placed on the Reserve and its beach area as a part of the 'neighbourhood' family area, and not just for the locals.	Text amended accordingly.	Yes	1(e)
9	1	Vesting as a conservation park is inappropriate and the large sums of money to be spent are not a priority as compared with required expenditures on truly conservation lands.	Text amended accordingly.	Yes	1(e)
10	1	Interpretation of the Marine Reserve could be from conservation reserve 40891 already vested in NPNCA, or a leased area within the re-vested reserve 17375.	The plan addresses recreation reserve 17375 only. The Marine Park will be subject to a separate management plan.	No	2(f)
11	1	It may be appropriate for ongoing review of current uses and tenures with a view that the anomalies such as the yacht club and restaurant leases on NPNCA managed reserve be rationalised in the future.	Current leases are widely accepted by the public and no new leases will be approved.	No	2(d)
12	1	The adoption of an aboriginal place name, such as Goodamioorup, is favoured by some members of the University.	The area is historically known as Matilda Bay.	No	2(e)
13	1	The name of the Reserve should be retained as Crawley Bay Reserve.	The area is historically known as Matilda Bay.	No	2(e)
14	1	The Reserve should be included in Heritage listing.	Beyond the scope of the management plan.	No	2(c)
15	1	There should be no further development on the Reserve and existing leased areas be kept to present levels with no further expansions.	Developments on leases and lease expansions will be kept to a minimum.	No	2(d)
<p>4.0 SURROUNDING WATERS AND ADJACENT LAND <i>12 submissions.</i></p>					
1	3	Support all recommendations.	Support for plan.	No	2(a)
2	2	Support Recommendation 1.	Support for plan.	No	2(a)

<i>COMMENT NUMBER</i>	<i>NO. OF SUBS</i>	<i>SUMMARY OF COMMENT</i>	<i>DISCUSSION / ACTION TAKEN</i>	<i>PLAN AMENDED</i>	<i>CRITERIA</i>
3	2	Support Recommendation 3.	Support for plan.	No	2(a)
4	1	Support Recommendation 2.	Support for plan.	No	2(a)
5	1	The UWA campus is not classified as a reserve under the CALM Act 1984; perhaps it should be.	Beyond the scope of the management plan.	No	2(c, f)
6	1	The relationship between CALM and the Swan River Trust in determining development which impacts on the foreshore needs to be clarified.	This is addressed in the Memorandum of Understanding between the two authorities.	No	2(d)
7	1	Riverside buildings should also be sympathetic to the marine setting.	Text and Recommendation 2 amended.	Yes	1(e)
8	1	CALM should give equal understanding and respect to the rights of the RPYC, and the required compatibility should not only allude to compatibility between the foreshore and the University.	Text and Recommendation 2 amended.	Yes	1(e)
9	1	It would seem appropriate for liaison between PCC and CALM to continue with regard to planning and development matters.	Liaison with relevant authorities will continue to occur in the normal course of operations.	No	2(d)
10	1	I consider the harmony should be retained between the surrounding neighbourhoods' residents, and the University should also adjust its 'wants' to fit in with a community - not vice versa.	No change sought.	No	2(b)
11	1	If no further building development is permitted on the Reserve, I believe CALM has sufficient and qualified staff to make decisions of a general nature - independently of the University - as to the Reserve.	Daily management of the Reserve is undertaken by CALM.	No	2(d)
12	1	Recommendation 1 needs definition - it sounds good but what is meant?	Recommendation amended.	Yes	1(e)
13	1	Recommendation 2 needs definition - what visual attributes of UWA should be complemented? Some parts have deciduous and exotic trees and should not be complemented.	Recommendation amended.	Yes	1(e)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
14	1	Recommendation 2 should be substituted with: "Ensure that modifications to existing development complements the architecture, scale and texture of existing development, and contains design attributes which reinforce and contribute to the visual qualities of the Matilda Bay Reserve as a beach side recreation area."	Recommendation amended.	Yes	1(e)
		5.0 POLICIES AND GOALS <i>3 submissions.</i>			
1	1	Support the management goals for Matilda Bay Reserve, but once set they must be adhered to.	Support for plan.	No	2(a)
2	1	Support the goal of minimising conflict between users. It is suspected, however, that the intent of the sentence is a thinly veiled threat against through traffic (Hackett Dr).	Support for plan.	No	2(a)
3	1	It would surely be a pity if such changes are mooted to change from the accepted use by people of the Reserve as to be an impact.	Support for plan.	No	2(a)
		6.0 PRINCIPAL RECREATION DIRECTIONS <i>4 submissions.</i>			
1	2	Support the policy of encouraging non-disruptive recreational use of the Reserve.	Support for plan.	No	2(a)
2	1	General agreement with recreation objectives.	Support for plan.	No	2(a)
3	1	RPYC had considerable difficulty comprehending the concept of an 'equitable experience' and the terms 'non-disruptive' and 'conservation imperatives', and strongly suspect that they are not intended to be in their best interest.	Text amended.	Yes	1(e)
4	1	Need to define what may not be consistent with conservation imperatives, e.g. jet skis.	Activities which result in conflict between uses will be discouraged.	No	2(d)
5	1	Need to define how recreation can be integrated with interpretation and education.	Covered in 21.0 Information , Interpretation and Education.	No	2(d)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
		<p>7.0 VISITOR USE <i>7 submissions.</i> Support the recommendations.</p>			
1	4		Support for plan.	No	2(a)
2	1	The stated estimate of 400 000 visitors a year totally and conveniently ignores the fact that more than 4 million persons currently enjoy driving along the edge of the Reserve on a similar annual basis.	Text amended.	Yes	1(a)
3	1	Add to Recommendation 1: '... but not to the detriment of the present natural environment or deviation from neighbourhood facility or residential family enjoyment and living.'	Recommendation amended.	Yes	1(e)
4	1	I do not believe that any organised group should be given exclusive use of the Reserve (excepting those of the present leased areas) as to exclude the public.	Recommendation amended.	Yes	1(e)
5	1	If use by an organised group for exclusive use is to occur on a permanent and regular basis, i.e. once a month for 6 months or more it should be referred to the Swan River Trust.	This is acknowledged.	No	2(d)
		<p>8.0 MASTER DEVELOPMENT PLAN and 9.0 ACCESS The majority of submissions received were in regard to possible changes to Hackett Drive, Australia II Drive and parking areas associated with these roads. Although the draft plan discusses parking issues under 9.0 Access, it is considered more appropriate to amalgamate comments on this section with those on the master development plan. Comments have been grouped according to subject, and groups are listed in descending order of the number of comments received.</p>			

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
1	45	Hackett Drive <i>49 submissions.</i> Hackett Drive should not be closed to through traffic.	Text amended. CALM recognises that it does not have jurisdiction over Hackett Drive. This option was canvassed during preparation of the draft plan, however, it will not be pursued owing to public opinion against it.	Yes	1(b)
2	14	Opposed to restricting traffic flow on Hackett Drive.	Text and Recommendation 8 amended. Opinion on the installation of slowing devices on Hackett Drive was evenly divided. CALM will negotiate with relevant authorities on this subject.	Yes	1(b)
3	8	Support Hackett Drive becoming a scenic drive (with appropriate slowing devices).	See Comment 2, this sub-section.	Yes	1(b)
4	3	Support a speed limit of 40kph on Hackett Drive.	See Comment 2, this sub-section.	Yes	1(b)
5	3	Support the provision of a pedestrian crossing on Hackett Drive.	See Comment 2, this sub-section.	Yes	1(b)
6	2	Support the closure of Hackett Drive to through traffic.	See Comment 1, this sub-section.	Yes	1(b)
7	2	Support Recommendation 8.	Recommendation has been amended.	Yes	1(b)
8	1	A full traffic study should be conducted so that informed assessment of the proposals (re. Hackett Drive) can be made.	See Comment 1, this sub-section.	Yes	1(b)
9	1	Further liaison with Transport and Infrastructure Branch (DPUD) is requested should the closure of Hackett Drive proceed.	See Comment 1, this sub-section.	Yes	1(b)
10	1	Perhaps the University and CALM should suggest a through route which combines Hackett Drive and the ring road, accesses University and other users, and adjusts land ownership where necessary.	See Comments 1 and 2, this sub-section.	No	2(c)

<i>COMMENT NUMBER</i>	<i>NO. OF SUBS</i>	<i>SUMMARY OF COMMENT</i>	<i>DISCUSSION / ACTION TAKEN</i>	<i>PLAN AMENDED</i>	<i>CRITERIA</i>
11	1	Discussions with MRD and City of Subiaco indicated support for a second roundabout further north as a useful vehicle slowing mechanism.	Covered by amended Recommendation 8.	Yes	1(a)
12	1	The assertion that there is a desire and expectation for attention to be given to Hackett Drive traffic and transport alternatives is completely unsupported by the document.	Text amended.	Yes	1(e)
13	1	Map 3 seems to be at total variance to the text, in that it shows Hackett Drive remaining intact, bringing into question the veracity of the document as a whole.	See Comment 1, this sub-section.	No	2(d)
14	1	Slowing devices should be outlawed as visual pollution - most motorists view them as hazards.	See Comment 2, this sub-section.	No	2(d)
15	1	I have long been aware of the wants of the University to usurp the area of Hackett Drive, and I am surprised that CALM seems to be supporting this.	No change sought.	No	2(b)
16	1	That CALM plans to make appropriate submissions and recommendations to the responsible authorities, particularly local government, separate and apart from the 21 listed recommendations seems strange.	No change sought.	No	2(b)
17	1	I wish to protest against the unseemly manner in which the Hackett Drive proposal has been directed to the public.	See Comment 1, this sub-section.	No	2(d)
18	1	Instead of three zebra crossings, we propose construction of three underpasses.	See Comment 2, this sub-section.	No	2(d)
19	1	It is important that Hackett Drive remains wide enough to cater for coaches.	See Comments 1 and 2, this sub-section.	No	2(d)
20	1	Proposed plantings along Hackett Drive will obstruct views.	Text amended.	Yes	1(e)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
1	7	Australia II Drive <i>19 submissions.</i> Support a roundabout junction at Australia II Drive: - present location.	This proposal will be fully investigated with the Main Roads Department and the City of Subiaco.	Yes	1(e)
2	3 7	- proposed location. Object to the realignment of Australia II Drive.	Due to serious safety and congestion problems, and after further consultation with all stake holders, the realignment could occur with minimum impact to the environment.	No	2(e)
3	4	Support the realignment of Australia II Drive.	See Comment 2, this sub-section.	No	2(e)
4	2	The relocated Australia II Drive is extremely close to the boundary of the conservation reserve. I stress the importance of a buffer zone for the conservation reserve.	Proposed realignment contains a suitable buffer from the conservation reserve.	No	2(d)
5	1	The construction of a roundabout in this location would constitute a serious traffic hazard, having regard to the number of boat trailers which negotiate this intersection every day.	Due consideration will be given to the fact that large vehicles, including boat trailers, will need to negotiate roundabout. See also Comment 1, this sub-section.	No	2(d)
6	1	The realignment of Australia II Drive should be of secondary importance if funds are limited.	See Comment 2, this sub-section.	No	2(d)
7	1	Realigning Australia II Drive and constructing a roundabout should only be done if it does not require removal of any of the established trees.	Any construction will minimise the removal of established trees.	No	2(d)
8	1	The proposed alignment of Australia II Drive removes or endangers the only Christmas Tree listed on the Reserve, and also a group of Salt Sheoak and Salt Paperbark. I would have thought preservation of the area's flora and fauna as an adjunct to the conservation reserve was desirable.	Tree preservation will be a prime concern if the proposed alignment proceeds. Rehabilitation will also occur.	No	2(d)
9	1	It appears that the proposed alignment for Australia II Drive goes through the Mounts Bay Sailing Club lease area, therefore reducing the lease area.	Slight inaccuracy in Map 3 has been corrected.	Yes	1(e)
10	1	Comparison between Maps 2 and 3 indicates that the Conservation area may be reduced marginally in size but no mention is made of this in the document. Could CALM please comment on this aspect.	Slight inaccuracy in Map 3 has been corrected.	Yes	1(e)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
11	1	With the realignment of Australia II Drive and the establishment of spur roads, it is important that these roads remain wide enough to cater for coaches, and that provisions are made for sufficient parking space for coaches.	Provision for coaches will be taken into consideration.	No	2(d)
12	1	Pelican Point offers CALM special opportunities to retain and develop local ecology, and all efforts should be made to retain the non-leased land ... and not be developed as carparks for the yacht clubs and University.	See Comment 2, this sub-section.	No	2(e)
		Parking: Hackett Drive and Australia II Drive <i>28 submissions.</i>			
1	5	Support charging of fees for parking.	Support for plan.	No	2(a)
2	5	UWA should be made to accommodate (multi-storey) parking within their grounds for all students, academics, lecturers and staff.	CALM is currently negotiating the parking problem with UWA and other stake holders.	No	2(d)
3	4	Opposed to the banning of parking on the grassed area.	Recommendation 6 amended.	Yes	1(d)
4	4	Support the establishment of a carparking committee.	Support for plan.	No	2(a)
5	4	University parking should be banned/discouraged on Hackett Drive.	See Comment 2, this sub-section.	No	2(a)
6	3	Opposed to charging of fees for parking.	Existing recommendation is the preferred management option.	No	2(e)
7	3	Parallel street parking on east side of Hackett Drive should not be removed.	See Comment 2, this sub-section.	No	2(d)
8	2	The proposal to make access to the Sea Scouts facility through Mounts Bay Sailing Club will create the most serious safety problems... and would be tantamount to disaster.	Text amended and concept plan (Map 3) modified.	Yes	1(b)
9	2	Mounts Bay Sailing Club and the State Sailing Centre feel the need to discuss with CALM where an area to be used for the hard standing of yachts could be positioned.	CALM will negotiate with Mounts Bay Sailing Club and the State Sailing Centre regarding this suggestion.	No	2(b)
10	1	If parallel parking on Hackett Drive is removed then an alternative must be available.	This is acknowledged.	No	2(d)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
11	1	Carparking on the east side of Hackett Drive should be in nodes only so that views across the river are not continually interrupted by parked cars.	This concept will be discussed with City of Subiaco.	No	2(b)
12	1	The City of Subiaco carpark built on the narrowest portion of the Reserve should be removed, as well as the parallel parking.	This concept will be discussed with City of Subiaco.	No	2(b)
13	1	There is likely to be less parking spaces in total if parallel parking and the southern area of perpendicular parking in Hackett Drive is prohibited.	No change sought.	No	2(b)
14	1	One or more lanes of Hackett Drive could be used as parking space which would alleviate the need of consuming the southern end of the Reserve with carparks.	See Comment 2, this sub-section.	No	2(c)
15	1	More carparks along the length of Hackett Drive are needed to cope with extra cars on holiday weekends.	See Comment 2, this sub-section.	No	2(d)
16	1	If parking on road verge means where there are meters established, I cannot understand it - people need parking along Hackett Drive for proximity to the lawns and beach.	Recommendation 6 amended. Implementation of concept plan will alleviate the problem.	Yes	1(e)
17	1	The statement that there is no restriction on parking on the Reserve is incorrect. The Reserve is fenced except for grassed area which is usually locked for most of the week.	Text amended.	Yes	1(e)
18	1	UWA should encourage students to use the University parking area opposite Australia II Drive.	See Comment 2, this sub-section.	No	2(d)
19	1	Perhaps some of the UWA houses could be demolished and underground facilities for parking developed.	Beyond the scope of the management plan.	No	2(c)
20	1	An integrated arrangement should be made with UWA for policing the parking.	CALM is currently negotiating the parking problem with UWA and other stake holders.	No	2(d)
21	1	Support encouraging public use of carparking facilities at UWA over weekends and public holidays.	Support for plan.	No	2(a)
22	1	Limiting the carparks available would provide an upper limit for visitors and, in so doing, protect the Reserve from over use.	This is acknowledged.	No	2(b)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
23	1	The RPYC does not object <i>per se</i> to the overall suggested reorganisation of the parking areas within the Reserve, providing the existing amount of overflow parking for the use of Club members and other yachtsmen is not diminished at all, and providing access to this area is not in any way diminished.	CALM is currently negotiating the parking problem with UWA and other stake holders.	No	2(d)
24	1	We believe CALM has taken the opportunity to possess the ramp parking area by opportunity rather than by thought.	No change sought.	No	2(b)
25	1	Owners of registered moorings, as authorised by Marine & Harbours, should be given a parking permit for area 3 (boat ramp). A plastic card which could be placed in the car window would be ideal. Area 3 could be reserved for boat trailers and card holders.		No	2(f)
26	1	The establishment of a carparking committee seems superfluous when liaison can be kept in the ordinary course of operations between relevant bodies.	The committee will formalise liaison between relevant bodies.	No	2(e)
27	1	A detailed submission on the redesign of the boat ramp and associated parking is summarised below: <ul style="list-style-type: none"> • de-rigging and re-rigging area should be on the road reserve just near the entrance to the area. • the access road should be increased to a double lane and be suitably marked. • traffic should be diverted by a roundabout to approach in a clockwise direction to aid reversing onto the ramp. • as part of the overall reconstruction of the two-boat ramp, an extra ramp could be added and all three ramps made steeper and deeper. • fresh water washing in the derigging area should be considered as part of the overall plan. • our plan calls for three basic parking bays, south of the turn around area together with single carparking, and the whole area to be resurfaced with hot mix rather than bitumen and loose blue metal. • appropriate and legible signs would facilitate proper usage of the facility. 	A detailed development plan will be required for the boat ramp area and these suggestions will be taken into account at that point.	No	2(a)
28	1	Is the fee collection aimed at all users or week day users? How would you deal with some yacht users who may park over a period of days?	Text amended. The present intention is to charge for parking on week days only.	Yes	1(e)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
29	1	The 'Reg Withers' option of a cut-and-cover tunnel for part of Hackett Drive would create more parking, more space and much safer access to the Reserve.	Beyond the scope of the management plan.	No	2(c)
30	1	Suggest the provision of a dinghy rack to tidy up the ramp area. Spaces could be rented to the owners of registered moorings and other dinghys removed.		No	2(f)
31	1	Mounts Bay Sailing Club would require an entry off Spur D into parking area No 7.	Text amended and concept plan (Map 3) modified.	Yes	1(b)
32	1	It may be appropriate for the adjacent club to have control of any fee collection mechanism that may be installed.		No	2(f)
33	1	Greater access could be accomplished by restricting parking by limiting the time available on parking meters, e.g. 1 hour.	This is acknowledged.	No	2(d)
34	1	CALM's Corporate Relations section should be moved somewhere else and the Cygnet Hall lease/rental time be run out and not renewed.	Beyond the scope of the management plan.	No	2(c, f)
35	1	CALM should relocate to the grounds of Clontarf Home on Manning Rd, or take up some further area of the 16 Ogilvie Rd office instead of Cygnet Hall.	Beyond the scope of the management plan.	No	2(c, f)
36	1	Map 3 should show the University carpark on Mounts Bay Rd and included in the overall planning proposal.	Map 3 amended.	Yes	1(e)
37	1	If anything should be closed it would best be CALM HQ. There is no need for that sort of administration block occupying a fair slice of parkland ground at all.	Beyond the scope of the management plan.	No	2(c, f)
38	1	Costly changes to the café access road which affect its viability could destroy the business.	The viability of the kiosk will not be affected.	No	2(b)
39	1	More details are needed about access point to Cygnet Hall. The Club is concerned that new access does not jeopardize its plan to erect a new boat shed.	Relevant stake holders will be consulted when plan is implemented.	No	2(d)
40	1	Support new access to Cygnet Hall only if existing trees are maintained.	No existing trees will be removed.	No	2(d)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
41	1	Recommendation 7 should clarify that fee collection only applies to the designated carparks (Map 3) if deemed necessary.	Recommendation amended.	Yes	1(e)
42	1	Current clearway parking restrictions should be removed if Hackett Drive becomes a scenic drive.	Ongoing parking matters will be considered by the parking committee.	No	2(d)
43	1	There has been a serious environmental impact on the nature reserve adjacent to RPYC by allowing parking on the Reserve. This problem must be addressed rather than moving the problem from one area to another.	Ongoing parking matters will be considered by the parking committee.	No	2(d)
44	1	The shrubs near the entrance to the University carpark should be removed to allow for a clear view when turning left from Hackett Drive.	Ongoing parking matters will be considered by the parking committee.	No	2(d)
45	1	UWA should be approached to ban parking along the eastern side of the carpark near Cygnet Hall.	Ongoing parking matters will be considered by the parking committee.	No	2(d)
46	1	The area for parking around Cygnet Hall should be increased and bitumenised to allow the single entrance to service existing needs. The proposed additional parking is a small area to the north of the building with additional bays directly in front of the building, to be shared by Hale School and Cygnet Hall staff. Restricted access to this parking area is recommended so that vehicles cannot drive onto the foreshore.	Ongoing parking matters will be considered by the parking committee.	No	2(d)
		Redevelopment of Toilets <i>15 submissions.</i>			
1	11	Support the recommendations for upgrading the toilets.	Support for plan.	No	2(a)
2	3	Revise Recommendation 3 as relocation of toilets to northern section is not very desirable - south of the picnic nodes would be better.	Map 3 is concept plan only. Final site for location of toilets is to be determined.	No	2(b, d)
3	2	Redevelopment of toilets at present location would be a boon - do not relocate to northern end.	Map 3 is concept plan only.	No	2(c)
4	1	Concentration of barbecue and toilet sites at the northern end is absurd. For practical user reasons they need to be spread along the Reserve.	Map 3 is concept plan only.	No	2(d)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
5	1	A toilet block should be retained (but upgraded) on the midway location as well as establishing toilet facilities at the northern end of the Reserve.	Two toilet blocks on the Reserve is considered adequate.	No	2(e)
6	1	If existing toilets are moved to northern end of Reserve, consideration should be given to the erection of a small toilet block at the south end for both boaters and the general public.	A toilet block already exists at the southern end of the Reserve.	No	2(d)
7	1	More toilets rather than relocation would be advisable.	Upgrading or relocation of toilets is a more efficient use of funds.	No	2(e)
8	1	Directional signs to the toilet facility need to be placed strategically for both the carparks and ferry users.	Covered in 21. Information, Interpretation and Education.	No	2(d)
9	1	If the intention is that people use the existing corner University carpark, then we would suggest that people will not want to carry hampers or walk (to toilets).	Concept plan was designed to minimise inconvenience to Reserve users.	No	2(d)
		Ferry Jetty <i>16 submissions.</i>			
1	12	Support the construction of a ferry jetty on the Reserve.	Support for plan.	No	2(a)
2	2	The increased wash associated with ferries would have a detrimental effect on the already fragile bank environment.	Erosion potential of ferries is not considered to be significant.	No	2(d)
3	2	The proposed location for the ferry jetty may not be the most appropriate one.	Map 3 is concept plan only. Final site for location of jetty is to be determined after full consultation with relevant groups.	No	2(b)
4	2	Concerned if ferry operated during scheduled race days given that most of the Club's fleet courses pass this area.	See Comment 3 above. Time schedules and routes of ferries will also be determined after full consultation with relevant groups.	No	2(d)
5	1	The recommendation for building a ferry jetty does not appear to consider possible detrimental effects on seagrass beds.	Environmental impacts of jetty construction will be minimised should the jetty proceed.	No	2(d)
6	1	Manicured gardens should be incorporated near to the jetty specifically for weddings.	This will be considered should the jetty proceed.	No	2(b)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
7	1	If the old brewery is retained, then the ferry could stop there also. A bush band at the brewery site on weekends would help.	Beyond the scope of the management plan.	No	2(c)
8	1	The proposal for a ferry jetty will allow ferries to cut directly across the area in which we teach novice sailors, windsurfers and canoeists. The increase in the risk of collision would be dramatic.	See Comment 4, this sub-section.	No	2(d)
9	1	Where will ferry patrons park? Where will the service operate to and from?	To be addressed by local authorities.	No	2(b)
10	1	Paragraph 3 (p. 22) does not provide adequate justification for the provision of a ferry jetty.	Text amended.	Yes	1(e)
11	1	The routes taken by trainee rowers and dinghy sailors need to be considered with Marine & Harbours before a site for the ferry jetty is finalised.	See Comment 4, this sub-section.	No	2(d)
12	1	If it is proposed that the picnic nodes be serviced solely by the ferry jetty, then the jetty could be built further south towards the existing toilet block.	Final site for location of jetty is to be determined after full consultation with relevant groups.	No	2(b)
13	1	There is no longer room for upgrading and jetties in what now remains of Matilda Bay Reserve.	Map 3 is concept plan only.	No	2(d)
		Development of Kiosk <i>9 submissions.</i>			
1	6	Support redevelopment of the kiosk.	Support for plan.	No	2(a)
2	3	Support Recommendation 12.	Support for plan.	No	2(a)
3	2	I don't believe the Reserve needs a grandiose kiosk.		No	2(d)
4	1	Do not support Recommendation 12 without further information.	Full consultation will take place with relevant bodies.	No	2(d)
5	1	Parking for at least three kiosk staff is needed.	Concept plan allows for two parking bays.	No	2(d)
6	1	A small summer kiosk could be established in the vicinity of the ferry jetty as a lease extension of the Matilda Bay Kiosk.	This possibility is considered under 12. Commercial Operations.	No	2(d)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
7	1	Two parking bays for kiosk staff should be provided on Hackett Drive.	Location of parking bays is yet to be determined.	No	2(d)
8	1	Should group the service areas in the north, middle and south as small kiosk style features.	Map 3 is concept plan only.	No	2(e)
9	1	Relocate part of the old Swan brewery to the kiosk site or nearby. The relocated facility would be ideal for functions, an improved kiosk and cyclists rest, or accommodation for CALM Corporate Relations Division.	Beyond the scope of the management plan.	No	2(c)
		Recreation Developments <i>25 submissions.</i>			
1	5	Support the plan to improve recreational facilities.	Support for plan.	No	2(a)
2	4	Support Recommendation 11.	Support for plan.	No	2(a)
3	4	Support Recommendation 15	Support for plan.	No	2(a)
4	4	Support Recommendation 17.	Support for plan.	No	2(a)
5	4	Support Recommendation 20.	Support for plan.	No	2(a)
6	3	Support Recommendation 14.	Support for plan.	No	2(a)
7	3	Support Recommendation 21.	Support for plan.	No	2(a)
8	3	Support Recommendation 16.	Support for plan.	No	2(a)
9	3	Support Recommendation 18.	Support for plan.	No	2(a)
10	2	Opposed to Recommendation 21.	Existing recommendation provides the preferred management option.	No	2(f)
11	2	Opposed to Recommendation 16.	Existing recommendation provides the preferred management option.	No	2(d)
12	2	There need to be several barbecue facilities along the foreshore.	This is provided for.	No	2(d)
13	2	We would like to see some play equipment installed for kids in one or both recreation areas.	This will be considered.	No	2(d)
14	2	The banning of jet-skis would seem imperative.	To be addressed by Department of Marine & Harbours.	No	2(d)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
15	1	CALM should mechanically vacuum the whole area twice weekly but daily over public holidays.	Not a practical use of valuable resources.	No	2(d)
16	1	The effects of imported sand on seagrass in the area is likely to be detrimental because the artificial beaches are likely to be unstable with resultant sediment movement. Any factor that contributes to their further deterioration is undesirable.	Text and Recommendation 11 amended.	Yes	1(a, e)
17	1	Jetties may lead to close-in big, cruising boats. This place is a kid's paradise.	This is acknowledged.	No	2(d)
18	1	A few small, levelled grass shelves would assist the use of folding picnic tables.		No	2(d)
19	1	The cycle path should not be widened.	CALM will conform with requirements of Bike West.	No	2(f)
20	1	Controllers should be appointed to monitor speeding cyclists and heavily fine them.	Beyond the scope of the management plan.	No	2(c)
21	1	Should experiment with marking to separate cyclists from pedestrians. It may be necessary to locate a cycle-only path in a more appropriate position.	Pedestrians have the right-of-way on path.	No	2(d)
22	1	Cyclists would stand a better chance on Hackett Drive with the marking of a separate lane for bikes.	Beyond the scope of the management plan.	No	2(c)
23	1	The off-ramp from Mounts Bay Rd could circle the western boundary of the carpark and the footpath be widened for dual use. Liaison with Bike West could provide the best option.	Text and Recommendation amended.	Yes	1(d)
24	1	It is not in the public's interest for any department, CALM or otherwise, to be trying to justify its existence by exaggerated or unnecessary projects to keep work going - which it seems might be the aim.	No change sought.	No	2(b)
25	1	Recommendation 18 needs definition. Is the Reserve's theme about architecture or activities?	Covered in 4. Surrounding Waters and Adjacent Land.	No	2(d)
26	1	What are the areas on Map 3 south of the relocated Australia II Drive which are defined by a solid line?	These are wetland areas. Map 3 has been amended.	Yes	1(e)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
27	1	The old brewery should be cleared and replaced by a picnic ground and perhaps a restaurant and a couple of jetties for the fishermen and occasional boat.	Beyond the scope of the management plan.	No	2(c)
28	1	It is important that any future planning or development of Matilda Bay be undertaken with consideration to the proposed Perth Foreshore redevelopment.	This is acknowledged.	No	2(b)
29	1	All structures on the water should be to the standard of the Director Engineering, Dept of Marine & Harbours.	This is acknowledged.	No	2(d)
30	1	More barbecues would spoil the area and possibly encourage a different type of visitor to the area - more barbecues more vandalism.	No change sought.	No	2(d)
31	1	The new picnic nodes shown behind the ferry jetty should be located further south where parking can be provided close to picnic facilities.	Map 3 is concept plan only. Location of picnic nodes to be determined in site plan.	No	2(d)
32	1	Could we please have signs erected outlawing the launching of jet skis.	CALM will liaise with Department of Marine & Harbours.	No	2(c)
33	1	Boat owners need a pole that dinghys can be locked to, with a sand or grassed area for sliding dinghys to the river.	This will be considered.	No	2(d)
34	1	Boat owners need a jetty that can be used for picking up and setting down of old or infirm people. One of the existing swimming jetties would be suitable if sand filling was dumped to give access to steps.	This will be accommodated if a ferry jetty is built.	No	2(d)
35	1	The Reserve should have its own personality, preferably an informal one, and treated differently to the University environment.	Covered in other sections of the plan.	No	2(d)
36	1	Red brick Federation-styled structures would blend well with all neighbouring environments.	No change sought.	No	2(b)
37	1	Development of the Reserve must be avoided.	Developments and lease expansions will be kept to a minimum.	No	2(a)
		10.0 SERVICES AND UTILITIES <i>19 submissions.</i>			
1	5	Support Recommendation 10.	Support for plan.	No	2(a)

<i>COMMENT NUMBER</i>	<i>NO. OF SUBS</i>	<i>SUMMARY OF COMMENT</i>	<i>DISCUSSION / ACTION TAKEN</i>	<i>PLAN AMENDED</i>	<i>CRITERIA</i>
2	5	Support the recommendations.	Support for plan.	No	2(a)
3	5	Support Recommendation 4.	Support for plan.	No	2(a)
4	4	Support Recommendation 7.	Support for plan.	No	2(a)
5	3	Support Recommendation 1.	Support for plan.	No	2(a)
6	2	Support Recommendation 5.	Support for plan.	No	2(a)
7	2	Support Recommendation 6.	Support for plan.	No	2(a)
8	2	Support Recommendation 9.	Support for plan.	No	2(a)
9	2	Public telephone facilities in case of emergencies should be considered.	Text amended.	Yes	1(e)
10	1	Support Recommendation 2.	Support for plan.	No	2(a)
11	1	Overflowing bins should be emptied at day break the morning after public holidays and summer weekends, as they are not emptied at the right times, especially around the kiosk and general picnic areas.	Comment has been noted for consideration.	No	2(b)
12	1	If bins are close and handy, prawners and party goers may deposit some of their by-catch into the bins, and in so doing, help keep the shoreline free of dead fish and gunge.	Text amended.	Yes	1(b)
13	1	It would be better if the contractor and staff are educated to tow the wheeled bins to the road for emptying.	Existing recommendation is the preferred management option.	No	2(e)
14	1	If large vehicle access is damaging, then surely emptying of fixed bins in necessary areas could be achieved using wheeled bins or similar to transport the rubbish.	Wheeled bins are already provided.	No	2(a)
15	1	The accent should be on fining for littering - more bins, more frequent emptying of bins and have them near the roadway is preferable.	Support for plan.	No	2(a)

<i>COMMENT NUMBER</i>	<i>NO. OF SUBS</i>	<i>SUMMARY OF COMMENT</i>	<i>DISCUSSION / ACTION TAKEN</i>	<i>PLAN AMENDED</i>	<i>CRITERIA</i>
16	1	The WAWA sewerage pumping station north of the boatshed has sufficient capacity to take outflow from the boatshed and any public convenience built nearby. Whether there is sufficient capacity to hook in more of the foreshore buildings currently on septic tanks is not known.	No change sought.	No	2(b)
17	1	The time is long overdue for establishment of a main sewerage connection outlet pipe to allow for off-loading of effluent from boats.	Beyond the scope of the management plan.	No	2(c)
18	1	As there is no discussion of drainage problems, these need to be defined first.	Addition to text.	Yes	1(e)
19	1	It is understood that buildings are already connected to mains sewerage.	Existing text is correct.	No	2(d)
20	1	The radio antenna is used by RPYC and serves a vital purpose, primarily in the matter of communication with members' boats at sea. Should CALM wish to replace this antenna with a suitable alternative mast, the Club would be pleased to give proper consideration to any such proposal.	Text amended.	Yes	1(e)
21	1	No information is given re. the purpose and history of the radio antenna. Its presence could be a historical focus.	Text amended.	Yes	1(e)
22	1	The drains through the Reserve should be removed.	Beyond the scope of the management plan.	No	2(c)
23	1	Connection to mains sewerage will involve possible excavation from the vicinity of the CALM office through to the sewerage pumping station west of the Qantas ramp. It could involve considerable excavation through the Reserve and carpark and damage to reticulation, unless an alternative route through to the University system is available.	Comment has been noted for consideration.	No	2(b)
24	1	It has been suggested that the main pipe under Stirling Highway would have to be enlarged or a bend be taken out to allow for upgrading of facilities on the Reserve. This should be taken into account when building toilet blocks.	Comment has been noted for consideration.	No	2(b)
25	1	There should be some mention of how the grassed areas will be managed, particularly intrusion into rush areas and fertilizing.	Text amended.	Yes	1(e)

<i>COMMENT NUMBER</i>	<i>NO. OF SUBS</i>	<i>SUMMARY OF COMMENT</i>	<i>DISCUSSION / ACTION TAKEN</i>	<i>PLAN AMENDED</i>	<i>CRITERIA</i>
		11.0 LEASES <i>15 submissions.</i>			
1	3	Support the recommendations.	Support for plan.	No	2(a)
2	2	Support Recommendation 1.	Support for plan.	No	2(a)
3	2	Some sites have major security requirements which need to be addressed for public access to be maintained.	This is acknowledged.	No	2(d)
4	2	The RPYC boat launching ramp was built to launch the Catalinas in World War II, with the hangars being on the boat servicing area.	Text amended accordingly.	Yes	1(e)
5	2	The plan could say something about lease fees. It is important to consider how much leases bring in and where the money goes.	Due to fluctuations in charges, it is not considered appropriate to publicise.	No	2(d)
6	2	Cygnat Hall was built in 1956 and not 1961 as stated.	Text amended accordingly.	Yes	1(e)
7	2	Opposed to Recommendation 6.	Existing recommendation is the preferred management option.	No	2(d)
8	1	Pelican Point Sea Scouts are shown on plans to have been on their present site in 1936.	Text amended accordingly.	Yes	1(e)
9	1	All foreshore buildings, including the University boatshed, were used by the Navy during the war.	Text amended accordingly.	Yes	1(e)
10	1	Changes in lease fees should be introduced at their next renewal.	This is acknowledged.	No	2(d)
11	1	Any future lease arrangements must be consistent with the Reserve purpose of recreation.	Support for plan.	No	2(a)
12	1	I do not believe there should be any change to lease areas.	Existing recommendation is the preferred management option.	No	2(f)
13	1	A small summer kiosk could be established in the vicinity of the ferry jetty as a lease extension of the Matilda Bay kiosk.	Covered in 12. Commercial Operations.	No	2(d)
14	1	The argument remains against the appropriateness of some of the facilities on a reserve under the control of the NPNCA.	No change sought.	No	2(b)

<i>COMMENT NUMBER</i>	<i>NO. OF SUBS</i>	<i>SUMMARY OF COMMENT</i>	<i>DISCUSSION / ACTION TAKEN</i>	<i>PLAN AMENDED</i>	<i>CRITERIA</i>
15	1	The University Boat Club occupies an unnumbered lease area and has a right to occupancy rather than an actual lease.	The University Boat Club has a formal lease which occupies Swan Location No 2888.	No	2(d)
16	1	The Perth Dinghy Sailing Club is on lease area 6592 and uses lease area 6591 for its rig-out area. Lease area 6591 was actually set aside by the National Parks Board in 1958 for extensions to the boat shed, though a rationalisation of leases may have occurred in 1984.	Lease arrangements will be clarified.	No	2(b)
17	1	Recommendation 5 is objectionable. Any suggestion that the Yacht Club buildings should reflect the theme of the University is patently absurd.	Text amended.	Yes	1(b)
18	1	Standardisation of lease conditions is sensible except allowances must be made for different age groups (e.g. Sea Scouts are for children) and finances vary.	This is acknowledged.	No	2(d)
19	1	I do not believe any building change should be allowed.	Existing recommendation is the preferred management option.	No	2(d)
20	1	The Club has plans to build a small boathouse for the storage of yachts within its lease area, located between the existing Club building and Cygnet Hall. It is considered necessary that small developments of the scale proposed will not be prohibited.	Recommendation amended.	Yes	1(e)
21	1	With respect to Recommendation 4, both structural changes and use of buildings would require consideration by the Swan River Trust.	Recommendation 4 amended.	Yes	1(c)
22	1	Public access to the foreshore and through the lease areas should be in accordance with the Swan River Management Strategy.	Yacht clubs have problems with security at night.	No	2(d)
23	1	Recommendation 8 should read: Extension of sea bed leases and private moorings should continue to be referred to CALM by the Swan River Trust and Dept of Marine & Harbours respectively.	Recommendation 8 amended.	Yes	1(c)
24	1	The precis of the establishment of the leases on Pelican Pt errs on several points, and an accurate account is given (in the submission).	Text amended.	Yes	1(e)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
		12.0 COMMERCIAL OPERATIONS <i>10 submissions.</i>			
1	6	Support the recommendations.	Support for plan.	No	2(a)
2	1	The pedal water traffic concession has been described as out-of-character on the northern part of the Reserve, and may benefit from transfer to the rebuilt jetty area.		No	2(d)
3	1	Recommendation 3 is too generalised and is not seen as being logical in the context of RPYC. It would appear to predetermine the outcome of this study.	Recommendation 3 amended.	Yes	1(e)
4	1	One's abhorrence of commercial activities on conservation land tends to be inversely proportional to the funds generated and proportional to the percentage of those funds ploughed into the Government's general purpose coffers.	No change sought.	No	2(b)
5	1	Granting of any further commercial lease should be curtailed.	Support for plan.	No	2(a)
6	1	Is not the approval of commercial proposals, as with other departments, required from the Swan River Trust as well as NPNCA?	Text amended.	Yes	1(e)
7	1	Paragraph 2 last line should read: Any new operations will require approval from the NPNCA and Swan River Trust. The Dept of Marine & Harbours will be responsible for issuing the license for any marine operations.	Text amended.	Yes	1(e)
		13.0 PRINCIPAL CONSERVATION DIRECTIONS <i>2 submissions.</i>			
1	1	UWA support is offered in CALM's attempts to minimise conflict between recreational use and conservation values, and to rehabilitate degraded areas.	Support for plan.	No	2(a)
2	1	Support the recommendations.	Support for plan.	No	2(a)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
		14.0 CULTURAL RESOURCES			
		14.1 Aboriginal History			
		<i>6 submissions.</i>			
1	2	Support the recommendations.	Support for plan.	No	2(a)
2	1	Support the objective.	Support for plan.	No	2(a)
3	1	It is pleasing to see the recognition given to the Reserve's Aboriginal heritage values.	Support for plan.	No	2(a)
4	1	We share CALM's respect for Aboriginal heritage values in the foreshore and Crawley area.	Support for plan.	No	2(a)
5	1	The Museum of Anthropology (UWA) or the Department of Anthropology may already have material pertaining to Aboriginal history of the area.	May need to amend text if required.	No	2(b)
6	1	Recommend that CALM consults with the Karlkarniny Regional Council who also represent people who claim an interest in the area but who may not be members of the Ballaruk group.	Recommendation 4 amended.	Yes	1(b)
7	1	I am doubtful about the merits of Recommendations 2 and 4.	The area has significance to Aboriginal people.	No	2(f)
		14.2 European History			
		<i>5 submissions.</i>			
1	4	Support the recommendation.	Support for plan.	No	2(a)
2	2	Paragraph 4 should refer to RPYC as well as Mounts Bay Yacht Club as the centre of the Flying Boat Base was at the Royal Perth Yacht Club site.	Text amended accordingly.	Yes	1(e)
3	1	There is very little mention of the artificial construction of the Bay, the major reclamation of the Point, and the extensive changes to, and use of, the whole shoreline during the 1939-45 war.	Text amended.	Yes	1(e)
4	1	Numerous existing features, such as the ablution blocks, owe their location to the military pipelines, sewerage systems and power systems.	Text amended.	Yes	1(e)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
5	1	The foreshore dredging near the Point and on the approaches to the Qantas ramp must also have created significant change.	Text amended.	Yes	1(e)
6	1	The world's longest rescue mission to Corregidor and return was mounted from Matilda Bay.	Text amended.	Yes	1(e)
7	1	Both the Dutch and Qantas made Catalina flights across the Indian Ocean in 1943, and it is believed some of these may have used Matilda Bay.	No change sought.	No	2(b)
15.0 VISUAL RESOURCES					
<i>8 submissions.</i>					
1	5	Support the recommendations.	Support for plan.	No	2(a)
2	2	Some recommendations in the plan are at odds with visual resource objectives, e.g. turning the southern end of the Reserve into a number of large carparks.	Carpark areas will be suitably landscaped.	No	2(d)
3	1	Landscaping of the foreshore should be contiguous with the UWA campus and Hackett Drive planting so that a unified whole is achieved.	Landscaping changes will involve liaison with UWA.	No	2(d)
4	1	The report exhibits clear bias towards the University in identifying the University buildings as contributing towards the high scenic quality from within the Reserve. RPYC considers such a biased opinion is not shared by the community at large and is certainly not the opinion of the vast majority of Club members.	Text amended.	Yes	1(e)
5	1	An extra positive element should be added, i.e. it is an enormous asset to a local community which children and families can reach by pedestrian rather than vehicular means.	Covered in Section 1. Overview.	No	2(d)
6	1	I am concerned greatly about bilge cleaning and general wash down of boats ... and large 'calms' of oil polluting the shore edges and intruding into the swimming area.	Refer to Department of Marine & Harbours.	No	2(c)
7	1	The amount of litter that is washed up onto the foreshore at the northern end of the Reserve is a sad indictment of the problem litterers on the water.	No change sought.	No	2(b)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
8	1	Disagree with some elements on the negative visual elements list, e.g. galvanised pipe fences, cement bollards, kiosk and radio antenna.		No	2(d)
		16.0 VEGETATION <i>14 submissions.</i>			
1	6	Support the recommendations.	Support for plan.	No	2(a)
2	4	Opposed to the removal/replacement of exotic trees.	Text and Recommendation 2 amended.	Yes	1(e)
3	1	Recommendation 6 should take into account traditional breeding sites of galahs and Twenty-eight parrots which are an attraction on the Reserve.	This is acknowledged.	No	2(d)
4	1	Support returning the vegetation, especially trees on the Reserve, to indigenous species with some special exceptions.	Support for plan.	No	2(a)
5	1	There appears to be no mention of the series of small swamps at the southern end of the Reserve. These swamps have been completely overgrown with cubungi which, if possible, should be stopped from spreading further and eventually eradicated.	Text amended.	Yes	1(e)
6	1	To minimise wind erosion, I trust the weed and exotic species are not removed until planted indigenous species provide sufficient cover.	No change sought.	No	2(b)
7	1	UWA's Curator of Grounds and landscape architect are more than happy to liaise with CALM's landscape architect regarding the choice of species, long-term planting plans etc.	No change sought.	No	2(b)
8	1	An entire submission is devoted to a tree management plan as described in Recommendation 1.	No change sought.	No	2(b)
9	1	Recommend tall shade trees for the carparks - not eucalypts (falling branches), bottle brush or paperbarks.	Choice of species will be determined in proposed tree management plan.	No	2(d)
10	1	To classify <i>Casuarina glauca</i> and Ti-tree as weeds is monstrous.	These species are not native to WA.	No	2(b)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
11	1	There is the dictate that it should all be dependent on the University when that body has many and varied exotic trees within its bounds.	Recommendation 2 amended.	Yes	1(e)
12	1	I was disappointed to note that not all the trees within RPYC and MBSC were surveyed; some have recently been removed.	No change sought.	No	2(b)
13	1	I hope that grasses are to be included in the weed species to be controlled, especially near the conservation area.	This is acknowledged.	No	2(d)
		17.0 EROSION <i>13 submissions.</i>			
1	3	Support the recommendations.	Support for plan.	No	2(a)
2	2	Access ways to the beach via steps or ramps with railings would assist in reducing the erosion problem.	Text amended.	Yes	1(e)
3	1	The effects of Recommendation 1 on seagrass in the area are likely to be detrimental because the artificial beaches are likely to be unstable with resultant sediment movement. Any factor that contributes to their further deterioration is undesirable.	Text amended.	Yes	1(a)
4	1	I believe the Minister has directed CALM to take some immediate action in areas of danger and severe erosion.	No change sought.	No	2(b)
5	1	The construction of walls is already necessary in some areas where there is considerable erosion on the foreshore and a marked difference in level between the grassed area and the high water mark of the river.	This is acknowledged.	No	2(d)
6	1	It would be unwise and unnecessary to increase the beach size as this would reduce the area of lawn which is primarily used by visitors for picnics etc.	Text amended.	Yes	1(e)
7	1	Low, well-maintained walls (limestone or wood) would be the most appropriate option.	This is acknowledged.	No	2(d)
8	1	Erosion is principally caused by boat wash and your encouragement to ferries may exacerbate the problem.	Erosion potential of ferries is not considered to be significant.	No	2(e)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
9	1	The strong easterlies and southerlies are responsible for the erosion of the beach, not so much the passing ferries.	No change sought.	No	2(b)
10	1	The planting of trees, rushes and other vegetation is a positive remedy.	Support for plan.	No	2(a)
11	1	It is appropriate to establish 'off-shore islands' to minimise the impact of wash and waves on the beach. This could be done with used vehicle tyres threaded over piles impacted in group patterns to form small islands.	Beyond the scope of the management plan.	No	2(f)
12	1	I prefer log or ungrouted rock walls to gabion baskets if landscaping methods fail to work. Safety should also be a consideration.	No change sought.	No	2(b)
13	1	Reinforce the beach - soil bank with marine sedge and top up the sand twice a year.	Support for plan.	No	2(a)
14	1	The suggestion to plant rushes etc would seem to have the potential to spoil the beach area.	This is acknowledged.	No	2(b)
15	1	If erosion is caused by boats, could this not be controlled by enforcing appropriate speed restrictions on crafts which might cause it?	Boats are already subject to speed restrictions on the river.	No	2(f)
16	1	Rock walls will introduce an unnatural environment and don't always remain stable over time.	This is acknowledged.	No	2(d)
17	1	It is suggested that natural erosion control techniques should be favoured.	Support for plan.	No	2(a)
		18.0 PESTS <i>7 submissions.</i>			
1	4	Support the recommendations.	Support for plan.	No	2(a)
2	1	CALM should be addressing the wider problem of Silver Gulls and reducing breeding success at colonies.	Culling programs have been tried and proven to be extremely difficult with little return. The latest research indicates the problem is largely human and could be better solved by education and garbage control.	No	2(b)
3	1	A stronger stance should be taken against the Silver Gull problem than just education, i.e. a deliberate culling program to reduce the risk of disease to the public.	See Comment 2 above.	No	2(b)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
4	1	Rabbits have been a nuisance in the Reserve area for a number of years. In 1979, the APB seeded the area with the European Rabbit Flea to act as a more efficient vector in transmitting Myxomatosis which was already endemic in the area. In recent years, numbers appear to have been reduced, however future populations will be governed by the cyclical nature of Myxomatosis epizootics.	Text amended.	Yes	1(a)
5	1	The Rainbow Lorikeet appears to be spreading rapidly and increasing in numbers throughout the metropolitan area. Their wide range of habitat and food preferences plus their likely competition with other hole nesters should motivate concern. The founder population is believed to be resident in the adjacent UWA grounds.	Text amended.	Yes	1(a)
6	1	The Onehunga Weed (<i>Soliva pterosperma</i>) of turf areas has been recorded in the Reserve. Annual treatment with a recommended herbicide will be required to preserve the quality of the amenities. The cost of treatment should be borne by the various leasees.	Text amended.	Yes	1(a)
7	1	To classify the silver gulls as pests in an area indigenous to them is monstrous.	Gulls are indigenous, however, they're considered as pests due to unnatural proliferation associated with the increased availability of food.	No	2(f)
8	1	Rather than people be discouraged from feeding the birds, I suggest that the whole area be turned over to the gulls and cormorants and people barred.		No	2(f)
9	1	I would prefer to see some methods outlined in Recommendation 2, e.g. periodic use of ferrets, 1080 baits but not pindone, fogging of bees.	Methods of control will be determined in consultation with the Agricultural Protection Board.	No	2(d)
		19.0 FIRE 5 submissions.			
1	3	Support the recommendations.	Support for plan.	No	2(a)
2	1	Support Recommendation 2.	Support for plan.	No	2(a)
3	1	Recommendation 1 is too vague. How is this to be achieved?	Recommendation 1 deleted.	Yes	1(e)
4	1	From time to time, there have been uncontrolled fires lit for barbecues during evening gatherings.	This is acknowledged.	No	2(b)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
		20.0 PETS <i>7 submissions.</i>			
1	3	Support the recommendations.	Support for plan.	No	2(a)
2	1	I urge that the internationally accepted rule of 'no dogs' be continued.	Text and Recommendation 1 amended.	Yes	1(d)
3	1	Dogs have always been tolerated around the launching ramps - it should still be so without mention.	Text and Recommendation 1 amended.	Yes	1(d)
4	1	The grassed picnic areas should be free of any contamination for adults and children.	This is acknowledged.	No	2(b)
5	1	Are you suggesting dogs must be kept on a leash on the whole Reserve (including Pelican Point) without nominating restricted or specific areas?	Text and Recommendation 1 amended.	Yes	1(d)
6	1	Dogs should be permitted on some areas of the Reserve, and to be able to go into the water.	Text and Recommendation 1 amended.	Yes	1(d)
7	1	The cyclone wire fence at Pelican Point needs extending (and repairing) well out into the river area to stop dogs in this area.	Addressed in interim management guidelines for Pelican Point.	No	2(c)
8	1	Which areas should be restricted? This should probably be the lease areas and the main swimming areas, as well as that area south of Australia II Drive to protect the conservation area.	Text and Recommendation 1 amended.	Yes	1(d)
		21.0 INFORMATION, INTERPRETATION AND EDUCATION <i>8 submissions.</i>			
1	4	Support the recommendations.	Support for plan.	No	2(a)
2	1	Support Recommendation 8.	Support for plan.	No	2(a)
3	1	The foreshore may be seen to be too small an area for any more than one information kiosk; preferably a display area which may be combined into a refreshment outlet, the toilets or even the CALM building so additional building can be minimised.	Recommendation 4 amended.	Yes	1(e)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
4	1	Add another recommendation: 'That the Reserve be used to encourage school and group classes to take part in educational projects at the Reserve, similar to that done in Kings Park and the Museum'.	New recommendation added.	Yes	1(d)
5	1	Concerning Recommendation 3: The Tourism Commission is not in a position to offer funding to meet the costs specifically associated with publication of informational brochures/leaflets for Matilda Bay Reserve.	Recommendation 3 amended.	Yes	1(d)
6	1	It may be possible to include Matilda Bay Reserve under the City Section of the next edition in the series 'Activity Guides' produced by the Tourism Commission.	Recommendation 3 amended.	Yes	1(d)
22.0 RESEARCH AND MONITORING					
<i>5 submissions.</i>					
1	4	Support the recommendations.	Support for plan.	No	2(a)
2	1	The objective of developing a program of monitoring and research is considered to be important. Perth City Council would therefore be willing to assist in such programs where resources permitted.	Support for plan.	No	2(a)
23.0 PRIORITIES, FUNDING AND STAFF					
<i>14 submissions.</i>					
1	2	A public document such as this should contain an estimate of costs and priorities of work. Surely cost is a major factor in assessment of alternatives and determining the feasibility of any plan.	Table of priorities is provided in plan. Costing is a Departmental matter.	No	2(d)
2	2	Support Recommendation 2.	Support for plan.	No	2(a)
3	1	Support the recommendations.	Support for plan.	No	2(a)
4	1	Opposed to Recommendation 3.	Existing recommendation is the preferred management option.	No	2(e)
5	1	It was most disappointing to see that a low priority has been placed on the development of the ferry jetty and rated E3 (difficult to implement) and hope this will be reassessed.	Low priority assigned due to costs involved but is subject to change if funds become available.	No	2(d)

COMMENT NUMBER	NO. OF SUBS	SUMMARY OF COMMENT	DISCUSSION / ACTION TAKEN	PLAN AMENDED	CRITERIA
6	1	I would implore the Government to allocate funds immediately to commence this much needed work.	Implementation of this plan has a high priority.	No	2(d)
7	1	Corporate sponsorship, if received, should not lead to a situation where access to further areas of the Reserve is denied to the public.	Any sponsorship arrangements will be considered with the purpose of the Reserve and the objectives of the management plan.	No	2(d)
8	1	Corporate sponsorship should not be contrary to the promotion of a healthy lifestyle and should not conflict with the theme of the Reserve.	See Comment 7 above.	No	2(d)
9	1	Some concern was expressed at moves to involve private corporations sponsoring measures to upgrade the Reserve.	See Comment 7 above.	No	2(d)
10	1	There is a danger that the sponsor would require recognition for his investment and this could cut across the other aims and objectives set out previously in the report.	See Comment 7 above.	No	2(d)
11	1	Support the 10 year implementation plan except for the carpark recommendations.	Support for plan.	No	2(a)
12	1	Reference to banning of parking on the grassed area (S8 Rec. 6) as 'easy to implement' is considered objectionable.	Covered in other sections of the plan.	No	2(d)
13	1	Relocation of the toilet block to northern section (S8 Rec. 3) should be given a high priority.	To be constructed if funds available.	No	2(d)
14	1	Would prefer to see proposal for two picnic areas (S8 Rec. 11) listed as high priority.	To be constructed if funds available.	No	2(d)
15	1	I see little point in raising public expectations of change if the plan will receive overall a low priority, and even more reason to cost it if it is given a high priority of implementation.	See Comment 6, this section.	No	2(b)
24.0 COMMUNITY LIAISON					
<i>5 submissions.</i>					
1	4	Support the recommendation.	Support for plan.	No	2(a)
2	1	The University offers its support in any moves to involve the community.	Support for plan.	No	2(a)

<i>COMMENT NUMBER</i>	<i>NO. OF SUBS</i>	<i>SUMMARY OF COMMENT</i>	<i>DISCUSSION / ACTION TAKEN</i>	<i>PLAN AMENDED</i>	<i>CRITERIA</i>
1	4	25.0 TERM OF THE PLAN <i>5 submissions.</i> Support the recommendations.	Support for plan.	No	2(a)
2	1	The plan does not state the date of expiry as required in Clause 55 of the CALM Act.	Draft plan is not required to state date of expiry.	No	2(d)

APPENDIX 1. SUBMITTORS TO THE DRAFT MANAGEMENT PLAN

Individuals

Anderson, A
Buttsworth, M
Court, C
Crookes, B & F
Davidson, S
Davies, G
Fan MacLaurin, A
Fievez, P A & B J
Forsyth, K
Goadby, J M
Hart, R J & M
Hine, A
Honey, C R
House, R R
Johnston, D
Macpherson, J & E
Makin, T S
Moyes, J
Moyes, P
Mumme, F
Parker, B F W
Peet, L J
Peety, C
Potter, S
Prider, R R T
Rogers, E
Rushton, J R
Ryan, J
Seares, R & M
Sheen, M
Steel, R A
Taylor, B & A
Tunley, D
Vincent, W
Waddington, B
Welborn, S
White, J P
Wiencke, G E
Wilkie, M
Yung, F H

Government Agencies

Agriculture Protection Board
City of Nedlands
City of Perth
City of Subiaco
Dept of Aboriginal Sites
Dept of Conservation and Land Management
Dept of Land Administration
Dept of Marine and Harbours
Dept of Planning & Urban Development
Swan River Trust
University of Western Australia
Western Australian Museum
Western Australian Tourism Commission

Clubs, Organisations and Associations

1st Pelican Point Scouts Group - Sea Scouts
Arbor Centre Pty Ltd
Australian Institute of Landscape Architects (WA)
Bayside Nominees Pty Ltd
Boating Industry Association of WA
Matilda Bay Restaurant & Function Centre
Mounts Bay Sailing Club (Inc)
Perth Dinghy Sailing Club (Inc)
Royal Perth Yacht Club of WA
State Sailing Centre of WA