



Lot 5 + 6 Estuary Dve, Australind

Western Australian Planning Commission Act, 1985

Greater Bunbury Region Scheme Submission Form

To: The Secretary
Western Australian Planning Commission
61 Victoria Street
Bunbury WA 6230

OFFICE USE ONLY

SUBMISSION NUMBER	PROPOSAL NUMBER	REFER EPA
197		

I/We JILLIAN ANNE CLARK (Please print clearly)
(NAME)

of 67 CUTLER ROAD CLONTARF NSW Postcode 2293
(ADDRESS)

make a submission in relation to the Greater Bunbury Region Scheme. The submission is as follows:

SEE ATTACHED

(Please attach additional plain sheets if necessary. Any attachments should be loose. Do not bind)

Sketch 29!

Where the submission relates to a specific parcel of land, please indicate:

Lot number LOT 6 Street address ESTUARY DRIVE

Locality (suburb) PELICAN POINT BUNBURY

My interest is (please circle) owner/occupier registered proprietor, lessee, mortgagor, other.

Please turn over to complete your submission

re LOT 6 DIAGRAM 636 ESTUARY DRIVE BUNBURY

1. I have owned this land for many years . Indeed most of the frontage on the eastern side of the Leschenault estuary between the Collie River and Bunbury township was owned by my family from whom the main property was resumed by the State Government for the purposes of building a land backed wharf complex. The new estate fronting the estuary immediately north of Lot 6 and the nearby golf course were all part of my parents property. During my ownership of Lot 6 trees and natural reeds and grasses have been allowed to grow unfettered along the foreshore . Indeed some years ago I employed a landscape gardener to plant native trees on the block.

2. Under your proposal Lot 6 is to lose a substantial portion of its land which is to become regional open space. Indeed you are proposing to resume a strip along the entire frontage up to 17.5 metres wide (or approx 58 feet). On the width of my block this represents some 1356 square metres or an area the size of a housing block on what is the principal value of my land, and the reason I have kept it for so long, **the waterfront.**

Why do you need a 17.5 metre wide strip when previous resumptions on subdivision of waterfront property took 36 feet or under 11 metres?

Has the officer who drew this apparent arbitrary line actually walked along this foreshore and seen, at high and low tide the very limited accessibility to foot traffic and the potential invasion of my land by walkers who find the water too deep and then break through my fence to passage through my land?

Why do lots 5 and 6 bear heavy burdens of resumption in depth when lot 4 is hardly effected?

I suggest that there is no need for a resumption of this land as the evidence is that landowners are caring for the flora along the foreshore, and access by the public is difficult.

I also restate that the principal value of my land lies in its absolute waterfrontage. If I lose that my block has much less value and I would require substantial compensation.

I have no objection to the zoning of "industrial" discussions on which with Council and Harbour Board have been held over many years.

As I live in Sydney it is difficult for me to appear at a hearing however I shall be in Perth in March and can be contacted via Mr J V Williams Ph 08 9384 8273 Fax 08 9284 2868.

JILLIAN ANNE CLARK

Western Australian Planning Commission Act, 1985

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To: The Secretary
Western Australian Planning Commission
61 Victoria Street
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SUBMISSION NUMBER	PROPOSAL NUMBER	REFER EPA
198		

We MICHAEL JOHN & MERRILYN JAY GOLLAN (Please print clearly)
(NAME)

of LOT 5 ESTUARY DRIVE BUNBURY Postcode 6230
(ADDRESS)

MAIL TO P O BOX 40 BUNBURY 6231

make a submission in relation to the Greater Bunbury Region Scheme. The submission is as follows:

ATTACHED 3 PAGES
2 ATTACHMENTS

MINISTRY FOR PLANNING BUNBURY OFFICE	
29 JAN 2001	
FILE	

(Please attach additional plain sheets if necessary. Any attachments should be loose. Do not bind)

Where the submission relates to a specific parcel of land, please indicate:

Lot number 5 Street address ESTUARY DRIVE

Locality (suburb) PELICAN POINT

My interest is (please circle) owner/occupier registered proprietor, lessee, mortgagor, other:

Sketch 28

Please turn over to complete your submission

Re Lot 5 Estuary Drive Pelican Point.

We have lived on Lot 5 Estuary Drive for 35 years and because of the zoning changes over the years Lot 5 is a non conforming site.

The Site was acquired from the family because of its location and has been our home ever since, and we hope for the rest of our lives.

We strongly protest against the suggested boundaries as it takes an unfair amount of land from our block compared with other locations in the area.

We therefore submit that either:

- (1) No reserve is necessary. or
- (2) An amended boundary be considered of a straight line be drawn from the boundary of Lot 4 as shown on attachment 1.

The following reasons support our application for change of proposed boundaries.

- (a) There is already up to 16 metres from the existing boundary to the waters edge.

In this area the estuary water is very shallow and the estuary mud is exposed for long periods during the summertime. Along the estuary on the Eaton and Australind foreshores many set-backs are less than 10 metres so why the 30 metres plus on our land?

- (b) The foreshore is made up of poor quality vegetation consisting of rushes and reeds and is almost impassable all the year. Consequently it is not used by the public.
- (c) The foreshore leads to the Preston delta which is rapidly silting up and spreading into Vittoria bay. Public access could be dangerous as the area is silty and muddy with reeds harbouring snakes and rabbits living in the higher grounds behind the industrial blocks which leads to the harbour area.

- (d) When we first built 35 years ago there was cleared farm land to the estuary boundary line. Over the years we have allowed paperbarks and natural species to grow and have planted trees to contain any erosion problems which may arise. It appears the proposed line follows the growth of these trees. But lot 4, next door has been cleared, and no ground is proposed to be acquired.
- (e) During winter the estuary at high tides floods over the existing boundary line and inundates the land preventing access. The proposed boundary line goes through the paperbark trees which are surrounded by water for 4 months of the year.
- (f) Should public access be encouraged grave concerns would be felt to the security of our residence and valuable animals kept on the land.
- (g) The proposed boundary comes within 10 metres of our residence and would impede on our privacy and safety as we are isolated from other residences.
- (h) We have already lost land on the road frontage of the property when the cycle way was constructed and realigned.
- (i) Who will be responsible for control of vermin, weeds, fire and erosion which we have controlled for years. The land would be better managed under private ownership as in the past.
- (j) Why does our Lot 5 & adjoining Lot 6 have proposed excessive areas of resumption when Lot 4 is hardly affected? How was the arbitrary line first drawn from Location 26 PT whose title boundaries don't exist.


Ref attachment 2.

I suggest this area as defined would not be large enough to facilitate the requirements of the industrial zone under the Regional Scheme.

(k) If excessive waterfront land is resumed it will have a major effect on the he overall aspect and valuation of our property and we would require substantial compensation.

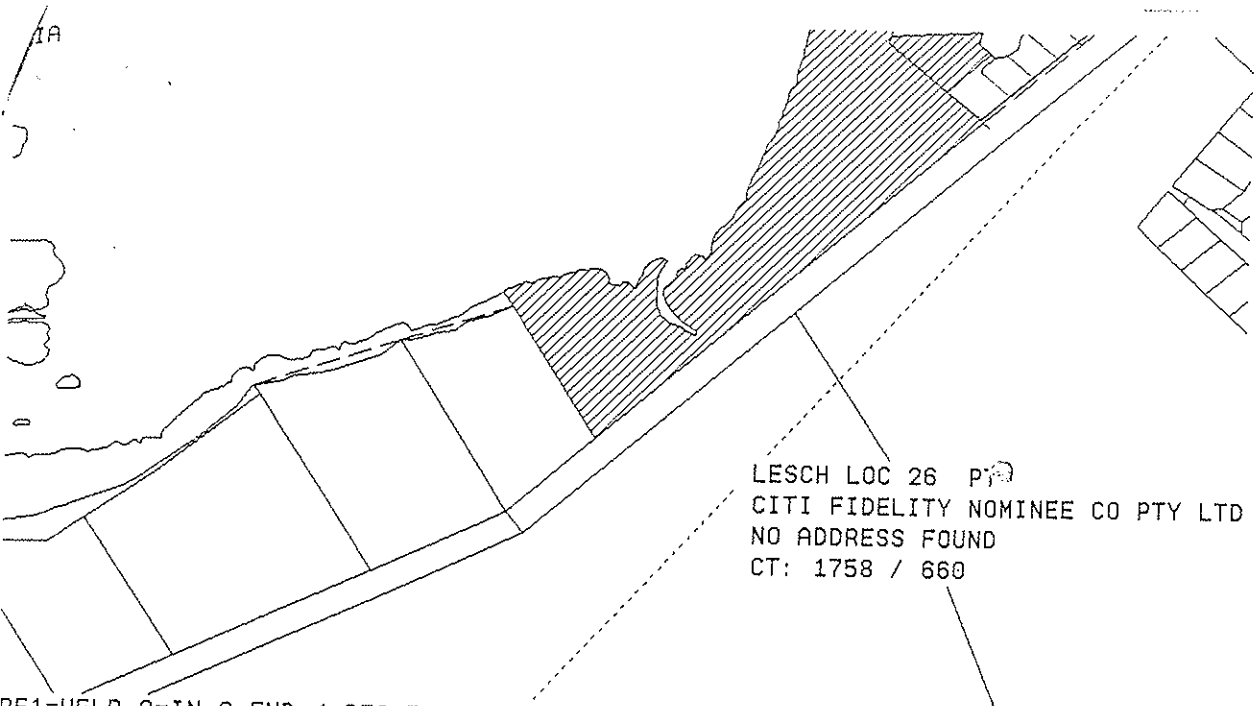
Because of these reasons we strongly appeal against the draft scheme, particularly the proposed excessive boundary line, and submit that the amended boundary be considered and approved.

Yours faithfully



MJ & MI GOLLAN

ATTACH (2)

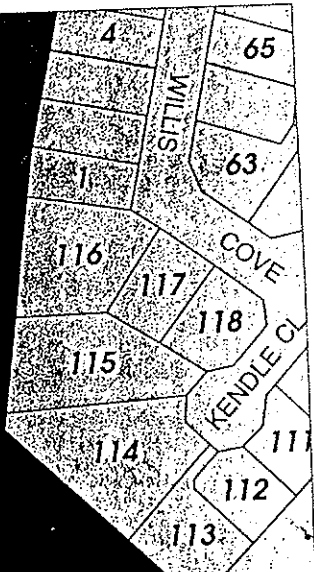


LESCH LOC 26 P
CITI FIDELITY NOMINEE CO PTY LTD
NO ADDRESS FOUND
CT: 1758 / 660

PF1=HELP 2=IN 3=END 4=RES 5=OUT 6=POS 7=PAN 8=ENQ 9=WIN 10=PARMS 11=TEN 12=DEF
13=THM 14=MENU 15=SNAP 16=PLOT 17=UND 18=ENQT 19=PNT 20=LIN 21=ANG 22=POL 23=DP

LESCHENAULT ESTUARY

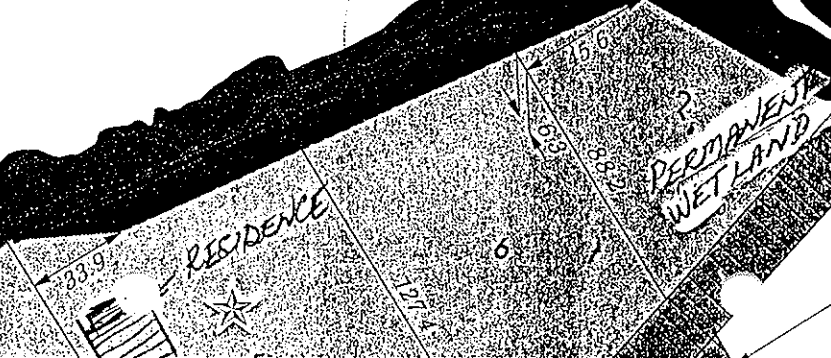
VITTORIA BAY



PROPOSED LINE

DRIVE

PT. 100



VCL

VCL

- A13) Develop a management plan for the Cathedral Avenue area and eastern escarpment addressing issues including nutrient input and landscape protection (LIMA, HSC).

5.5 AREA 4 - VITTORIA BAY (SEE MAP 6)

This area covers the southern foreshore of the estuary around to Pelican Point on the eastern foreshore. It is a highly modified environment due to alterations to the waterways resulting from the Inner Harbour development.

The Vittoria Bay area falls within the Bunbury Port Authority boundary. It is not a System 6 area, however Ninox (1989) have recently quantified its importance as an important bird feeding and roosting area, particularly the Preston River delta which provides important shallow wading areas for birds. Much of the low lying land abutting the estuary is flooded during winter.

The majority of the foreshore is in public ownership although its use is limited by Port Authority expansion plans. EPA has recently given approval for expansion of the Port under certain conditions. If Port activities continue to grow further expansion may be necessary. This may involve the relocation of the Preston River again.

Two recreation areas are available, one at the Cut the other south of Pelican Point on Estuary Drive. The Cut area has been recently upgraded by SECWA as a result of rehabilitation of one of the fly ash ponds. A launch ramp and parking area are now available. Previous to this LIMA and the City of Bunbury undertook some sand dune stabilisation works. The Cut is a popular fishing spot. A co-ordinated development plan is required for the area. An area has been set aside for future fly ash ponds. However expansion beyond this is not seen as desirable.

The reserve on Estuary Drive has barbecue facilities and is used by people crabbing. The area is also used by the racing fraternity as a horse exercise area.

LIMA and the BPA plan to develop a management plan for the Vittoria Bay area including the Preston River mouth as a condition of the Port expansion plans. A previous study by the Technical Sub-Committee Vittoria Bay (1985) will provide the basis for the plan.

OPPORTUNITIES

- Important bird feeding and roosting area.
- Development of a continuous walkway system.
- Development of bird watching facilities.

CONSTRAINTS

- Bunbury Port Authority expansion plans.
- SECWA fly ash disposal.
- Weather conditions can make boat launching difficult.

RECOMMENDATIONS

- A14) Develop a recreation plan for 'The Cut' area taking into account the Proposed facility on the southern tip of the Peninsula (LIMA, SEC, BCC, HSC).
- A15) Develop a foreshore plan for Vittoria Bay covering the area from Preston River mouth to Pelican Point (LIMA, BCC, BPA).
- A16) Amend the System 6 boundary in the area to include the waters of Vittoria Bay (LIMA, EPA).
- A17) Restrict the expansion of existing fly ash pond areas adjacent to the foreshore (LIMA, EPA).

5.6 AREA 5 - LOWER COLLIE (SEE MAP 6)

This area extends from the Collie River mouth upstream on the Collie River for approximately four kilometres. The area is subject to System 6 Recommendation C67. It is recognised that demand for use of this sector of the river is likely to increase as the population of Bunbury grows.

Point Douro and Pelican Point are the subject of tourist development plans. The former received approval in 1989 and the latter is still the subject of negotiation. The Point Douro development is for a caravan/chalet development. The southern tip of land is to be managed as a conservation reserve as a condition of development.






This lower stretch of the Collie is affected by flooding with floodways extending into Point Douro and Pelican Point (see Section 4.1.9).

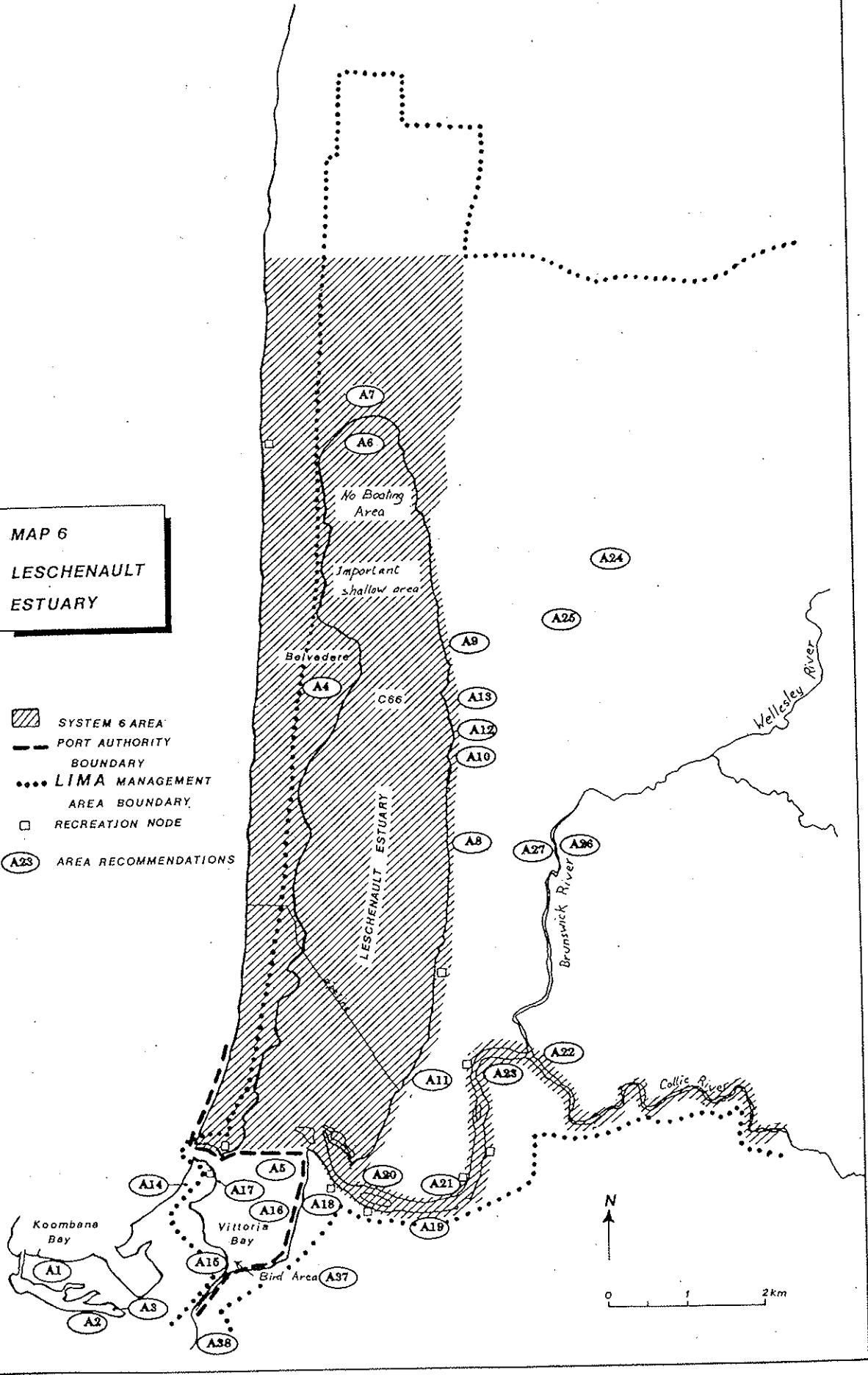
The communities of Eaton (on the southern shore) and Clifton Park (on the northern shore) abut the Collie River. Foreshore reserves abut these subdivisions. Further upstream no foreshore reserves exist.

LIMA and Shire of Harvey completed a management plan for the Clifton Park Foreshore Reserve in 1989. It identifies works required in the area and conservation areas. Implementation of the plan is being carried out jointly by Shire of Harvey and LIMA.

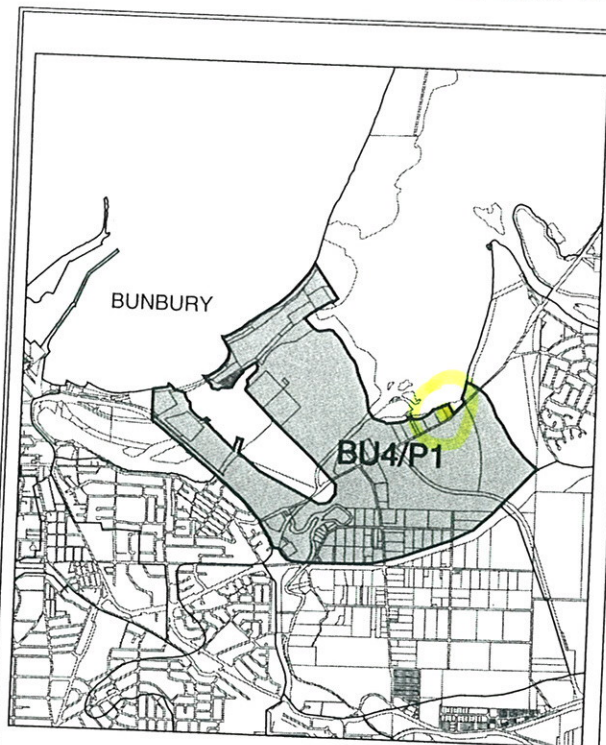
Recreation nodes are located at Shoalhaven and Apex Park on the southern bank and Clifton Park and The Elbow on the northern shore. Facilities have also been developed adjacent to the Eaton Scout Hall. The facilities at Shoalhaven require upgrading.

MAP 6
LESCHENAU ESTUARY

-  SYSTEM 6 AREA
-  PORT AUTHORITY BOUNDARY
-  LIMA MANAGEMENT AREA BOUNDARY
-  RECREATION NODE
-  AREA RECOMMENDATIONS



PLANNING UNIT BU4/P1: BUNBURY PORT



UNIT DEFINITION

Major Surface Water Catchment: Bunbury Coastal/Preston River Catchments (will vary after major site works).

Location: Bounded on the north west by Koombana Bay, on the south west by Koombana Drive on the south by the Australind Bypass Road, on the east by the proposed Preston River diversion and on the north east by Leschenault Estuary.

Local Authority: City of Bunbury

Physical Features: The natural landform and soils consist of low Quindalup dunes fronting Koombana Bay, with estuarine and lagoonal system inland. Prior to the creation of the Inner Harbour much of the area was part of the Leschenault Inlet/Estuary.

Existing Landuses: The Bunbury Inner Harbour has been developed with three berths but is being extended further inland. Bunbury Power Station and alumina and caustic soda storage facilities exist on the north side of the harbour. Uses on the southern side of the harbour include mineral sands processing and woodchip exports with LIMA, Australian Customs and an historic homestead near the harbour entrance road. An edible oils processing factory exists on Estuary Drive. The remainder of the land is predominantly used for grazing purposes.

ISSUES, OPPORTUNITIES AND CONSTRAINTS

- The Bunbury Port precinct was identified in the Bunbury Region Plan as being Industrial, Parks Recreation and Drainage and Communication Corridor.
- The Preston River mouth has already been modified, and the lower reaches of the river will be repositioned further to allow additional harbour extension.
- The Bunbury Inner Harbour was created by excavating and filling part of the Inlet/Estuary and breaking through the foreshore dunes to the ocean. This has severed the recreational interconnection of the two parts of that waterbody.
- The port is progressively being developed in accordance with a port development plan.
- The port has substantial developable land but action is needed to secure improved transport access from inland areas to the port.

PLANNING POLICIES AND GUIDELINES

PREDOMINANT LAND USES: Harbour and Port Related Industries; Parks, Recreation and Drainage.

1. Embrace the principles and proposals of the *Bunbury Port Strategy* and the *Bunbury Port Authority Inner Harbour Development Plan*.
2. Uses within the port area should be restricted to port related industry (other than interim uses).
3. If reticulated sewerage is not available to all industrial uses, then appropriate effluent treatment and disposal systems to attenuate nutrient export to the groundwater should be used.
4. Investigate the feasibility of providing a recreational water way interconnecting the estuary and the inlet via the Preston River Diversion.
5. Investigate improved transport access into the port as a matter of priority.