



Perth Local Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 20 November 2022; 9:30am
Meeting Number: PLDAP/121
Meeting Venue: Electronic Means

To connect to the meeting via your computer –
<https://us06web.zoom.us/j/85203836779>

To connect to the meeting via teleconference dial the following phone number -
+61 8 7150 1149

Insert Meeting ID followed by the hash (#) key when prompted –
852 0383 6779

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Attendance

DAP Members

Mr Ray Haeren (Presiding Member)
Ms Karen Hyde (A/Deputy Presiding Member)
Ms Diana Goldswain (Third Specialist Member)
Cr Catherine Lezer (Local Government Member, City of Perth)
Cr Brent Fleeton (Local Government Member, City of Perth)

Officers in attendance

Mr Robert Cull (Western Australian Planning Committee)
Mr Ben Hesketh (Western Australian Planning Committee)
Ms Julia Kingsbury (City of Perth)

Minute Secretary

Mr Christopher Dodson (DAP Secretariat)

Applicants and Submitters

Mr Murray Casselton (element)
Ms Niall O Lionaird (Causeway Link Alliance)
Ms Alanna Stern (Causeway Link Alliance)
Ms Amandine Daniel (Causeway Link Alliance)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

2. Apologies

Mr Jarrod Ross (Deputy Presiding Member)
Cr Viktor Ko (Local Government Member, City of Perth)
Cr Liam Gobbert (Local Government Member, City of Perth)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).



5. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil.

7. Deputations and Presentations

7.1 The Causeway Link Alliance presenting in support of the recommendation for the application at Item 8.1. The presentation will address the project objectives and background, stakeholder engagement and design process, and next steps for project implementation.

7.2 Mr Murray Casselton (element) presenting in support of the recommendation for the application at Item 8.1. The presentation will address Request for approval in accordance with the officer recommendation, with minor modifications to recommended conditions and advice notes.

The Western Australian Planning Commission and the City of Perth may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lots 501 and 502 (No.1-3) Canning Highway, Victoria Park, Lot 301 (No.171) Riverside Drive, Perth, Lots 5268 and 13697 Heirisson Island, Lot 305 (No.21) Riverside Drive, East Perth, Garland Street Reserve, Shepperton Road, Canning Highway, Riverside Drive and Great Eastern Highway Road Reserves

Development Description:	Causeway Pedestrian and Cyclist Bridge
Applicant:	Element
Owner:	State of Western Australia
	Town of Victoria Park
Responsible Authority:	Western Australian Planning Commission
DAP File No:	DAP/22/02342



9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil.

10. State Administrative Tribunal Applications and Supreme Court Appeals

Nil.

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure



Presentation Request Form

[Regulation 40\(3\)](#) and [DAP Standing Orders 2020](#) cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Niall O Lionaird, Alanna Stern, Amandine Daniel
Company (if applicable)	Causeway Link Alliance
Please identify if you have any special requirements:	YES ☐ NO ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	City of Perth LDAP
Meeting Date	20 December 2022
DAP Application Number	DAP/22/02342
Property Location	Lots 501 and 502 (1-3) Canning Highway, Victoria Park; Lot 301 (171) Riverside Drive, Perth; Lots 5268 and 13697 Heirisson Island; Lot 305 (21) Riverside Drive, East Perth; Garland Street reserve, Shepperton Road, Canning Hwy, Riverside Drive and Great Eastern Hwy road reserves
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	YES ☒
Is the presentation in support of or against the <u>report recommendation</u>)? (<i>contained within the Agenda</i>)	SUPPORT ☒ AGAINST ☐
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT ☒ AGAINST ☐



Will the presentation require power-point facilities?	YES ☒ NO ☐ If yes, please attach
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Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	<i>The presentation will address:</i> Project objectives and background, stakeholder engagement and design process, and next steps for project implementation.
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In accordance with Clause 3.5.2 of the [DAP Standing Orders](#), your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

The Causeway Link Alliance (CLA) presentation in support of the Causeway Pedestrian and Cyclist Bridge project will address:

- Project objectives;
- Key stakeholder engagement;
- Matagarup Elders Group involvement and project cultural narrative;
- Latest project visual and landscaping concepts; and
- Project delivery schedule and implementation.

Refer to attached PowerPoint presentation for further details.

The intent is for a combined deputation with Murray Casselton from element, utilising a total of four presenters for up to 15 minutes.

George Ashton from element will also be in attendance to assist in answering any questions from the panel.

Causeway Pedestrian & Cyclist Bridges

Development Application

LDAP Meeting

20 December 2022



Project Objectives

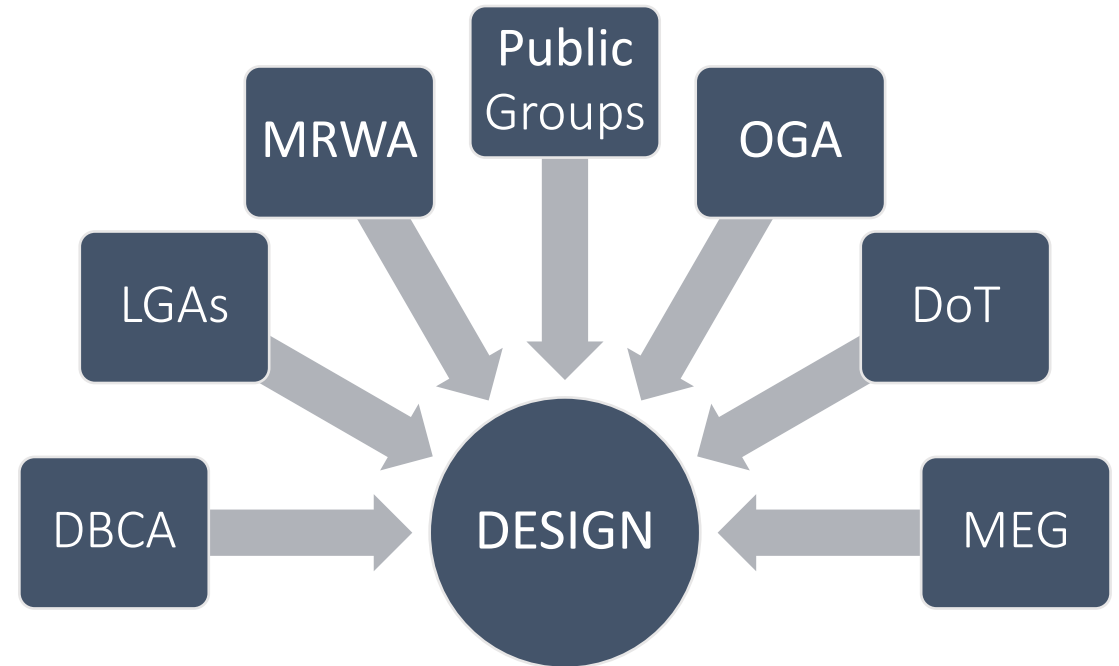
1. Improve safety, capacity and connectivity
2. Embed Whadjuk Nyoongar culture
3. Iconic, innovative and cost effective solution
4. High quality user experience
5. Improve amenity and sense of place
6. Maximise sustainability
7. Create Value



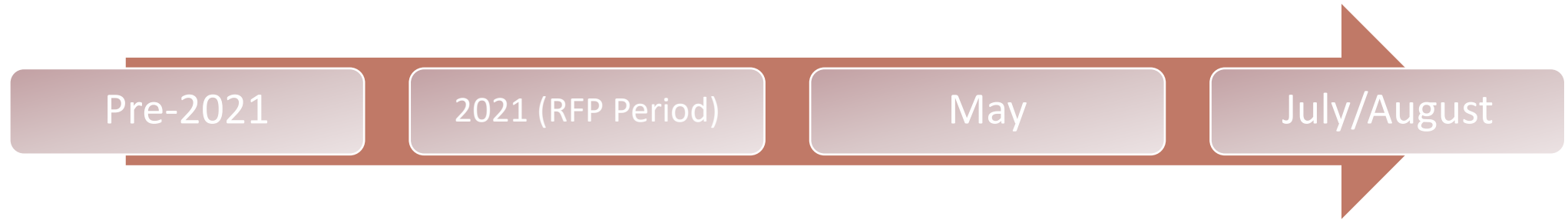
Stakeholder Engagement

The design has evolved through CLA's extensive stakeholder engagement.

- Fortnightly project meetings with:
 - City of Perth
 - Town of Victoria Park
 - Department of Biodiversity Conservation and Attractions
- Monthly workshops with the Matagarup Elders Group (MEG) including walks on Country
- Meetings/workshops with other key stakeholders
- State Design Review Panel

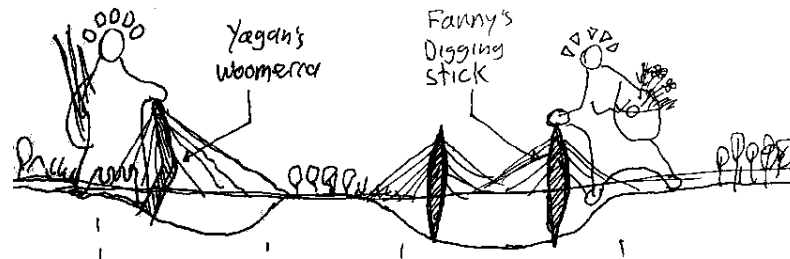


Matagarup Elders Group (MEG) Involvement



- Terms of reference
- Overall architectural approach – Balbuk and Yagan
- Boomerang and digging stick
- Alignment selection
- Minimise in-river works – 3 x pylons

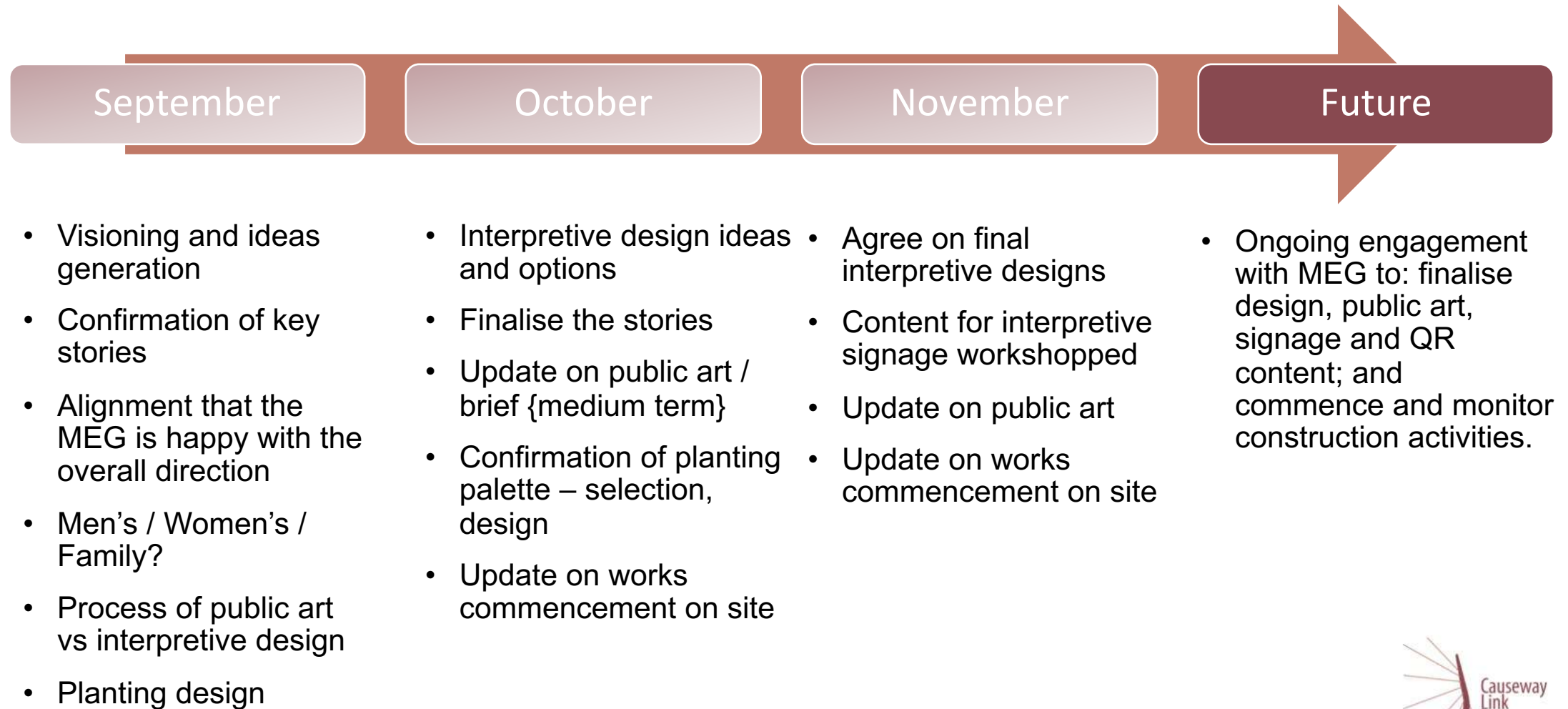
- Sensitivity of Heirisson
- Rich “old” history of the area
- Recent history



- Introduction post award
- Concept design
- Concerns about digging stick

- Construction impacts
- Design approach and alignment
- Overview of schedule
- Archaeological assessment
- Concerns about tree removal

MEG Involvement (continued)



MEG

Images from MEG Meeting No. 6 and 7



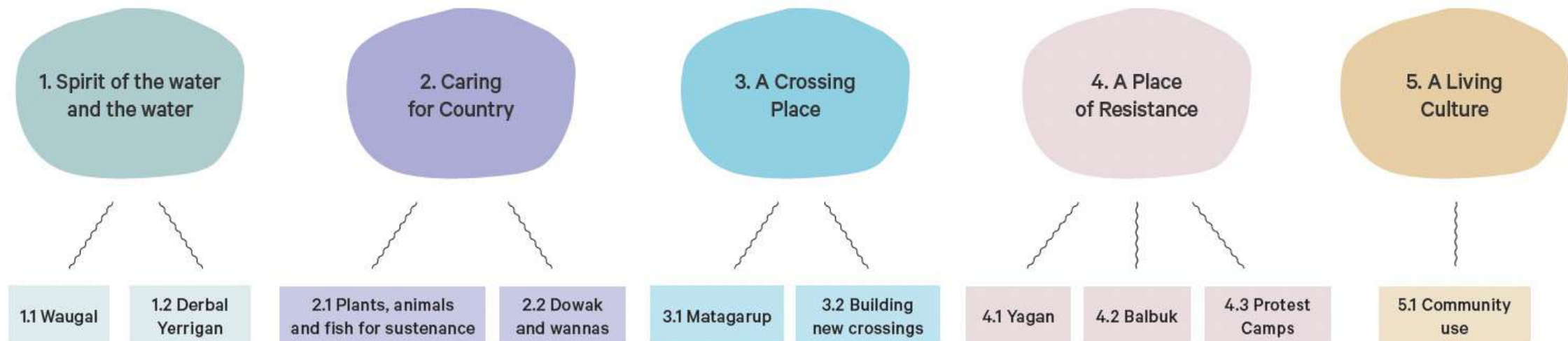
Designing with Country

Incorporating the knowledge and culture of the Traditional Owners of the place into the design of infrastructure and the built environment helps create strong and culturally respectful relationships with Aboriginal communities.

This in turn generates meaningful and authentic opportunities for people, businesses and communities across the life cycle of the project, and beyond.

Cultural Narrative

Through interpretive architectural and landscape design and beautiful public art, this place will showcase Whadjuk Noongar culture to the world.









Landscape Design – Point Fraser



Landscape Design – Heirisson Island



Landscape Design – McCallum Park





RIVERSIDE GATHERING AREAS_CARING FOR COUNTRY

MCCALLUM PARK_KNOWLEDGE OF SEASONAL RHYTHMS OF LIFE ON THE RIVERS EDGE

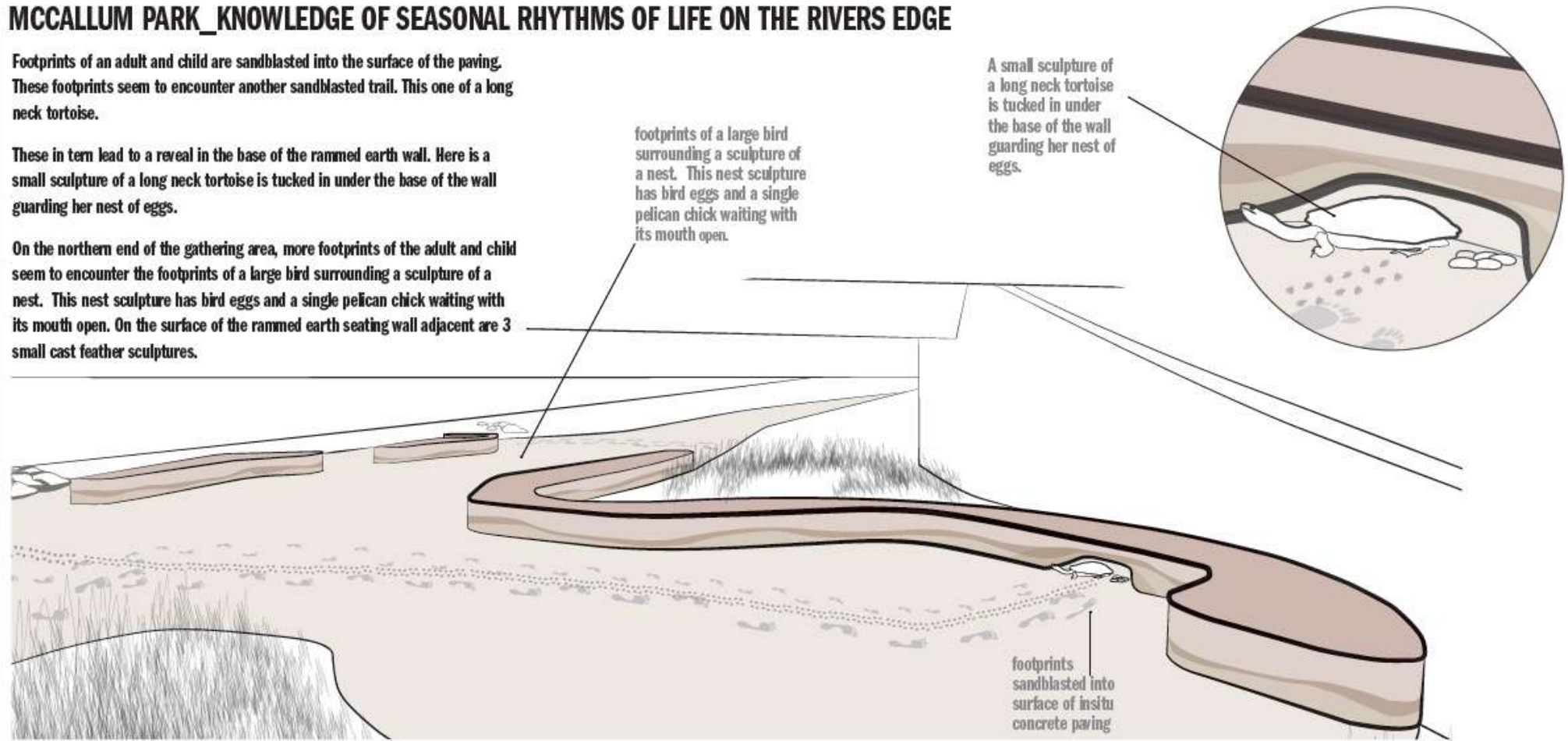
Footprints of an adult and child are sandblasted into the surface of the paving. These footprints seem to encounter another sandblasted trail. This one of a long neck tortoise.

These in turn lead to a reveal in the base of the rammed earth wall. Here is a small sculpture of a long neck tortoise is tucked in under the base of the wall guarding her nest of eggs.

On the northern end of the gathering area, more footprints of the adult and child seem to encounter the footprints of a large bird surrounding a sculpture of a nest. This nest sculpture has bird eggs and a single pelican chick waiting with its mouth open. On the surface of the rammed earth seating wall adjacent are 3 small cast feather sculptures.

footprints of a large bird surrounding a sculpture of a nest. This nest sculpture has bird eggs and a single pelican chick waiting with its mouth open.

A small sculpture of a long neck tortoise is tucked in under the base of the wall guarding her nest of eggs.



rammed earth seating walls



insitu concrete paths



sandblasted aggregate



small cast sculpture of long neck tortoise



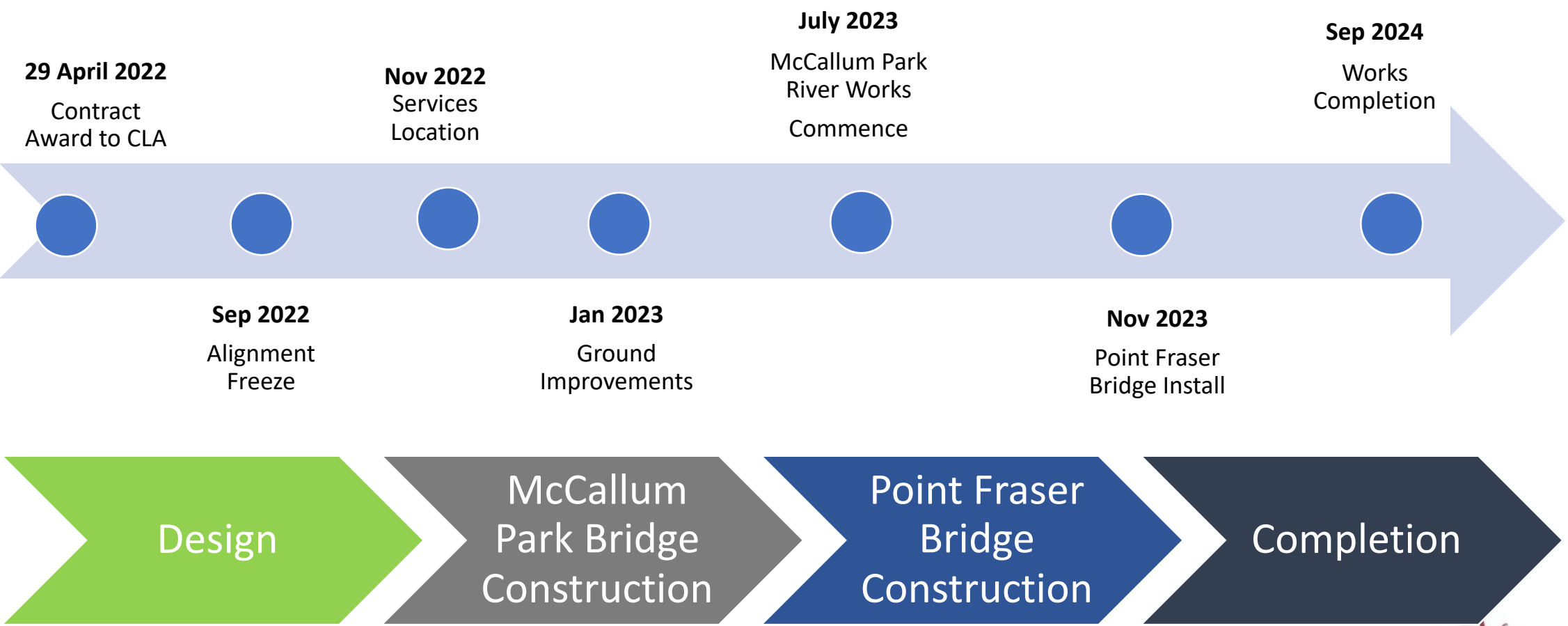
eggs of long neck tortoise



long neck tortoise



Project Delivery and Schedule





Questions



Presentation Request Form

[Regulation 40\(3\)](#) and [DAP Standing Orders 2020](#) cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Murray Casselton
Company (if applicable)	Element Advisory Pty Ltd
Please identify if you have any special requirements:	YES ☐ NO ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	City of Perth LDAP
Meeting Date	20 December 2022
DAP Application Number	DAP/22/02342
Property Location	Lots 501 and 502 (1-3) Canning Highway, Victoria Park; Lot 301 (171) Riverside Drive, Perth; Lots 5268 and 13697 Heirisson Island; Lot 305 (21) Riverside Drive, East Perth; Garland Street reserve, Shepperton Road, Canning Hwy, Riverside Drive and Great Eastern Hwy road reserves
Agenda Item Number	8.1

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Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT ☒ AGAINST ☐
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT ☒ AGAINST ☐



Will the presentation require power-point facilities?	YES ☒ NO ☐ If yes, please attach
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Presentation Content*

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Brief sentence summary for inclusion on the Agenda	<i>The presentation will address:</i> Request for approval in accordance with the officer recommendation, with minor modifications to recommended conditions and advice notes.
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In accordance with Clause 3.5.2 of the [DAP Standing Orders](#), your presentation request must also be accompanied with a written document detailing the content of your presentation.

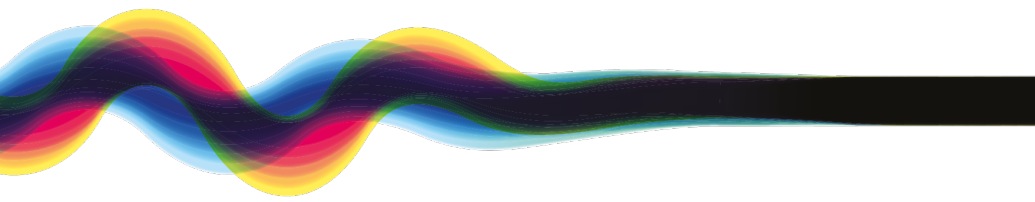
Please attach detailed content of presentation or provide below:

Please refer to attached correspondence outlining the content of the requested presentation.

The intent is for a combined deputation with the following members of the Causeway Link Alliance (CLA), utilising a total of four presenters for up to 15 minutes.

- Niall O Lionaird;
- Alanna Stern; and
- Amandine Daniel.

George Ashton from element will also be in attendance to assist in answering any questions from the panel.



Our Ref: 21-403
DAP Ref: DAP/22/02342

16 December 2022

Development Assessment Panel Secretariat
Department of Planning, Lands and Heritage
Via email: daps@dplh.wa.gov.au

Attention: Mr Ray Haeren – Presiding Member, City of Perth LDAP

Dear Mr Haeren,

CITY OF PERTH LDAP MEETING PLDAP/121 – DEPUTATION REQUEST FOR ITEM 8.1 – PROPOSED CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE

As the applicant and appointed planning consultant for the Causeway Link Alliance (CLA), **element** provides the following information to inform the consideration of the proposed Causeway Pedestrian and Cyclist Bridge (CPCB) project by the City of Perth Local Development Assessment Panel (LDAP) at its upcoming meeting of 20 December 2022. This correspondence details the matters to be addressed by **element** in its requested deputation to the LDAP, which will be seeking the LDAP's support for this important State Government infrastructure project and requesting minor modifications to the conditions and advice notes recommended by the Western Australian Planning Commission (WAPC).

The CPCB project represents the culmination of an extensive process of investigation, design and engagement with key stakeholders, and will deliver important enhancements to pedestrian and cyclist connectivity over the Swan River. The project is jointly funded by the State and Commonwealth Government as part of the Perth City Deal, and is scheduled to commence construction in the first quarter of 2023. Accordingly, we respectfully request the approval of this application in accordance with the WAPC recommendation, subject to the minor modifications to conditions and advice notes that are set out below.

Requested Modification to Conditions and Advice Notes

The CLA has worked closely with all key stakeholders throughout the application process and is generally in agreement with the intent of each of the recommended conditions and advice notes. However, a number of minor modifications to the wording of conditions and advice notes are requested in order to:

- Clarify timing triggers for those conditions that are to be satisfied prior to the commencement of development, as they relate to proposed staging of works; and
- Accurately reflect the documentation nomenclature that will be provided to clear the recommended conditions, based on discussions with the Department of Biodiversity, Conservation and Attractions (DBCA), the Department of Planning, Lands and Heritage (DPLH) and the respective local governments.

These changes are requested to avoid potential issues and unnecessary delays at condition clearance stages, and are discussed below.

Staging of Conditions Clearance

Due to the nature of the project, its delivery will be undertaken in a staged manner, as separate packages of works are progressed. In practice, this means that certain project details, such as public

CITY OF PERTH LDAP MEETING PLDAP/121 – DEPUTATION REQUEST FOR ITEM 8.1 – PROPOSED
CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE

art treatments and wayfinding signage, will not be available when initial packages of works are proposed to be progressed. This has been discussed and agreed with all stakeholders, and is reflected in recommended Advice Note 1.

However, our view is that further clarity of intent can be achieved by modifying the wording of those recommended conditions that are currently required to be satisfied “*Prior to the commencement of development*” to read “*Prior to the commencement of the relevant works*”. For consistency, it is recommended that this modified wording is applied to all recommended conditions that are currently worded “*Prior to the commencement of development*”, being Conditions 4, 5, 6, 7, 8, 10, 11, 12, 13, 14 and 15.

In each instance, the substance of the recommended conditions is noted and accepted, and the requested wording change simply seeks to reinforce the need for staged conditions clearance, as referenced in recommended Advice Note 1.

To supplement this modified wording, it is also requested that Advice Note 1 is modified as set out in red text below. The intent of this modification is to acknowledge that conditions clearance consultation requirements will vary for different packages of work, depending on their location relevant to the respective local government boundaries.

1. *Due to the nature of the project, it is acknowledged that clearance of conditions may need to occur in a staged manner, as separate packages of works are progressed. Advice will be sought from the relevant agencies to which the individual packages of works relate as part of informing the Western Australian Planning Commission conditions clearance process.*

Recommended Condition 5

The intent of recommended Condition 5 is agreed and accepted. However, it is requested that the term “*construction and environmental management plan*” be updated to “*construction environmental management plan*”, to reflect the documentation nomenclature that will be provided to clear this condition.

Advice Note 3 should also be updated for consistency.

Recommended Conditions 7 and 8

The intent of recommended Conditions 7 and 8 are agreed and accepted. However, it is requested that the term “*final landscape management plan*” be updated to “*final landscape plans*”, to reflect the documentation nomenclature that will be provided to clear these conditions.

Advice Note 3 should also be updated for consistency.

Recommended Condition 11

The intent of recommended Condition 11 is agreed and accepted. However, it is requested that the term “*final stormwater management plan*” be updated to “*a final drainage design for the bridge and associated landscape areas*”, to reflect the documentation nomenclature that will be provided to clear this condition.

Recommended Condition 22

In relation to recommended Condition 22, the need to enter into a Master Project Agreement with the City of Perth (the City) is agreed and accepted in principle. However, the CLA will not be party to this agreement, which will be negotiated directly between the City and Main Roads WA (MRWA). As such, the CLA would prefer that this be included as an advice note rather than a condition, and that the advice note specifically references the need for MRWA to enter into this agreement with the City. The following advice note wording would be acceptable to the CLA.

CITY OF PERTH LDAP MEETING PLDAP/121 – DEPUTATION REQUEST FOR ITEM 8.1 – PROPOSED
CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE

In relation to Condition 20, the applicant is advised that Main Roads WA will need to enter into a Master Project Agreement with the City of Perth, which outlines intended responsibilities for land tenure, maintenance and ownership of each asset, prior to practical completion of the project.

Conclusion

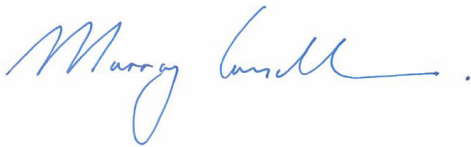
Whilst we appreciate that the requested modifications are minor in nature, the CLA is keen to ensure that expectations for the conditions clearance process are clear for all stakeholders, which will assist in facilitating the timely delivery of this important piece of public infrastructure. Accordingly, we respectfully request that the LDAP approves the CPCB development application in accordance with the officer recommendation, subject to the aforementioned minor modifications to conditions and advice notes.

We would also appreciate it if these requested minor modifications to conditions and advice notes could be circulated to the LDAP members for consideration in advance of the scheduled LDAP meeting.

Should you have any queries or require clarification on the above matter, please do not hesitate to contact George Ashton or the undersigned on 9289 8300.

Yours sincerely

element

A handwritten signature in blue ink, appearing to read 'Murray Casselton', followed by a period.

Murray Casselton
Director, Principal - Planning

element acknowledges the Whadjuk people of the Noongar nation as Traditional Owners of the land on which we live and work. We acknowledge and respect their enduring culture, their contribution to the life of this city, and Elders, past and present.

CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE

Lots 501 and 502 (1-3) Canning Highway, Victoria Park; Lot 301 (171) Riverside Drive, Perth; Lots 5268 and 13697 Heirisson Island; Lot 305 (21) Riverside Drive, East Perth; Garland Street reserve, Shepperton Road, Canning Hwy, Riverside Drive and Great Eastern Hwy road reserves

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	City of Perth LDAP
Local Government Area:	City of Perth Town of Victoria Park
Applicant:	element
Owner:	State of Western Australia, Town of Victoria Park
Value of Development:	\$100 million ☒ Mandatory (Regulation 5) ☐ Opt In (Regulation 6)
Responsible Authority:	Western Australian Planning Commission
Authorising Officer:	Dale Sanderson
WAPC Reference:	10-50299-1
DAP File No:	DAP/22/02342
Application Received Date:	7 October 2022
Report Due Date:	9 December 2022 (extension of time granted)
Application Statutory Process Timeframe:	60 Days
Attachment(s):	1. Development Plans 2. Location Plan 3. Zoning plan 4. Schedule of submissions

Responsible Authority Recommendation

That the City of Perth Local Development Assessment Panel resolves to **approve** DAP Application reference DAP/22/02342 and accompanying plans date stamped 13 October 2022 by the Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission, in accordance with Clause 30(1) of the Metropolitan Region Scheme, subject to the following conditions:

Conditions

1. The development is to be carried out in accordance with the approved plans date stamped 13 October 2022 subject to any modifications as required by the conditions of approval.

2. The approval is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
3. The applicant shall notify the Department of Biodiversity, Conservation and Attractions in writing of its intention to commence development no less than seven (7) days prior to the commencement of development.
4. Prior to the commencement of development, the applicant shall submit final detailed design drawings to the satisfaction of the Western Australian Planning Commission on the advice of the City of Perth, the Town of Victoria Park, the Department of Biodiversity, Conservation and Attractions and the Government Architect. Once approved the plans are to be implemented in their entirety.
5. Prior to the commencement of development, the applicant shall prepare a construction and environmental management plan to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Biodiversity, Conservation and Attractions, the City of Perth and the Town of Victoria Park. Once approved the plan is to be implemented in its entirety.
6. Prior to the commencement of development, the applicant shall prepare a final acid sulfate soils dewatering management plan to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions. Once approved the plan is to be implemented in its entirety.
7. Prior to the commencement of development, all significant vegetation in and adjacent to the proposed works shall be identified and protected from harm, unless identified for removal or pruning in the approved landscape management plan (Condition 8), on the advice of the Department of Biodiversity, Conservation and Attractions.
8. Prior to the commencement of development, the applicant shall prepare and have approved, a final landscape management plan, to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Biodiversity, Conservation and Attractions, the City of Perth and the Town of Victoria Park. Once approved the plan is to be implemented in its entirety thereafter.
9. Prior to any fill and/or topsoil being brought onto the site, the applicant shall ensure that all material is certified clean, uncontaminated, and free from rubble, weeds and disease and geotechnically suitable for the proposed works to the satisfaction of the Western Australian Planning Commission and specification of Department of Biodiversity, Conservation and Attractions. Further, no soil, cement, rubbish, or any other deleterious matter shall be allowed to enter the Swan River as a result of the works.
10. Prior to the commencement of development, a final hydraulic assessment report shall be prepared to the specification of the Department of Biodiversity, Conservation and Attractions, to the satisfaction of the Western Australian Planning Commission.

11. Prior to the commencement of development, a final stormwater management plan is to be prepared to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Biodiversity, Conservation and Attractions, the Town of Victoria Park, and the City of Perth. Once approved the is to be implemented in its entirety thereafter.
12. Prior to the commencement of development, the applicant shall prepare and have approved, a final lighting plan to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Biodiversity, Conservation and Attractions, the Town of Victoria Park, and the City of Perth. Once approved the plan is to be implemented in its entirety thereafter.
13. Prior to the commencement of development, final plans of public art, wayfinding and heritage interpretation are to be prepared to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Perth and the Town of Victoria Park. Once approved, the plans are to be implemented in their entirety.
14. Prior to the commencement of development, Traffic Management Plans shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the City of Perth and the Town of Victoria Park. Once approved, the Traffic Management Plans are to be implemented in their entirety.
15. Prior to the commencement of development, final details of the design and location of footpaths and cycle paths, detailing measures to address potential pedestrian/cyclist conflict points are to be provided to the satisfaction of the Western Australian Planning Commission on the advice of the City of Perth and the Town of Victoria Park.
16. The applicant shall ensure that no damage to the foreshore, riverbank, or waterway (including infrastructure and vegetation) occurs beyond the scope of the approved works. Should any inadvertent damage or impacts occur, the applicant is required to notify the Department of Biodiversity, Conservation and Attractions within 48 hours and make good any damage to its original condition, to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Biodiversity, Conservation and Attractions.
17. Upon practical completion of the development, all waste and temporary construction materials and structures, shall be removed from the Parks and Recreation and River reserve and the site cleaned-up and remediated to its original condition, to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Biodiversity, Conservation and Attractions.
18. Within sixty (60) days of the completion of the works, the applicant shall provide a Close-out Report to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Biodiversity, Conservation and Attractions.
19. Upon practical completion of the development, and as part of asset handover, a Safety in Design Register for the project capturing any residual risk items is to be prepared to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Perth and the Town of Victoria Park.

20. Prior to the completion of development, an Asset Management Agreement shall be prepared, in accordance with the Construction Licence, to be entered into by the Town of Victoria Park and Main Roads Western Australia, to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Victoria Park. Once approved, the Asset Management Agreement is to be implemented in its entirety.
21. Any damage to local government assets during site and/or building works shall be reinstated to their previous condition at the cost of the applicant, to the satisfaction of the Western Australian Planning Commission on the advice of the City of Perth and the Town of Victoria Park.
22. Prior to the commencement of use, the applicant is to enter into a Master Project Agreement with the City of Perth, which outlines intended responsibilities for land tenure, maintenance and ownership of each asset, to the satisfaction of the Western Australian Planning Commission.

ADVICE TO APPLICANT

1. Due to the nature of the project, it is acknowledged that clearance of conditions may need to occur in a staged manner, as separate packages of works are progressed.
2. The Government Architect advises:

In relation to Condition 4, the applicant is to:

- a) Confirm the transition of pedestrian surface treatments from the bridge structure to earth-worked retained sections to ensure aesthetic continuity or a conscious change;
- b) Confirm the final colour palette and patterning for the bridge and applicable network, with the expectation that the final graphic design will be developed with the appointed aboriginal public artist;
- c) Further consider the provision of shade and shelter from adverse climate conditions along with pause points (even if only at Heirisson Island) and dwelling spaces both on the bridges and on the land for the benefit of pedestrian experience;

3. The Department of Biodiversity, Conservation and Attractions advises:

In relation to Condition 3, notification of works and the submission of any documents can be emailed to metrorivercrossings@dbca.wa.gov.au.

In relation to Condition 5, the Construction and Environmental Management Plan should provide site-specific measures to address the following:

- a. a staging plan;
- b. delivery and storage of materials and equipment;
- c. site access and management;
- d. a utilities impact schedule, design and associated plans;
- e. management of machinery, equipment and vehicles, including refuelling procedure (if required) and spill response;
- f. vessel management, including pest control;
- g. on-site storage and bunding of materials and chemicals;
- h. sediment and turbidity management;
- i. water quality protection (including monitoring);

- j. protection of vegetation, including identification of trees to be removed and trees to be retained;
- k. waste management;
- l. protection of fauna;
- m. contamination and surcharging risk management (including management of displaced groundwater);
- n. public access route and management;
- o. noise, vibration and dust impacts from proposed works and activities and related mitigation measures;
- p. complaints and environmental incident management;
- q. consultation and communication strategy;
- r. hours of operation, timeframes and responsibilities for tasks identified;
- s. proposed contingency actions should environmental controls be inadequate; and
- t. any other matters considered relevant to the proposal not identified above.

The applicant is to liaise with the Department of Biodiversity, Conservation and Attractions for further information regarding the above site specific measures. In relation to Condition 6, the applicant is advised that the proposed works are located within a high to moderate acid sulfate soil risk area. The Acid Sulfate Soils Guideline Series for guidance on the identification, assessment and management of acid sulfate soils in Western Australia is available from the Department of Water and Environmental Regulation website at www.dwer.wa.gov.au. If any acid sulfate soils are exposed during the works, the Contaminated Sites Branch of the Department of Water and Environmental Regulation should be contacted for further advice on 1300 762 982.

If the discharge of dewatering effluent to the Swan River, either directly or indirectly (i.e. stormwater network), is required for the construction works, pre- and post-treatment dewatering effluent samples will need to be provided to the Department of Biodiversity, Conservation and Attractions for review. It will need to be demonstrated that the dewatering effluent can meet the discharge criteria provided in Appendix 1 of Policy 50 – Planning for Dewatering Affecting the Swan Canning Development Control Area before any dewatering works commence. No discharge to the river or stormwater network is permitted until the post-treatment dewatering effluent results have been approved by the Department of Biodiversity, Conservation and Attractions.

In relation to Condition 8, the Landscape Management Plan should include the following details:

- a) details of native plant species, densities, size and location of planting areas;
- b) details and specifications of the park furniture, public art locations, surface treatments and pathways;
- c) foreshore remediation works (see below); and
- d) monitoring and maintenance requirements.

Any damage to the foreshore as a result of any construction works (e.g. crane access) will need to be remediated to its existing condition, including foreshore stabilisation. It is recommended that bioengineering stabilisation options are considered to ensure that a foreshore rehabilitation approach can be undertaken, and the environmental values of the river foreshore are enhanced.

All planting and vegetation at intersecting paths is to be of a low height to enable clear sight lines for pedestrians and cyclists. This vegetation is to be maintained on an ongoing basis in accordance with the maintenance responsibilities as set out in the Asset Management Plan required under Condition 20.

In relation to Condition 10, the applicant is to liaise with the Department of Biodiversity, Conservation and Attractions as detailed bridge designs are developed and the final hydraulic assessment is prepared.

In relation to Condition 11, the stormwater management system shall be designed to prevent mobilisation of sediment and contaminants (e.g. gross pollutants) from the site to the river and minimise erosion and scour risk to the foreshore. Stormwater from the proposed development should be managed in accordance with the Department of Biodiversity, Conservation and Attractions' Policy 49: Planning for Stormwater Management Affecting the Swan Canning Development Control Area, the Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia and Decision Process for Stormwater Management in WA, and water sensitive urban design principles.

Further details of the stormwater infrastructure (e.g. pipe network, scuppers, vegetated swale and basins) and a monitoring and maintenance schedule should be provided. The stormwater basins should be sized for the small rainfall events and shaped to blend in with the surrounding landscape. The applicant is advised that the Department of Biodiversity, Conservation and Attractions is unlikely to support the connection of subsoil drains, if required, to the local stormwater system and the river without treatment onsite prior to discharge.

In relation to Condition 12, the final lighting plan should be consistent with the approach outlined in the Lighting and Security Strategy Causeway Pedestrian and Cyclist Bridges Project (Causeway Link Alliance, Revision A, 18 August 2022). Lighting should be designed to minimise light spill to the river and surrounding foreshore areas to ensure that wildlife is not unacceptably impacted. The plan is also to consider lighting the underside of the bridge to enhance the journey experience from the river and beneath the bridge.

In relation to Condition 18, the Close-Out Report should contain:

- a. Before and after photos of the works;
- b. Any comments in relation to compliance and non-compliance with conditions of the approval; and
- c. As-constructed surveys and as-constructed drawings.

Any queries regarding this matter, should be directed metrorivercrossings@dbca.wa.gov.au and quote the application reference number.

4. The City of Perth advises:

In relation to Condition 8, the applicant is to have regard to:

- a. the City's standard furniture suite (Design and Construction – Book 500) in respect of tables, seats, bike racks and bin enclosures within Point Fraser and Heirisson Island;
- b. A potential reduction in bicycle rack quantities and rationalisation of locations within Point Fraser and Heirisson Island; and

- c. Sign and pavement marking plans/drawings, with treatment detailing measures to slow cyclists at approaches and at conflict points.

The applicant is encouraged to:

- a. Liaise with the City of Perth in relation to the river wall project located within the development area on the northern side of Heirisson Island. The proposed development is encouraged to integrate the landscaping design of the river edge treatment solution.
- b. Liaise with the Water Corporation in relation to the 'Pipes for Perth - Riverside Drive' project located within the development area on the northern side of Point Fraser. The project is encouraged to jointly consider the impact of tree removal, and revegetation in the area.
- c. Reconsider the proposed alignment of the temporary road connection between the Causeway and Riverside Drive. Noting, with the current arrangement, traffic from the Causeway drives along a curve to Riverside Drive and within a short distance another curve is present in the reverse direction. This arrangement may not give enough time to drivers and could cause safety issues for road users.
- d. Submit a road safety audit at 85% design to the City of Perth for review.

The applicant is reminded of the requirement for all new works to comply with the relevant requirements of the Disability Discrimination Act and Access to Premises Standards.

5. The Town of Victoria Park advises:

In relation to Condition 4 the applicant is to consider the following matters in the further design development:

- a. the balustrade design including considering use of the bridge by vision impaired persons, and optimising the width for cyclists.
- b. seating, shade, water stations and seating for the benefit of users.
- c. tactile indication between the pedestrian path and the cycle path to prevent a pedestrian with a vision impairment straying into the path of cyclists.
- d. opportunity for public art and/or heritage recognition within design elements on the bridge, the abutment and footpaths.
- e. a suitable applied surface finish to mitigate potential adverse impacts resulting from the heat of the corten steel.
- f. management of stormwater.
- g. any impact of lighting upon flora and fauna.
- h. a suitable Aboriginal name for the bridge.
- i. realign river path closer to bridge pylons/abutment and increase landscaping between path and river.
- j. river foreshore improvements identify riparian plantings and river edge treatments.
- k. landscape design elements and locations take advantage of viewpoints.
- l. use of site level changes and embankments for views of the river and events spaces.
- m. informal/nature play spaces, turning storm water basins into swales and utilizing embankments.

In relation to Condition 14, the Traffic Management Plans shall be consistent with the submitted Construction Management Plan in relation to depicting construction vehicle access being via Garland Street rather than via the left turn lane from Canning Highway onto the Causeway bridge.

6. ATCO advises that anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24 – Additional Information for Working Around Gas Infrastructure <https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html>.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Parks and Recreation, Primary Regional Roads and Waterways
Local Planning Scheme - Zone/Reserve	Not applicable
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Existing Land Use:	Open space
State Heritage Register	Yes
Local Heritage	☐ N/A ☒ City of Perth Heritage List ☐ Heritage Area
Design Review	☐ N/A ☐ Local Design Review Panel ☒ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	Yes

Proposal:

Details of the Application

The application seeks approval to construct the Causeway Pedestrian and Cyclist Bridge (the proposed Bridge), which comprises two interconnected cable-stayed bridge structures, with a six metre wide deck providing separated pedestrian and cyclist paths. The bridge will be constructed approximately 80-90 metres west of the existing Causeway Bridges and measure 660 metres long, with a 6.2 metre clearance above river level. The supporting piers will rise 40 metres above the bridge deck (**Attachment 1 - Development Plans**).

The proposed Bridge spans from the eastern banks of Point Fraser within the City of Perth (the City), touching down on Heirisson Island, and extending through to McCallum Park in the Town of Victoria Park (the Town) (**Attachment 2 - Location Plan**).

The proposed Bridge is part of the Perth City Deal and is jointly funded by the State and Federal Governments, and the City, and is being delivered by the Causeway Link Alliance (the applicant) on behalf of Main Roads Western Australia (MRWA), with a target completion date in 2024.

The proposed Bridge will connect with the existing shared use path network at Point Fraser and McCallum Park and includes substantial revegetation and upgrades to the public realm areas at each landing point, including: Noongar entry markers, bike racks, public art, furniture and wayfinding signage.

Background:

Planning Context

The subject land comprises the following land parcels: Lots 501 and 502 (1-3) Canning Highway, Victoria Park; Lot 301 (171) Riverside Drive, Perth; Lots 5268 and 13697 Heirisson Island; Lot 305 (21) Riverside Drive, East Perth; Garland Street road reserve, Victoria Park, Garland Street reserve: Land ID 3641182 Causeway, Shepperton Road, Canning Hwy, Riverside Drive and Great Eastern Hwy road reserves (the subject land). All lots are owned by the Crown, except for Lot 502 (No. 1) Canning Highway and Lot 501 (No. 3) Canning Highway, which are owned in freehold by the Town.

The subject land is partly reserved Parks and Recreation (P&R), partly reserved Primary Regional Roads (PRR) and partly reserved for Waterways under the Metropolitan Region Scheme (MRS). The subject land is also partly affected by the development control area (DCA) under the *Swan and Canning Rivers Management Act 2006* (SCRM Act). Under Clause 30A(2)(a)(i) of the MRS, the application is required to be determined in a manner that is consistent with the advice of the Swan River Trust (SRT). The subject land is not zoned under the City's Planning Scheme No. 2 (CPS 2) or the Town's Local Planning Scheme No. 1 (LPS No.1) (**Attachment 3 - Zoning Plan**).

Site Context

The existing Causeway Bridge separates Heirisson Island into two sections. The northern area can be accessed via the exiting Causeway Bridge and features a car park, toilets and BBQs, whilst the southern area is not accessible for vehicles.

To the southeast, McCallum Park is a regional park with extensive grasslands, areas of mature vegetation, and facilities for active and passive recreation pursuits. Separated pedestrian and cyclist paths run parallel with the Swan River, with connections through to Shepperton Road, Canning Highway and Great Eastern Highway.

To the northwest, Point Fraser has been developed with hospitality and tourism venues, shared use paths, car parking and recreation and playground facilities. The extensive path network within the Point Fraser reserve provides access to the broader CBD area, via connections to Riverside Drive to the west and Adelaide Terrace to the north.

Aboriginal Heritage

The subject land includes two Registered Aboriginal Heritage sites - the Swan River and Heirisson Island. In May 2022 the Minister for Aboriginal Affairs granted a Section 18 permit under the *Aboriginal Heritage Act 1972*, subject to conditions which will help ensure the protection of Aboriginal heritage values.

Development Application Pathway

The development application pathway is outlined below:

- The subject land is reserved under the MRS for various purposes. Accordingly, under clause 13 of the MRS, the proposed Bridge development requires WAPC approval.
- As noted, the subject land is partly affected by the DCA under the SCRM Act and is to be determined in a manner consistent with the advice of the SRT.
- The proposed development has an estimated cost of \$100 million and is therefore within the mandatory Development Assessment Panel (DAP) threshold (\$20 million), requiring approval from a DAP based on a report and recommendation prepared by the WAPC.
- The subject land is within two DAP boundaries (City of Perth LDAP and Metro Inner South JDAP). The application is to be determined by the City of Perth LDAP as the majority of the proposed works are located within its boundary, in accordance with Regulation 8(2) of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Project Background

The project commenced in 2019, with a Department of Transport (DoT) led study to explore innovative and cost-effective solutions for improving pedestrian and cyclist connectivity across Heirisson Island, including a requirement to develop an iconic design that responds appropriately to the area's natural and cultural heritage values.

Since 2020, extensive consultation has occurred with key stakeholders, including: DoT Marine Safety Unit, Department of Biodiversity Conservation and Attractions (DBCA), SRT, the City, the Town, City of South Perth, South-West Aboriginal Land and Sea Council, Department of Planning, Lands and Heritage (State heritage Office) (DPLH), Burswood Park Board, the Government Architect, Water Corporation, MRWA, Westcycle, Matagarup Elders Group, and local businesses operating on Point Fraser. In addition, a Noongar Reference Group was established to provide input into the project.

Legislation and Policy:

Legislation

Planning and Development Act 2005
Swan Canning River Management Act 2006
Metropolitan Region Scheme
Heritage Act 2018
Aboriginal Heritage Act 1972

State Government Policies

State Planning Policy 7.0 Design of the Built Environment
State Planning Policy 2.10 - Swan-Canning River System

Development Control Policy 5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space

Consultation:

Public Consultation

The City advertised the proposal for 28 days between 10 October - 7 November 2022. At the conclusion of advertising five submissions were received, comprising one in support, and four objections.

The Town advertised the proposal for 28 days between 10 October - 7 November 2022. At the conclusion of advertising eight submission were received, comprising seven in support, and one objection.

Matters raised in submission are discussed in the attached schedule of submissions (**Attachment 4 - Schedule of submissions**).

Referrals/consultation with Government/Service Agencies

The following agencies were consulted and raised no objections to the proposed Bridge: DPLH, DBCA, Department of Water and Environmental Regulation, DoT, ATCO and DevelopmentWA.

Swan River Trust

The SRT considered the application on 22 November 2022 and resolved to support it subject to conditions. Prior to the SRT's consideration, the applicant, in consultation with DPLH and DBCA reviewed and refined the draft DBCA conditions. The applicant does not object the proposed DBCA conditions and advice notes.

City of Perth

The City supports the proposed Bridge, subject to conditions. Matters requiring further consideration are discussed further below in the Planning Assessment section of this report.

Town of Victoria Park

The Town's Council considered the proposed Bridge on 22 November 2022, and recommended that the application be approved subject to conditions. Matters requiring further consideration are discussed further below in the Planning Assessment section of this report.

Government Architect

The Causeway Bridges project was referred to the State Design Review Panel (SDRP) by MRWA in June 2022, prior to the lodgement of a development application. The need for review by SDRP was a requirement of the procurement criteria and resultant agreed Alliance structure. Two design reviews have occurred as follows:

- DR1 - 26 July 2022.
- DR2 – 29 November 2022

The SDRP indicated broad support for the design of the proposed Bridge at the July 2022 DRP meeting. The SDRP re-stated support for the bridge design, as a coherent and elegant solution at the November 2022 DRP, and identified the matters listed below for further consideration by the applicant.

- Further consider the experience of the journey, including provision of shade, shelter, pause points (even if only at Heirisson Island) and dwelling spaces both on the bridges and on the land.
- Further information required regarding the ridge finish transition from bridge surface to earth-worked retained sections to ensure aesthetic continuity or a conscious change.
- Confirm final colour palette and patterning for the bridge and applicable network, with the expectation that the final graphic design will be developed with the appointed aboriginal public artist.

The above matters can be addressed prior to the detailed design drawings being finalised, with design refinements to occur in consultation with the applicant, Government Architect, DPLH, and relevant local governments and State agencies. A condition and related advice to this effect are recommended.

Aboriginal Heritage

As noted, the subject land includes two Registered Aboriginal Heritage sites, Swan River and Heirisson Island. The Section 18 permit grants approval from the Minister for Aboriginal Affairs for the proposed Bridge to be built on the registered heritage sites, and includes conditions requiring the applicant to:

- invite four members of the Whadjuk Indigenous Land Use Agreement Group to be present for ground disturbing activities;
- provide a written report following completion of the proposed Bridge project outlining the impact of the development on the Aboriginal site; and
- details of any archaeological or cultural salvage undertaken, and the extent of any remediation.

Compliance with the s.18 permit conditions will help ensure that the Aboriginal heritage values relating to Heirisson Island and the Swan River are respected during construction of the proposed Bridge, and following completion, via an assessment to consider the resultant impact on the heritage sites.

State Heritage Register

The proposed Bridge was referred to the Heritage Council due to its close proximity (not within curtilage) to the State Registered Heritage Place, 'Causeway Bridges' (Place 3631). The Heritage Council supports the proposed Bridge development, and has provided the following advice:

- Causeway Bridges has cultural heritage significance for being the first bridges in Western Australia constructed of steel and reinforced concrete materials, and represents almost 120 years of continuous bridge building endeavour until the current bridges' completion in 1952.
- Although the proposed new Causeway Pedestrian and Cyclist Bridge will be a prominent landmark and make a substantial impact on the existing setting, it has

been designed to be iconic in its own right and as such will not detract from the cultural heritage significance of Causeway Bridges.

- The management of the archaeological resource associated with the previous bridge crossings and proposed interpretive strategies are positive aspects of the proposal.

Planning Assessment:

Metropolitan Region Scheme

Clause 30(1) of the MRS states the following matters are to be considered when determining a development application:

- the purpose for which the land is zoned or reserved under the MRS;
- the orderly and proper planning of the locality; and
- the preservation of the amenities of the locality.

The proposed Bridge is to be built partly within the PRR, P&R and Waterways MRS reservations. The proposed Bridge is consistent with the purpose of these reservations, respectively, for the following reasons:

- With regard to the P&R reservation the proposed Bridge will facilitate: improved pedestrian and cyclist access between P&R reserves; construction of public realm improvements such as meeting areas, and public art, signage, lighting and furniture influenced by the Aboriginal and cultural heritage values of the site. Further, the proposed Bridge will connect with the existing public shared use path network.
- With regard to the PRR reserve, a portion of proposed Bridge landing area on the Point Fraser side is within the PRR reserve (**Attachment 3**). This area has been used for temporary parking by patrons of the On The Point hospitality venues, however, development approval to use the land for this purpose is no longer in place. MRWA do not object to the proposal. From a regional road planning perspective, the proposed Bridge will not impact the function or future planning of the regional road network in this area.
- With regard to the Waterways reservation, the two bridge structures have been designed with navigational envelopes that are significantly wider and taller than the current Causeway Bridge, to enable larger watercraft (including ferries) to navigate the upper reaches of the Swan River should the existing Causeway traffic bridges ever be raised or replaced to accommodate future increased water traffic.

The proposed Bridge is consistent with the orderly and proper planning of the locality and the preservation of amenities of the locality as:

- The applicant has liaised extensively with key stakeholders since the inception of the proposal, and this development application has been submitted in accordance with the applicable planning framework.
- The proposed Bridge provides pedestrians and cyclists a safer and more functional alternative to the existing pedestrian footpath over the Causeway bridge.

- Conditions recommended for imposition on any development approval will ensure the proposed Bridge development addresses all relevant regional planning considerations and the preservation of the local amenity.

Having regard to the above discussion, the proposal is consistent with the provisions of MRS clause 30(1).

State Planning Policy 2.10 - Swan-Canning River System (SPP 2.10)

The primary objective of SPP 2.10 relevant to this proposal is to: *"ensure that activities, land use and development maintain and enhance the health, amenity, and landscape values of the river, including its recreational and scenic values."*

The proposed Bridge project is within the Perth Water precinct (the Precinct) under SPP 2.10. Following is an assessment of the proposed Bridge project against the Precinct objectives.

- *Recognise the importance of the river for transport, commerce, tourism and leisure as well as its conservation values;*

The proposed Bridge will improve public accessibility and enjoyment of the river foreshore through improved walking paths, cycleways and landscaping at each of the bridge landing zones, including Heirisson Island. The proposed Bridge also protects future river navigation possibilities through overhead clearances to allow larger watercraft (including ferries) to navigate the upper reaches of the Swan River should the existing Causeway traffic bridges ever be raised or replaced.

- *Protect views across and from the water, both north and south of the river between the Narrows Bridge and the causeway and east and west between Kings Park and Heirisson Island;*

As a dedicated pedestrian and cyclist bridge, it will protect existing views looking west towards the City, South Perth peninsula and Kings Park. The iconic design and open nature of the suspension bridge structures will create visual interest which contributes to the visual landscape from all vantage points.

- *Maximise opportunities for public access to the river so that it becomes an intrinsic part of living and working in the city;*

As a dedicated pedestrian and cyclist bridge it will improve community amenity and pedestrian and cyclist connectivity across the Swan River. The proposed Bridge also connects into the existing shared path network on McCallum Park and Point Fraser, and will enhance recreational opportunities by incorporating paved and landscaped meeting areas at Point Fraser, MacCallum Park and Heirisson Island.

- *Protect places of cultural significance, in particular places on the State heritage register and the Department of Indigenous Affairs register of significant places;*

As noted, the existing Causeway Bridge is a State registered Heritage Place, and the Swan River and Heirisson Island are both registered Aboriginal sites.

The Heritage Council supports the proposed Bridge, and the applicant has prepared a draft Heritage Interpretation Plan which proposes to review the history and stories

of the Causeway Bridges, develop interpretive themes which will be reflected in public art and signage, lighting, furniture installations, place naming and opportunities for ephemeral events, with a focus on the consistent key themes of country, community and connections. As the proposed Bridge is outside the curtilage of the heritage listed Causeway Bridges, the Heritage Council has not recommended and conditions be imposed.

- Delivering an iconic design that responds appropriately to the area's natural and cultural heritage values.

In its response to the WAPC, the Heritage Council noted: *"Although the proposed new Causeway Pedestrian and Cyclist Bridge will be a prominent landmark and make a substantial impact on the existing setting, it has been designed to be iconic in its own right and as such will not detract from the cultural heritage significance of Causeway Bridges."*

Further, the SDRP advised that it: *"Provides overall support for the current proposal as a coherent and elegant solution"*

- *Promote new riverside development appropriate to its surroundings and respectful of the unique river setting;*

The proposed Bridge utilises external materials and finishes that complement the Swan River environment, with a colour palette that references local Western Australian red earth and a landscaping that priorities endemic Western Australian species selections. A condition of approval is recommended to require the applicant to provide a detailed schedule of colours, materials and finishes prior to the commencement of development.

The application meets SPP 2.10's objective of ensuring that activities, land use and development maintain and enhance the health, amenity of the river, including its recreational, cultural and scenic values. Further, the proposal is consistent with draft State Planning Policy 2.9 Water Resources (draft SPP 2.9), which consolidates the key objectives and development assessment measures in SPP 2.10. Draft SPP 2.9 is anticipated to be considered by the WAPC in the first quarter of 2023, and will ultimately supersede SPP 2.10.

Development Control Policy 5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space (DC 5.3)

DC 5.3 sets out the land uses under which the WAPC may approve within land reserved for Parks and Recreation and Regional Open Space, which include:

- *passive recreation and active sporting pursuits;*
- *cultural and or community activities, including activities promoting community education of the environment; and/or*
- *uses that are compatible with and or support the amenity of the reservation (i.e. cafe, restaurant) where specific facilities for such purposes have been approved by the WAPC*

An important consideration is that use and development on P&R land is to have unrestricted public access.

The proposed Bridge project is considered to be consistent with DC 5.3 for the following reasons:

- the Bridge will facilitate unrestricted public access to all three P&R reserve areas;
- through conditions of approval relating to heritage protection, the Bridge will facilitate all of the above-mentioned recreational, community and cultural activities on P&R land; and
- the Bridge will enable safe and convenient public access between the three areas of P&R reserve.

Conclusion:

The proposed Bridge is consistent with the MRS and State planning framework, and does not raise any concerns from a regional planning perspective. It will deliver a range of public benefits, including:

- significant improvements to the established pedestrian and cyclist network in the locality, with a focus on user amenity and safety;
- enhancements to existing public realm and landscaping within the project area;
- extensive heritage interpretation works that reflect the cultural heritage significance of the area to the local Whadjuk Noongar people; and
- an iconic design that is inspired by the historic and cultural context of the area.

Accordingly, it is recommended that the proposed Bridge development be approved subject to conditions.

NOTES

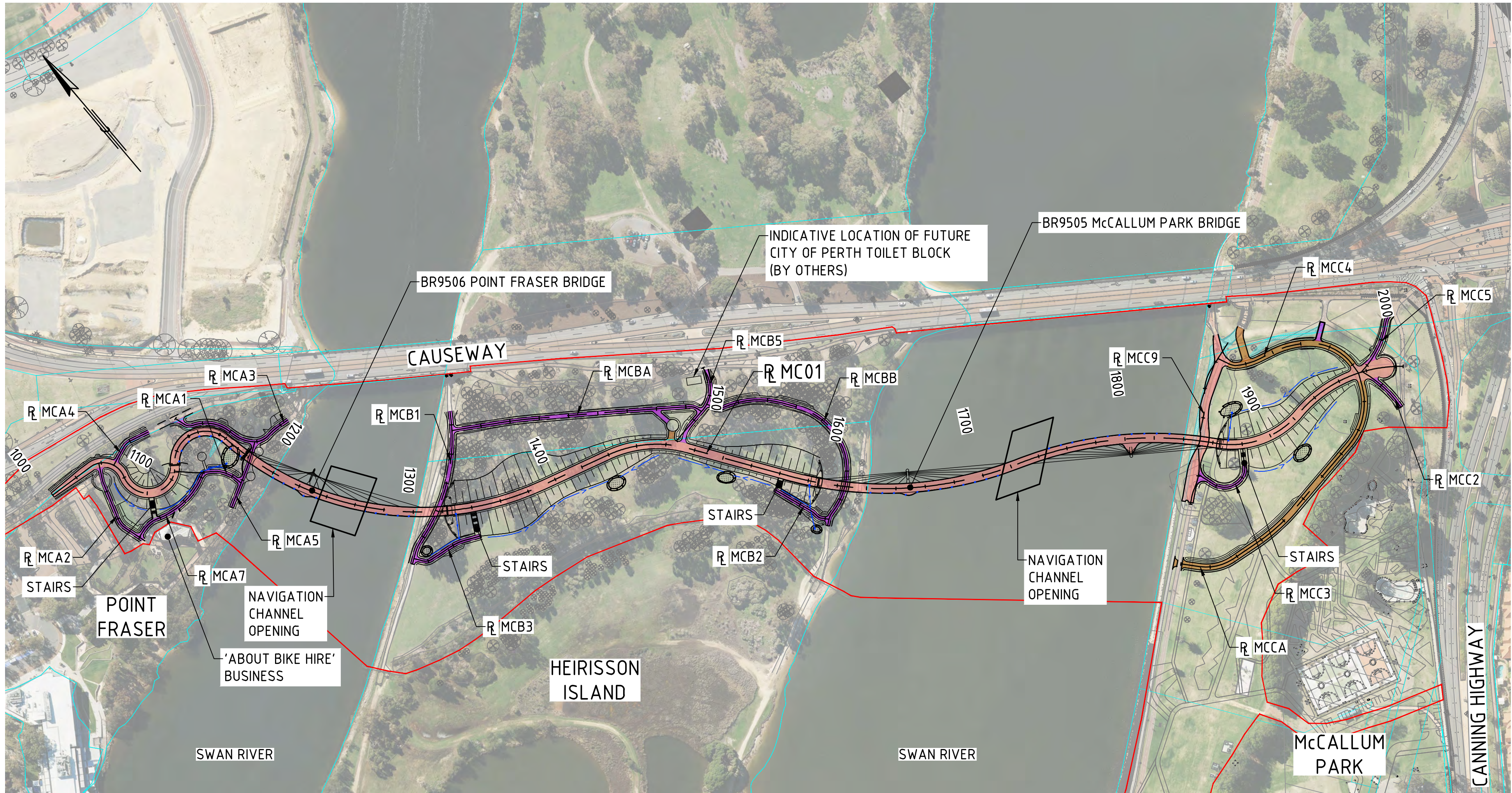
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 - SCUPPER
 - GULLY PIT
 - HEADWALL
 - ROCK PROTECTION
 - DRAINAGE DEPRESSION
 - 1.4m BALUSTRADE
 - FIXED BOLLARD
 - RETRACTABLE BOLLARD
 - 6m PEDESTRIAN / CYCLE PATH
 - 4m SHARED PATH
 - 3m SHARED PATH
 - 2.5m FOOTPATH
 - EXISTING PAVEMENT TO BE REMOVED

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
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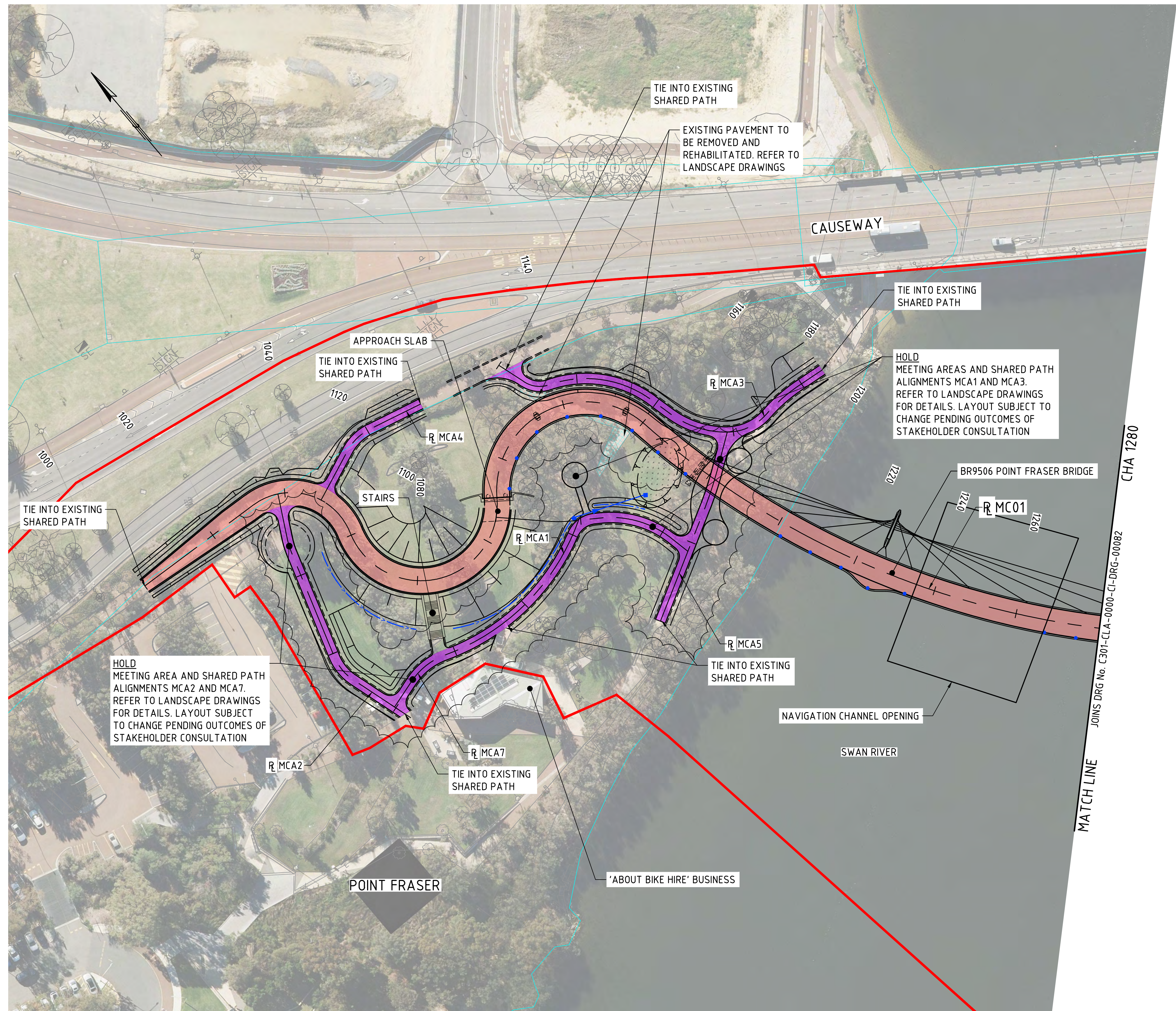
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FOR INFORMATION ONLY

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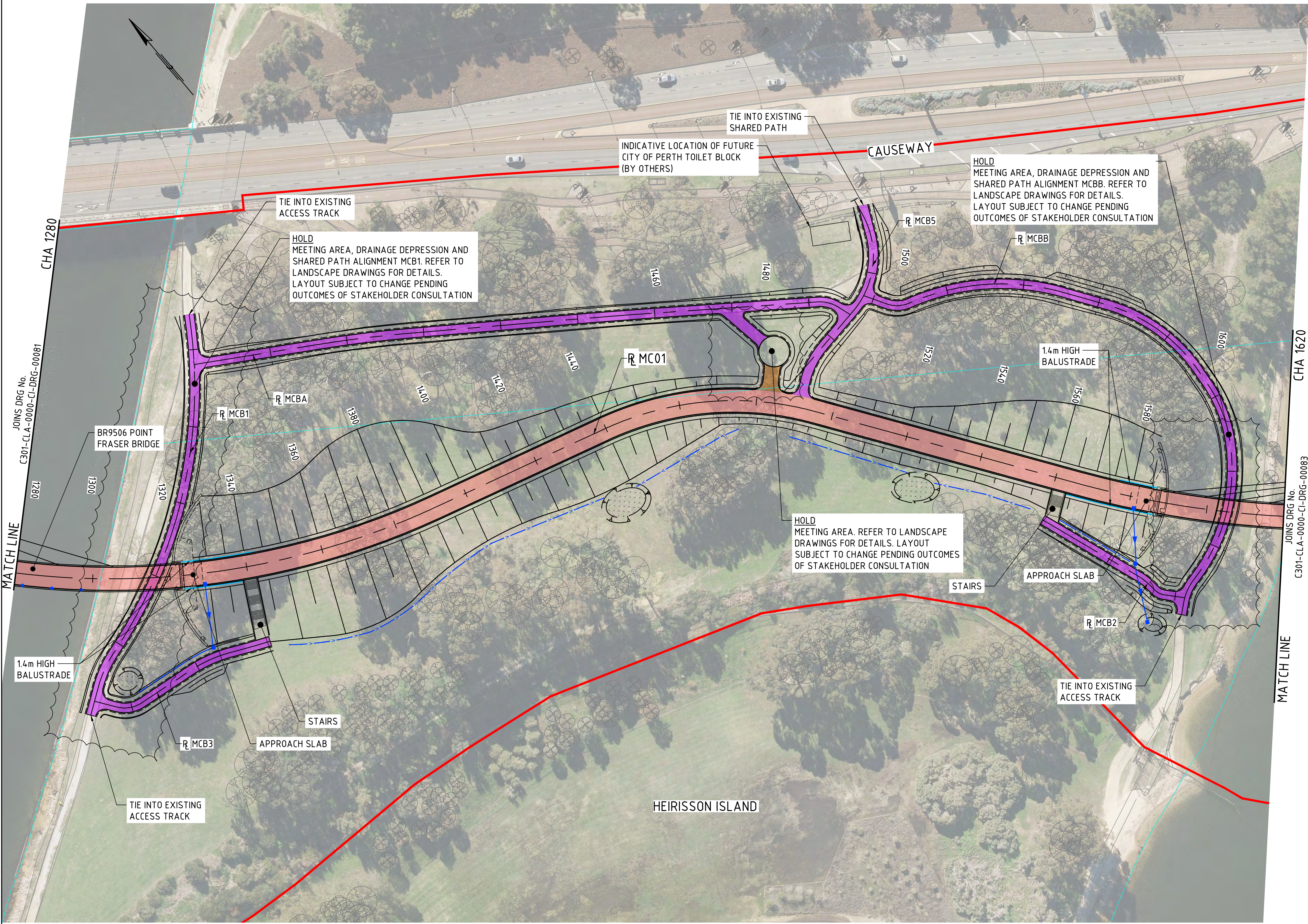


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- - - RETRACTABLE BOLLARD
- - - 6m PEDESTRIAN / CYCLE PATH
- - - 4m SHARED PATH
- - - 3m SHARED PATH
- - - 2.5m FOOTPATH
- - - EXISTING PAVEMENT TO BE REMOVED

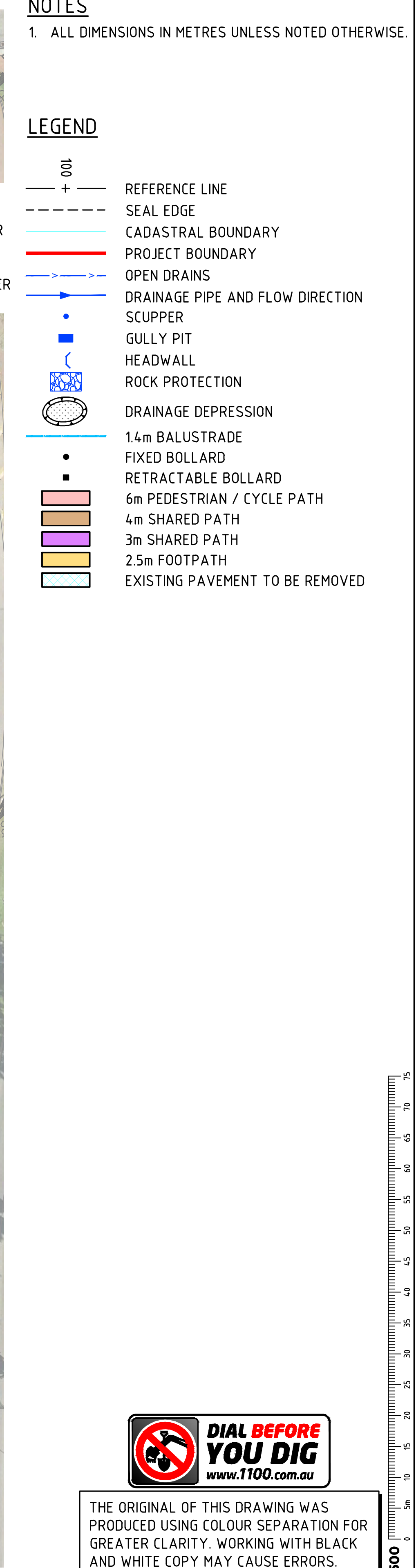


THE ORIGINAL OF THIS DRAWING WAS PRODUCED USING COLOUR SEPARATION FOR GREATER CLARITY. WORKING WITH BLACK AND WHITE COPY MAY CAUSE ERRORS.

PLAN
1:500

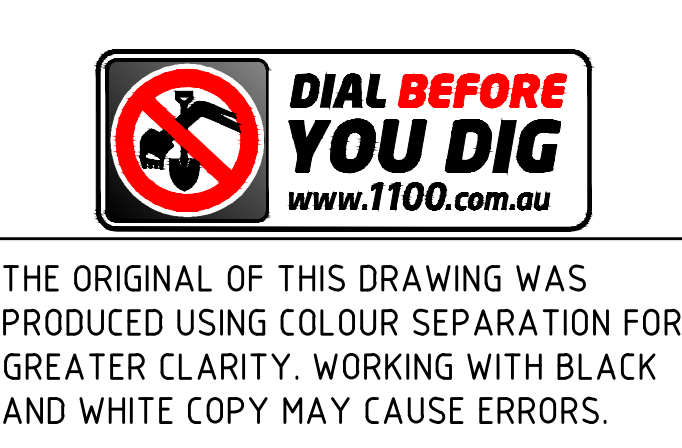
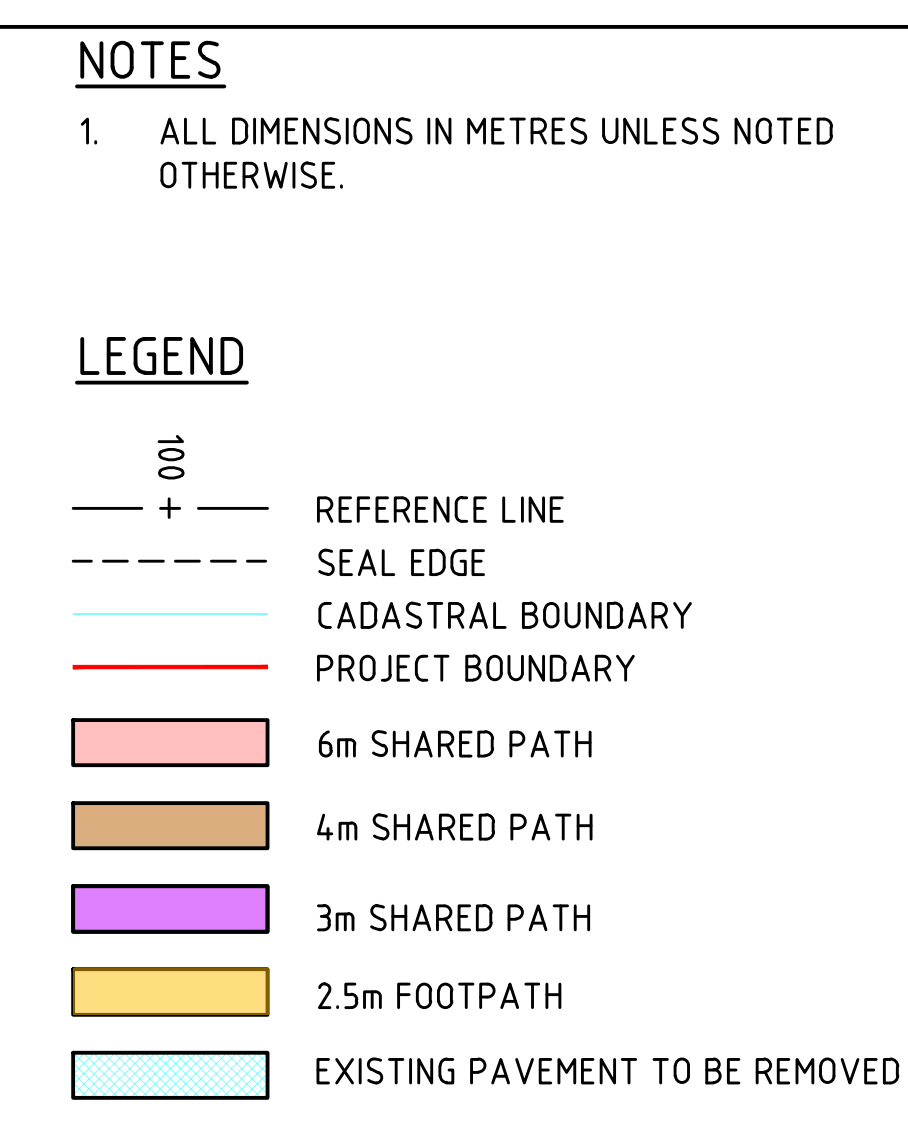
FOR INFORMATION ONLY

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THE ORIGINAL OF THIS DRAWING WAS
PRODUCED USING COLOUR SEPARATION FOR
GREATER CLARITY. WORKING WITH BLACK
AND WHITE COPY MAY CAUSE ERRORS.

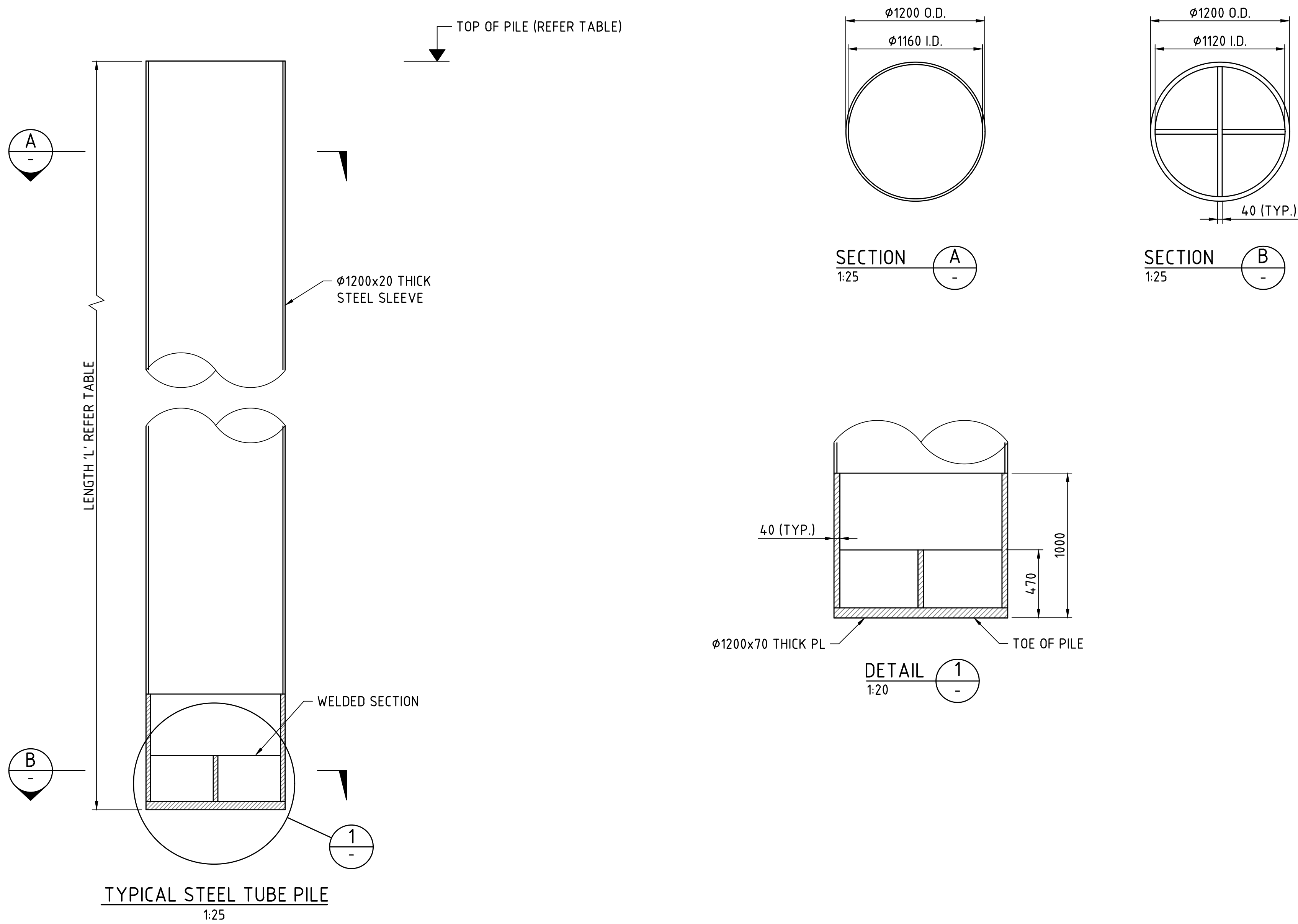
PLAN 1:500 PLAN 1:500 FOR INFORMATION ONLY										LOCAL AUTHORITY CITY OF PERTH (2021), TOWN OF VICTORIA PARK (2021) MAIN ROADS RESPONSIBILITY AREA METROPOLITAN REGION									
ISSUED FOR 15% DESIGN REVIEW T.C 09.09.22 DESCRIPTION APPROVED & DATE										MTWA DRAWING NUMBER PROJECT TITLE DRAWING TITLE DRAWING STATUS DRAWING No. CAUSEWAY LINK ALLIANCE CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGES GENERAL ARRANGEMENT PLAN CHA 1620 TO CHA 2005.334 15% C301-CLA-0000-CI-DRG-00083 SHEET A1 REV A									
AMENDMENTS										METADATA GROUND SURVEY STANDARD: 67-08-43 DATE OF CAPTURE: JUN 2022 MAPPING SURVEY STANDARD: 67-08-44 DATE OF CAPTURE: - MAIN ROADS PROJECT ZONE: PCG94 HEIGHT DATUM: AHD71 WSP Level 5 503 Murray Street Perth WA 6000 Telephone +61 8 9489 9700 Facsimile +61 8 9489 9777 Email: perth@wsp.com DRAWN M.BOCESKI 09.09.22 DESIGNED S.PATTENDEN 09.09.22 CHECKED A.WIDGERY 09.09.22 APPROVED T.CAWLEY 09.09.22 DRAWING PATH VERIFIED DATE CONTRACT MANAGER PROJECT DIRECTOR DATE CONTRACT MANAGER PROJECT DIRECTOR DATE									
VERIFIER   										INFRASTRUCTURE DELIVERY DIRECTORATE									



LOCAL AUTHORITY CITY OF PERTH/IOZL TOWN OF VICTORIA PARK IOZL		MAIN ROADS RESPONSIBILITY AREA METROPOLITAN REGION	
HFWA DRAWING NUMBER			
PROJECT TITLE CAUSEWAY LINK ALLIANCE			
DRAWING TITLE CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGES PLAN AND PROFILE - PSP MC01 - CHA 1000 TO CHA 2005.334			
DRAWING STATUS 15%		DRAWING No. C301-CLA-0000-CI-SKT-00001	
		SHEET A1 REV A	

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Plot Date: 22/07/2022 8:37 AM C:\Users\burgess\OneDrive - WSP 0365\Causeway\15% DR PDFs\C301-CLA-0000-ST-SKT-10001.dwg Plotted By: Burgess, Brent



PILE DETAILS								
BRIDGE	LOCATION	PILE TYPE	DIAMETER (mm)	N° OF PILES	TOP OF PILE RL (m AHD)	PILE LENGTH 'L' (m)	MIN. EMBEDMENT INTO KINGS PARK FORMATION (m)	ESTIMATED TOP OF KINGS PARK FORMATION (m AHD)
MCCALLUM PARK (BRIDGE 9505)	PYLON N° 1	DRIVEN STEEL TUBE PILE	1200	6	0.0	28.5	-	-29.0
	PYLON N° 2	DRIVEN STEEL TUBE PILE	1200	6	0.0	25.0	2.0	-23.0
POINT FRASER (BRIDGE 9506)	PYLON N° 1	DRIVEN STEEL TUBE PILE	1200	6	0.0	30.0	-	-38.0

NOTES:
1. REFER DRG. C301-CLA-0000-ST-SKT-20002 FOR GEOTECHNICAL NOTES.

1:25 0 200mm 400 600 800 1000 1200 1400 1600 1800 2000
1:20 0 2m

FOR INFORMATION ONLY

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



Level 5
503 Murray Street
Perth WA 6000
Telephone +61 8 9489
9700 Facsimile +61 8 9489
9777 Email:
perth@wsp.com

DRAWN	B.BURGESS	21.07.22
DESIGNED	C.CHANG	21.07.22
CHECKED	G.DUPLESSIS	21.07.22
APPROVED	W.SCHWARZ	21.07.22

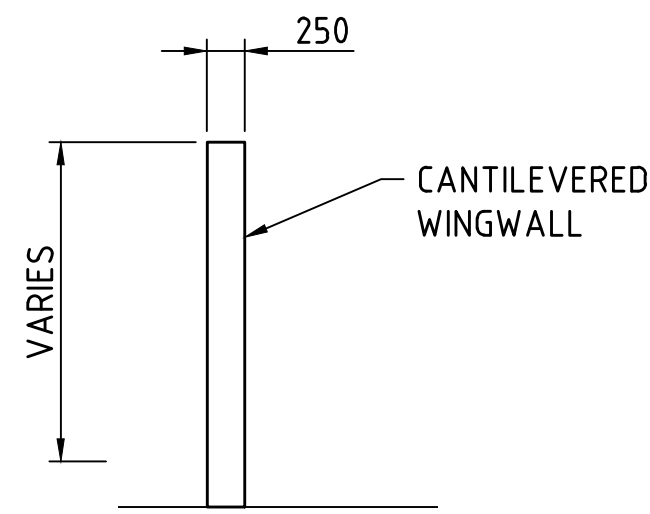
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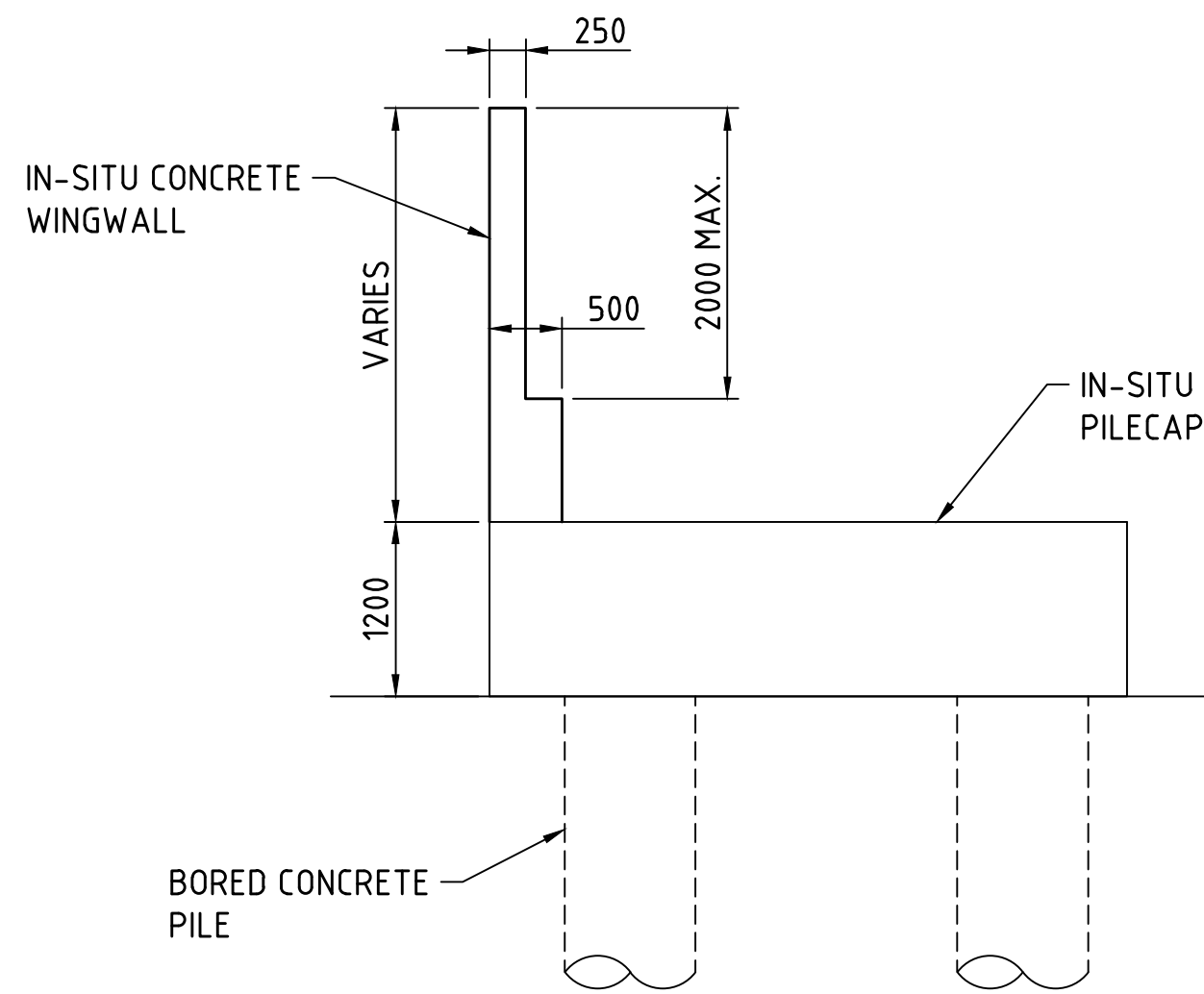
INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY 124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK		MAIN ROADS RESPONSIBILITY AREA METROPOLITAN REGION	
MRWA DRAWING NUMBER			
PROJECT TITLE CAUSEWAY LINK ALLIANCE			
DRAWING TITLE CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE PROJECT WIDE TYPICAL PYLON PILE DETAILS		SHEET A1	
DRAWING STATUS 15%		DRAWING No. C301-CLA-0000-ST-SKT-10001	
		REV A	

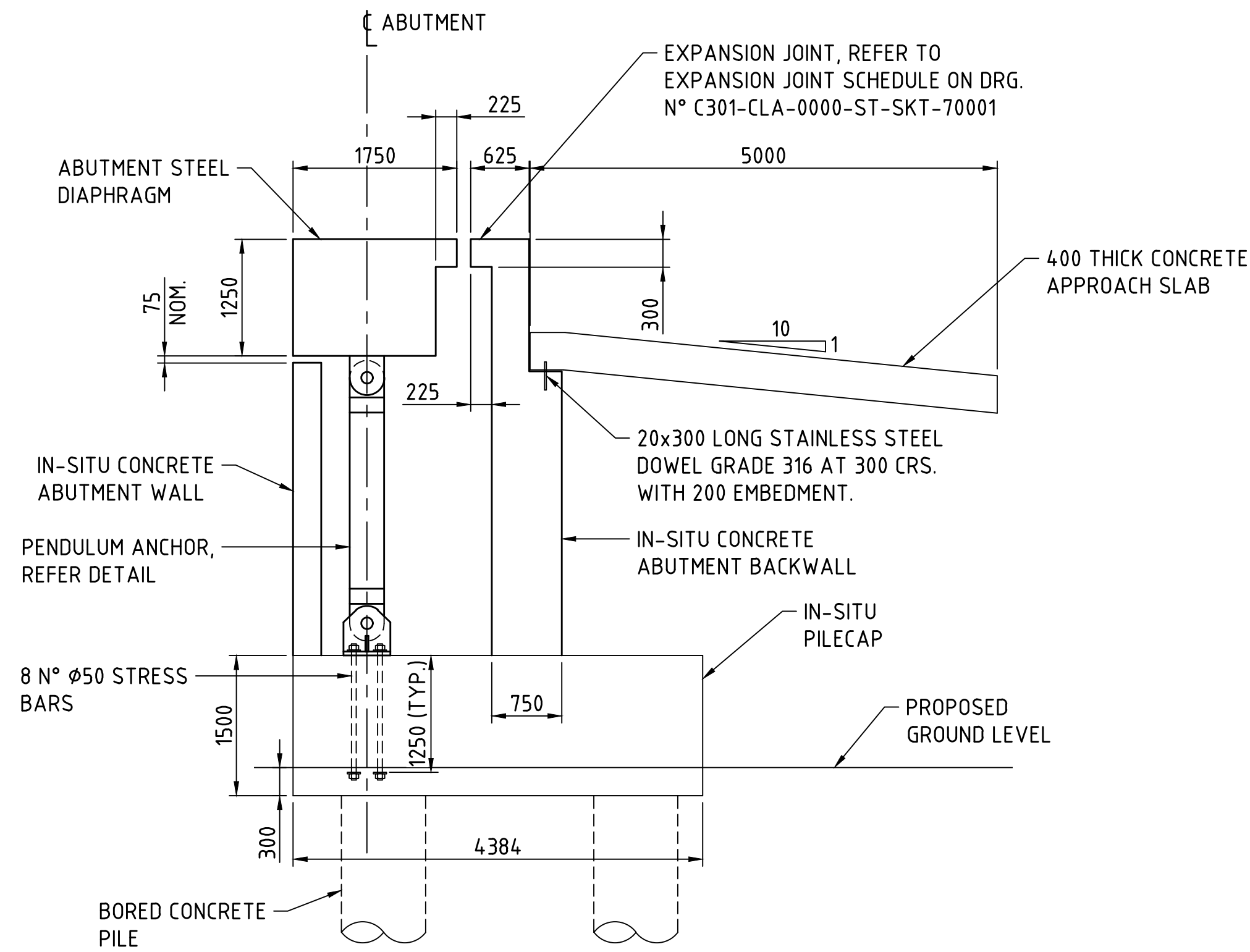
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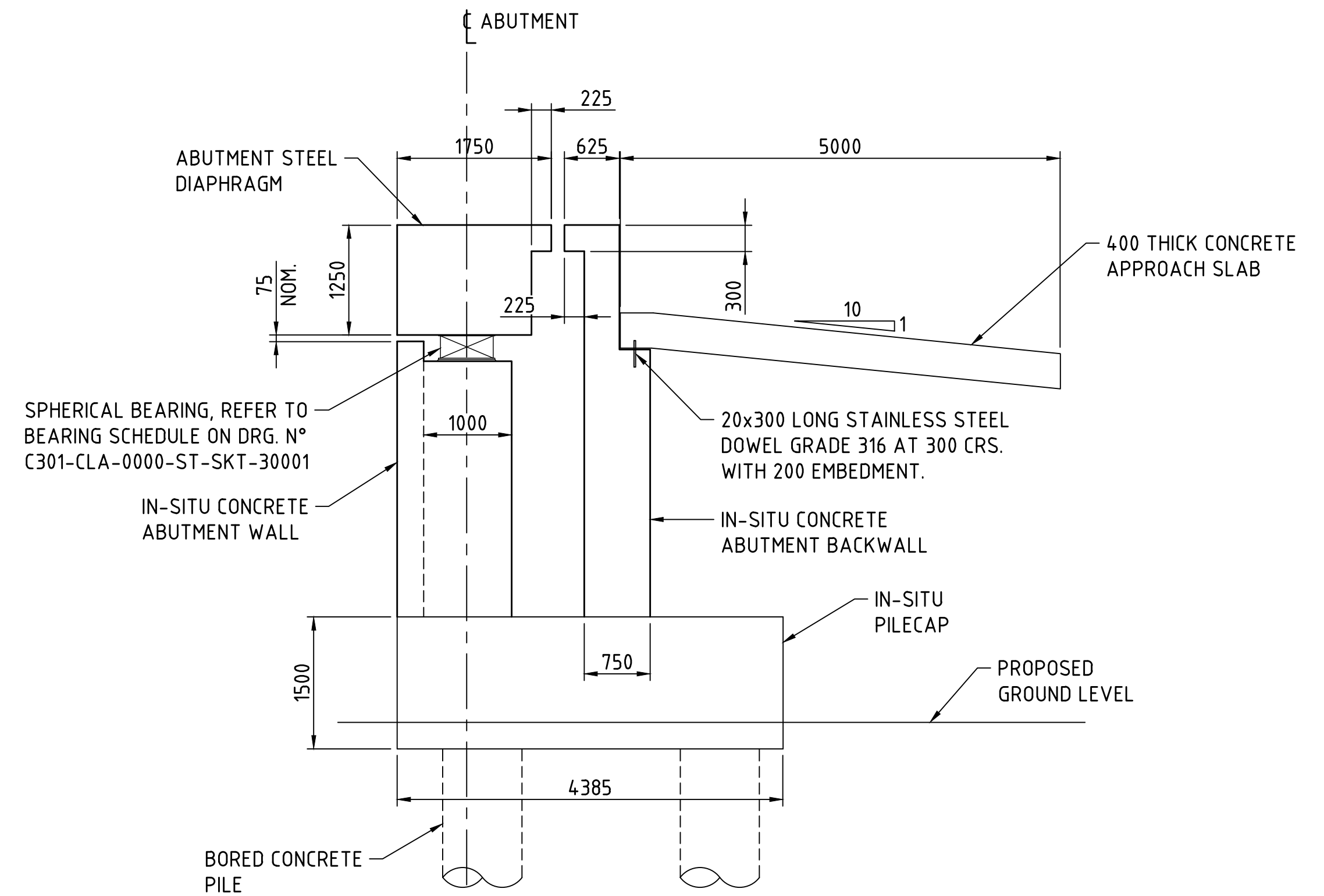
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C301-CLA-2000-ST-SKT-10102



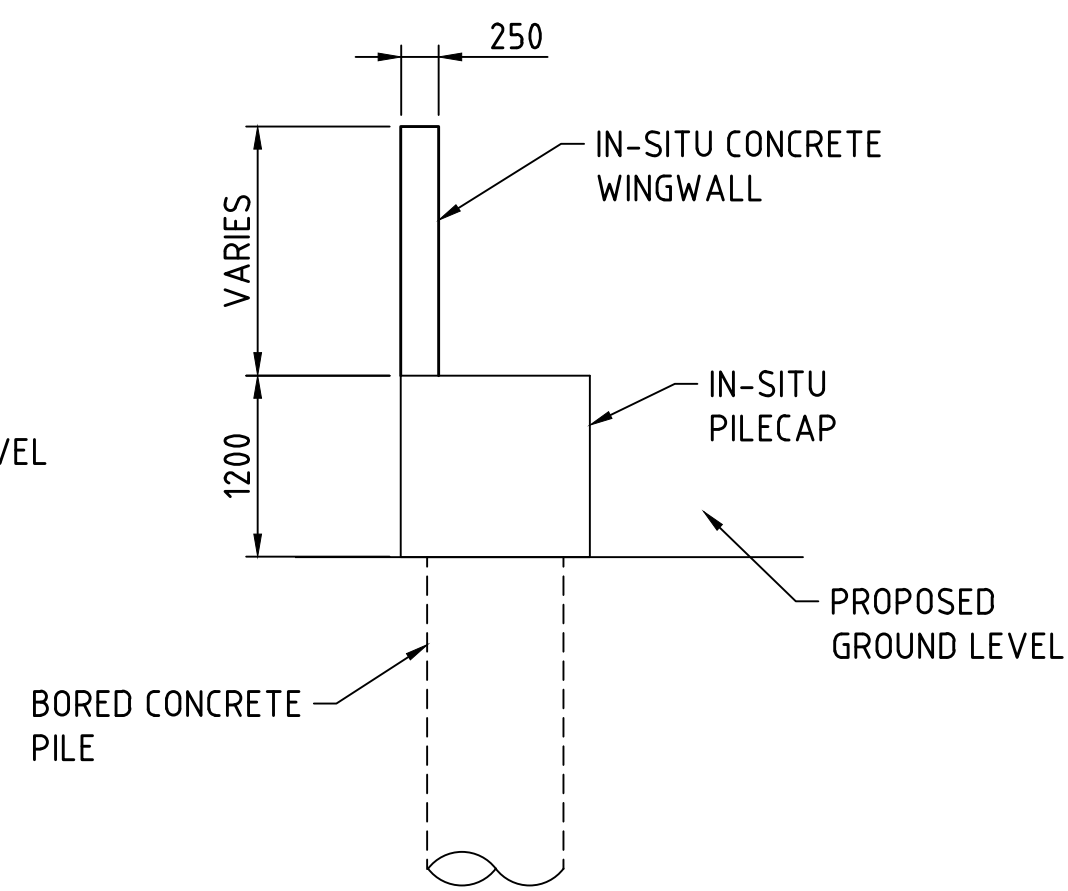
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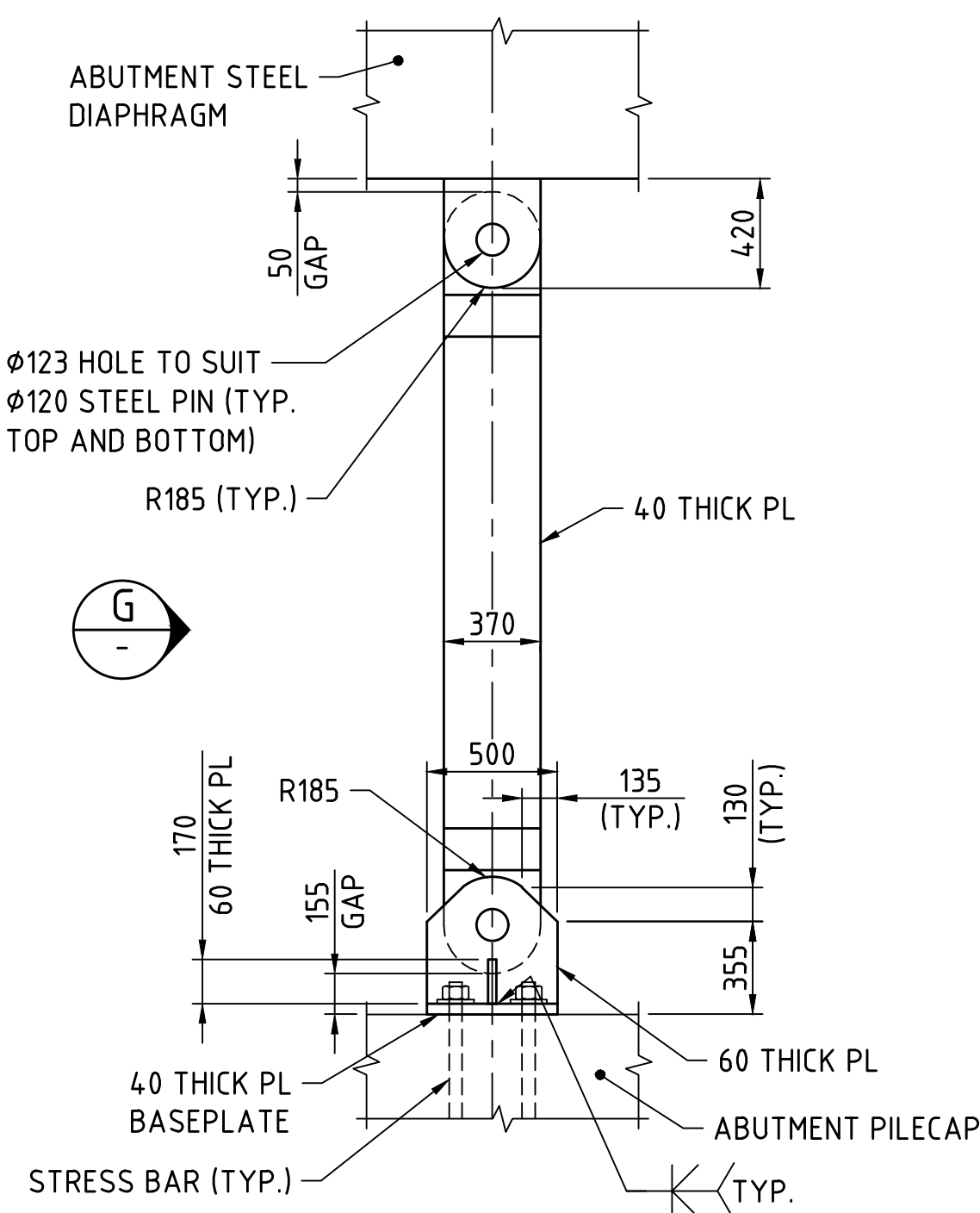
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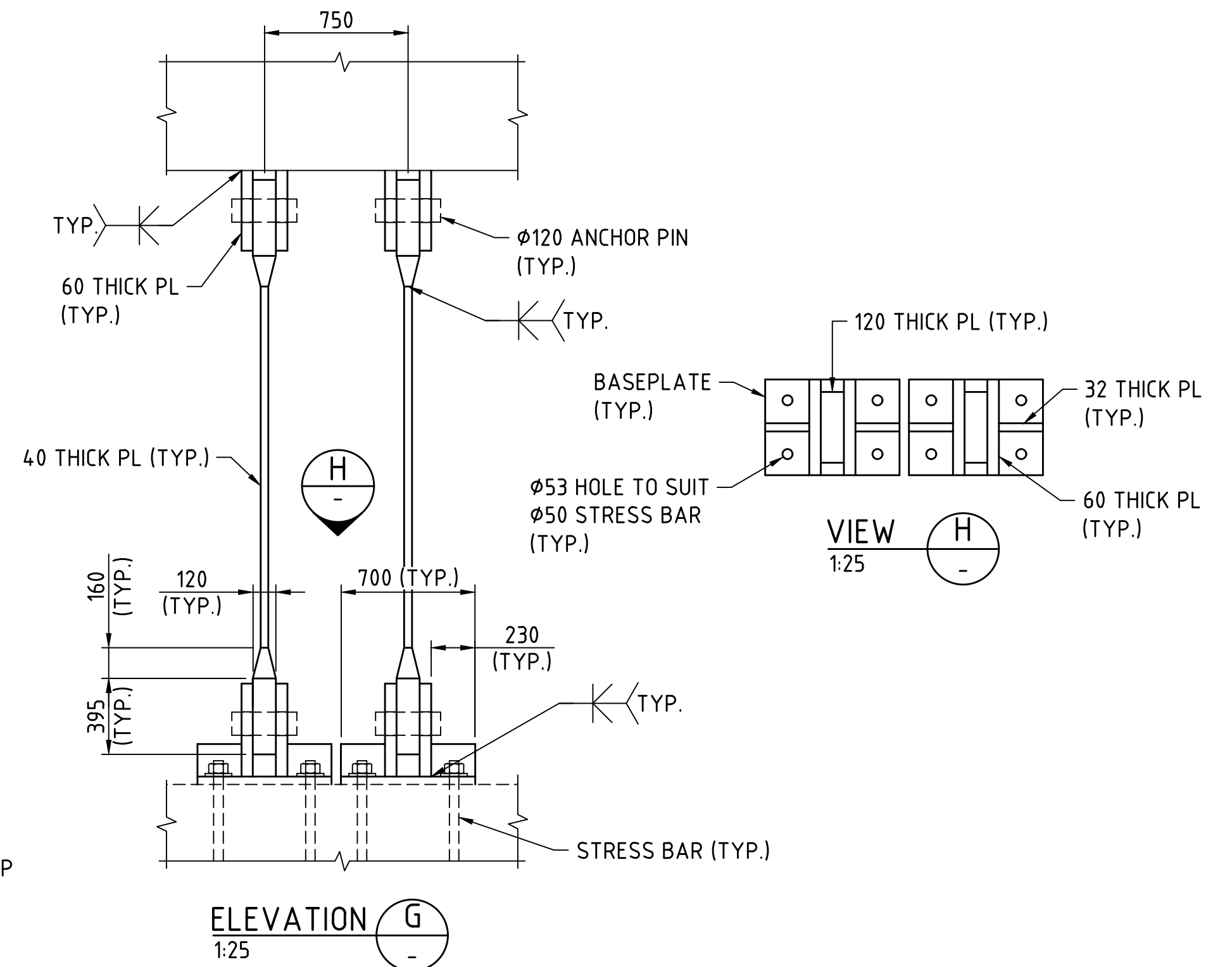
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C301-CLA-2000-ST-SKT-10102



SECTION F
1:50 C301-CLA-1000-ST-SKT-10102
C301-CLA-2000-ST-SKT-10102



PENDULUM BEARING SECTION
1:25



ELEVATION G
1:25

FOR INFORMATION ONLY

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE:
HEIGHT DATUM:

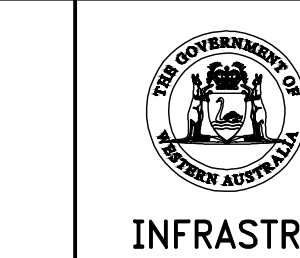
PCG94
AHD71



Level 5
503 Murray Street
Perth WA 6000
Telephone +61 8 9489
9700 Facsimile +61 8 9489
9777 Email:
perth@wsp.com

DRAWN: B.BURGESS 21.07.22
DESIGNED: C.CHANG 21.07.22
CHECKED: G.DUPLESSIS 21.07.22
APPROVED: W.SCHWARZ 21.07.22
DRAWING PATH: VERIFIED
DATE:

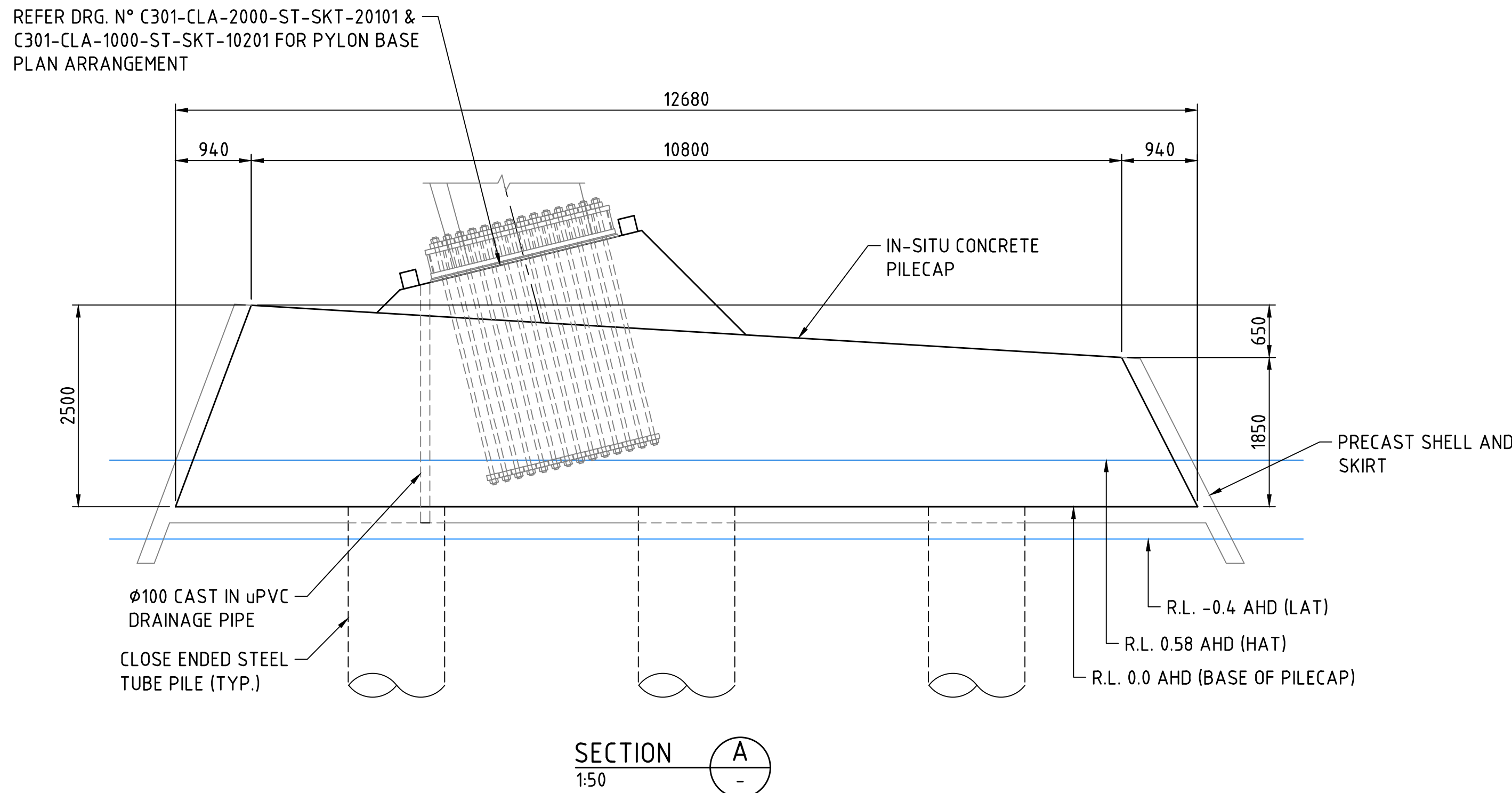
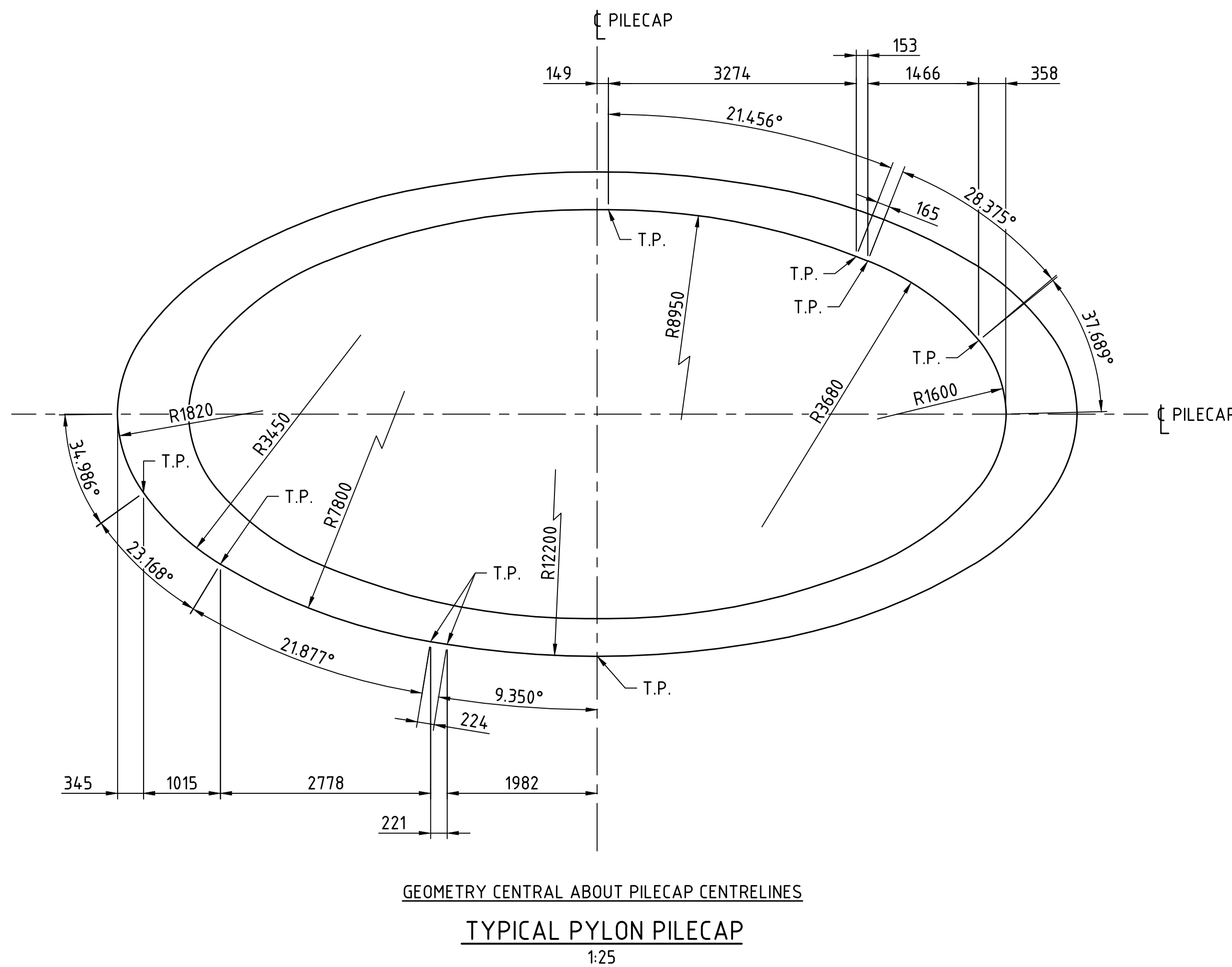
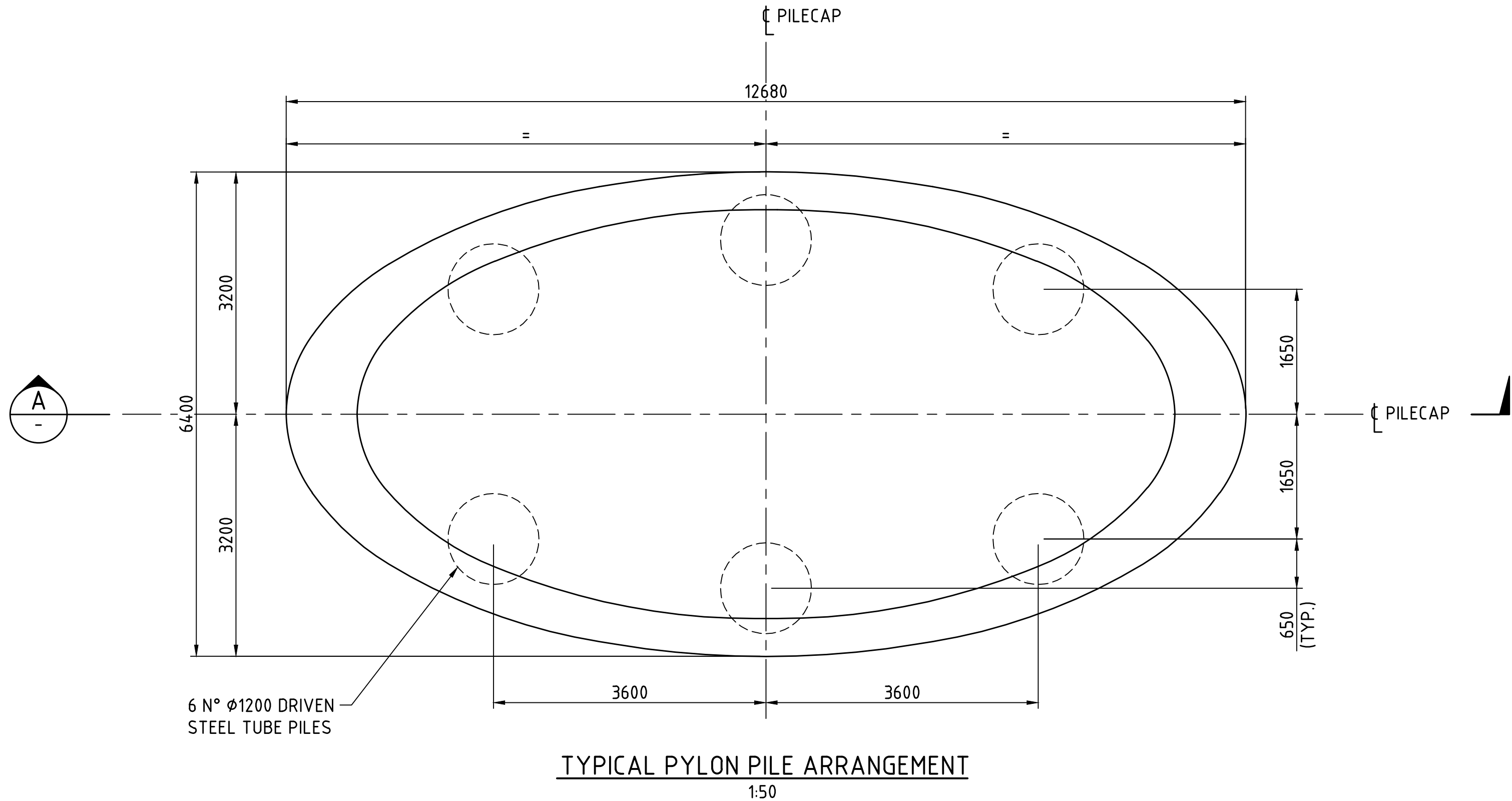
VERIFIER



INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY: 024 - CITY OF PERTH, 029 - TOWN OF VICTORIA PARK
MAIN ROADS RESPONSIBILITY AREA: METROPOLITAN REGION
PROJECT TITLE: CAUSEWAY LINK ALLIANCE
DRAWING TITLE: CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE
PROJECT WIDE TYPICAL DETAILS ABUTMENT SECTIONS
DRAWING STATUS: 15%
DRAWING No.: C301-CLA-0000-ST-SKT-20001
SHEET A1

Plot Date: 22/07/2022 8:37 AM C:\Users\burgess\OneDrive - WSP 0365\Causeway Link\Drawings\15% DR PDFs\C301-CLA-0000-ST-SKT-20002.dwg Plotted By: Burgess, Brent



GEOTECHNICAL NOTES:

1. GEOTECHNICAL STRENGTH REDUCTION FACTOR WAS ASSESSED ASSUMING THAT A MINIMUM OF 5% OF TOTAL PILES WILL BE SUBJECT TO DYNAMIC PILE LOAD TESTING WITH CAPWAP ANALYSIS FOR BOTH DRIVEN AND BORED PILE OPTIONS.
2. GEOTECHNICAL STRENGTH REDUCTION FACTOR OF 0.72 WAS APPLIED TO THE DRIVEN STEEL TUBE PILES TO CALCULATE THE MINIMUM REQUIRED DESIGN GEOTECHNICAL STRENGTH ($R_{0.6}$).
3. GEOTECHNICAL STRENGTH REDUCTION FACTOR OF 0.69 WAS APPLIED TO THE BORED PILES TO CALCULATE THE MINIMUM REQUIRED DESIGN GEOTECHNICAL STRENGTH ($R_{0.6}$).
4. FOR DRIVEN STEEL TUBE PILES, A DRIVING RECORD OF BLOWS/250 MM, HAMMER STROKE AND THE TIME FOR THE FULL DRIVING OF ALL PILES SHALL BE MADE BY THE CONTRACTOR AND PROVIDED AT THE END OF DRIVE OF EACH PILE.
5. AN EXPERIENCED GEOTECHNICAL ENGINEER SHALL WITNESS THE END OF DRIVING AND THE PDA TESTING.
6. END OF DRIVE (EOD) TEST AND BEGINNING OF RESTRIKE TEST (IF APPLICABLE) SHALL BE PERFORMED ON THE 1ST INSTALLED PILE AT EACH PYLON TO ASSESS PILE CAPACITY AND DETERMINE THE APPROPRIATE SET CRITERIA TO ACHIEVE LONG TERM CAPACITY. BASED ON THE DRIVING BEHAVIOUR AND PDA/CAPWAP TESTING OF THE FIRST DRIVEN PILE, GOLDR IN CONJUNCTION WITH THE PILING CONTRACTOR SHALL ASSESS TARGET END OF DRIVE SET CRITERIA FOR THE OTHER PILES IN EACH GROUP.
7. VISUAL INSPECTION SHALL BE UNDERTAKEN ON 100% OF STEEL PILES AFTER DRIVING AND PRIOR TO CONCRETING. THIS SHALL INCLUDE DIPPING TO THE PILE TOE TO CHECK FOR WATER AND/OR SOIL INGRESS.
8. SUPERVISION OF CONCRETING WORKS SHALL BE UNDERTAKEN ON 100% OF PILES AND SHALL INCLUDE RECORDING CONCRETE VOLUME PUMPED INTO EACH PILE AND MEASURING THE RATE OF RISE OF THE SURFACE OF THE CONCRETE INSIDE THE PILES. THESE RECORDS SHALL BE USED TO ASSESS ANY ANOMALIES IN THE CONCRETE WORKS.
9. DRIVEABILITY TO BE PERFORMED BY THE PILING CONTRACTOR AND REVIEWED BY GEOTECHNICAL DESIGN ENGINEER.

FOR INFORMATION ONLY

METADATA		wsp		VERIFIER		Causeway Link Alliance		INFRASTRUCTURE DELIVERY DIRECTORATE		CAUSEWAY LINK ALLIANCE	
GROUND SURVEY STANDARD:		Level 5 503 Murray Street Perth WA 6000 Telephone +61 8 9489 9700 Facsimile +61 8 9489 9777 Email: perth@wsp.com		DRAWN: B.BURGESS 21.07.22 DESIGNED: C.CHANG 21.07.22 CHECKED: G.DUPLESSIS 21.07.22 APPROVED: W.SCHWARZ 21.07.22 DRAWING PATH: VERIFIED		CONTRACT MANAGER: DATE: PROJECT DIRECTOR: DATE:		LOCAL AUTHORITY: 124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK DRAWING STATUS: 15% DRAWING No: C301-CLA-0000-ST-SKT-20002		PROJECT TITLE: CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE PROJECT WIDE TYPICAL PYLON PILECAP DETAILS	
DATE OF CAPTURE: 21.07.22		MAIN ROADS PROJECT ZONE: PCG94		HEIGHT DATUM: AHD71		SHEET A1		REVISION: REV A		METROPOLITAN REGION	
ISSUED FOR 15% DESIGN REVIEW		W.S. 21.07.22		APPROVED & DATE		AMENDMENTS					

Plot Date: 22/07/2022 8:37 AM C:\Users\burgessb\OneDrive - WSP 0365\Causeway\OneDrive - WSP 0365\Causeway\15% DR PDFs\301-CLA-0000-ST-SKT-30001.dwg Plot By: Burgess, Brent

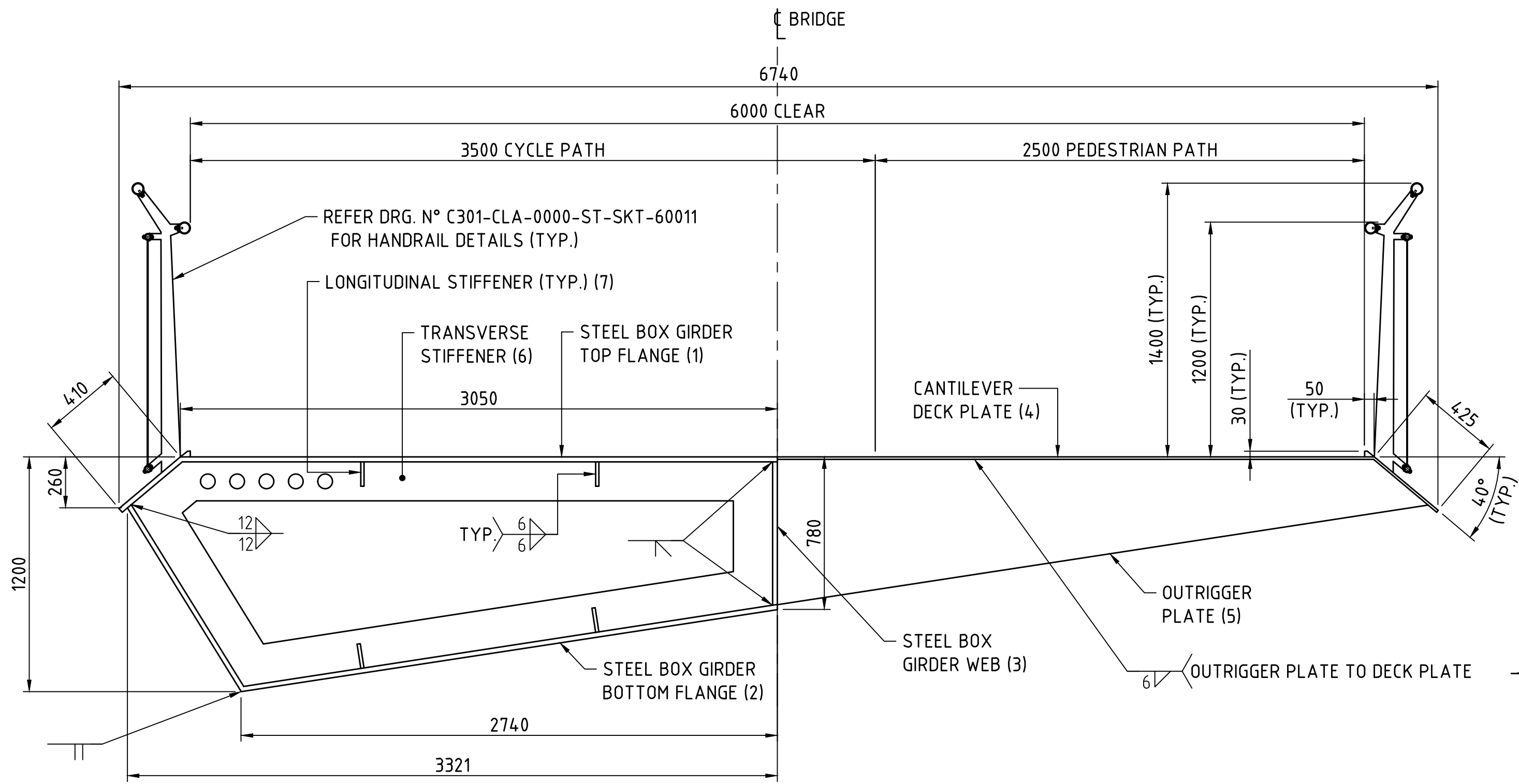
			BEARING SCHEDULE													
BRIDGE	LOCATION	BEARING TYPE	ULS							LONGITUDINAL (EXTREME EVENT) (SHIP IMPACT AND EARTHQUAKE) (mm)	SLS					
			BEARING (kN) COMPRESSION	BEARING (kN) TENSION	BEARING TRANSVERSE (kN)	BEARING LONGITUDINAL (kN)	LONGITUDINAL MOVEMENT (TOWARDS PYLON) (mm)	LONGITUDINAL MOVEMENT (AWAY PYLON) (mm)	ROTATION (RAD)		BEARING (kN) COMPRESSION	BEARING (kN) TENSION	BEARING TRANSVERSE (kN)	BEARING LONGITUDINAL (kN)	LONGITUDINAL MOVEMENT (TOWARDS PYLON) (mm)	LONGITUDINAL MOVEMENT (AWAY PYLON) (mm)
POINT FRASER (BRIDGE 9506)	ABUTMENT 1	LONGITUDINAL GUIDED	750	-	300	-	40	25	0.015	+/- 60	500	-	50	-	30	20
		FREE	250	-	-	-	40	25	0.015	+/- 60	100	-	-	-	30	20
	HALVING JOINT	LONGITUDINAL GUIDED	1300	-	550	-	75	45	0.02	+/- 120	1000	-	400	-	50	30
		PIN	-	8700	1200	700	-	-	0.03	-	-	6200	900	400	-	-
	PIER 3	PIN	5150	-	1200	700	-	-	0.03	-	3400	-	900	400	-	-
		PIN	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PYLON (HORIZONTAL BEARING)	FIXED	1000	1000	3200 (VERTICAL)	1100 (HORIZONTAL)	-	-	0.02	-	350	300	2550 (VERTICAL)	350 (HORIZONTAL)	-	-
		FIXED	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MCCALLUM PARK (BRIDGE 9505)	ABUTMENT 1	PENDULUM ANCHOR	-	3050	-	-	60	135	0.05	+/- 140	-	2150	-	-	35	100
		LONGITUDINAL GUIDED	4400	-	1250	-	60	135	0.05	+/- 140	3000	-	750	-	35	100
	ABUTMENT 2	PENDULUM ANCHOR	-	6650	-	-	90	60	0.05	+/- 110	-	4450	-	-	40	30
		LONGITUDINAL GUIDED	4100	-	1950	-	90	60	0.05	+/- 110	2500	-	1350	-	40	30
	PYLON 1 (HORIZONTAL BEARING)	FIXED	1950	600	6350 (VERTICAL)	4450 (HORIZONTAL)	-	-	0.02	-	1550	300	4750 (VERTICAL)	2650 (HORIZONTAL)	-	-
		FIXED	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PYLON 2 (HORIZONTAL BEARING)	FIXED	1950	600	6350 (VERTICAL)	4450 (HORIZONTAL)	-	-	0.02	-	1550	300	4750 (VERTICAL)	2650 (HORIZONTAL)	-	-
		FIXED	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ABUTMENT 2	PENDULUM ANCHOR	-	6650	-	-	90	60	0.05	+/- 110	-	4450	-	-	40	30
		LONGITUDINAL GUIDED	4100	-	1950	-	90	60	0.05	+/- 110	2500	-	1350	-	40	30

1:10
0 100mm 200 300 400 500 600 700 800 900 1000

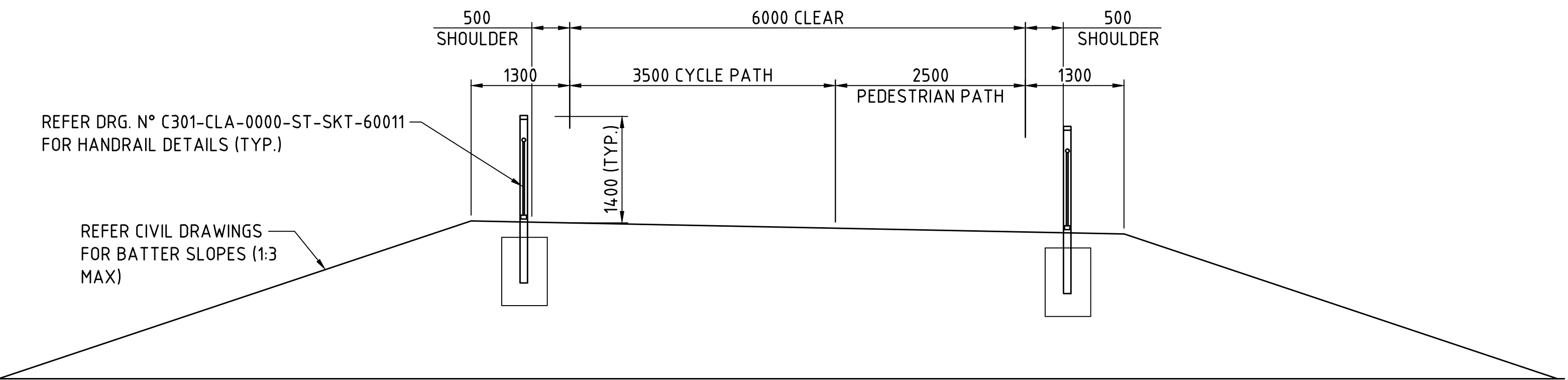
Plot By: Burgess, Brent

		METADATA				DRAWN: B.BURGESS		21.07.22								MRWA DRAWING NUMBER	
		GROUND SURVEY STANDARD:				DESIGNED: C.CHANG		21.07.22		VERIFIER				PROJECT TITLE		CAUSEWAY LINK ALLIANCE	
		DATE OF CAPTURE:				CHECKED: G.DUPLESSIS		21.07.22						DRAWING TITLE		CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE	
		MAPPING SURVEY STANDARD:				APPROVED: W.SCHWARZ		21.07.22						PROJECT WIDE		BEARING SCHEDULE	
		DATE OF CAPTURE:				DRAWING PATH								DRAWING STATUS		15%	
		MAIN ROADS PROJECT ZONE: PCG94				CONTRACT MANAGER		DATE						DRAWING No.		C301-CLA-0000-ST-SKT-30001	
		HEIGHT DATUM: AHD71				PROJECT DIRECTOR		DATE						REV		A	

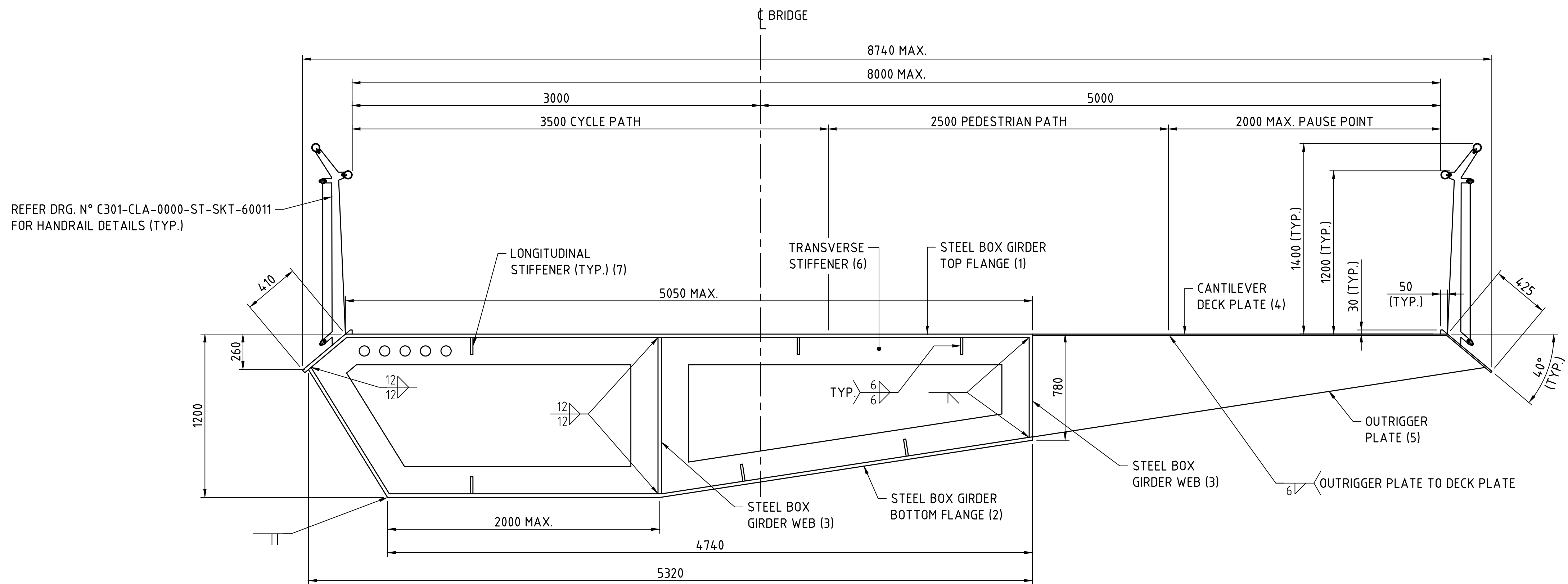
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TYPICAL DECK SECTION
1:20



TYPICAL EMBANKMENT SECTION
1:50



TYPICAL PAUSE POINT DECK SECTION
1:20

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



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DRAWN	B.BURGESS	21.07.22
DESIGNED	C.CHANG	21.07.22
CHECKED	G.DUPLESSIS	21.07.22
APPROVED	W.SCHWARZ	21.07.22
DRAWING PATH	VERIFIED	DATE

VERIFIER



CONTRACT MANAGER
PROJECT DIRECTOR

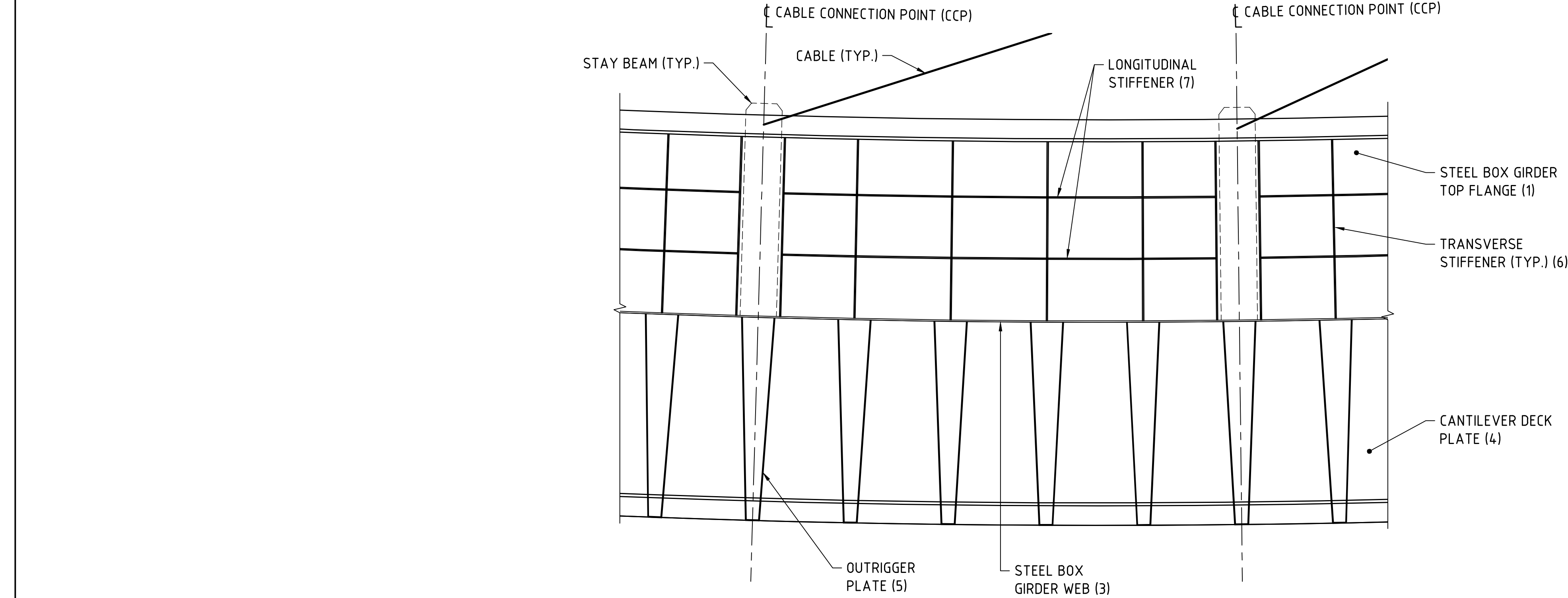


INFRASTRUCTURE DELIVERY DIRECTORATE

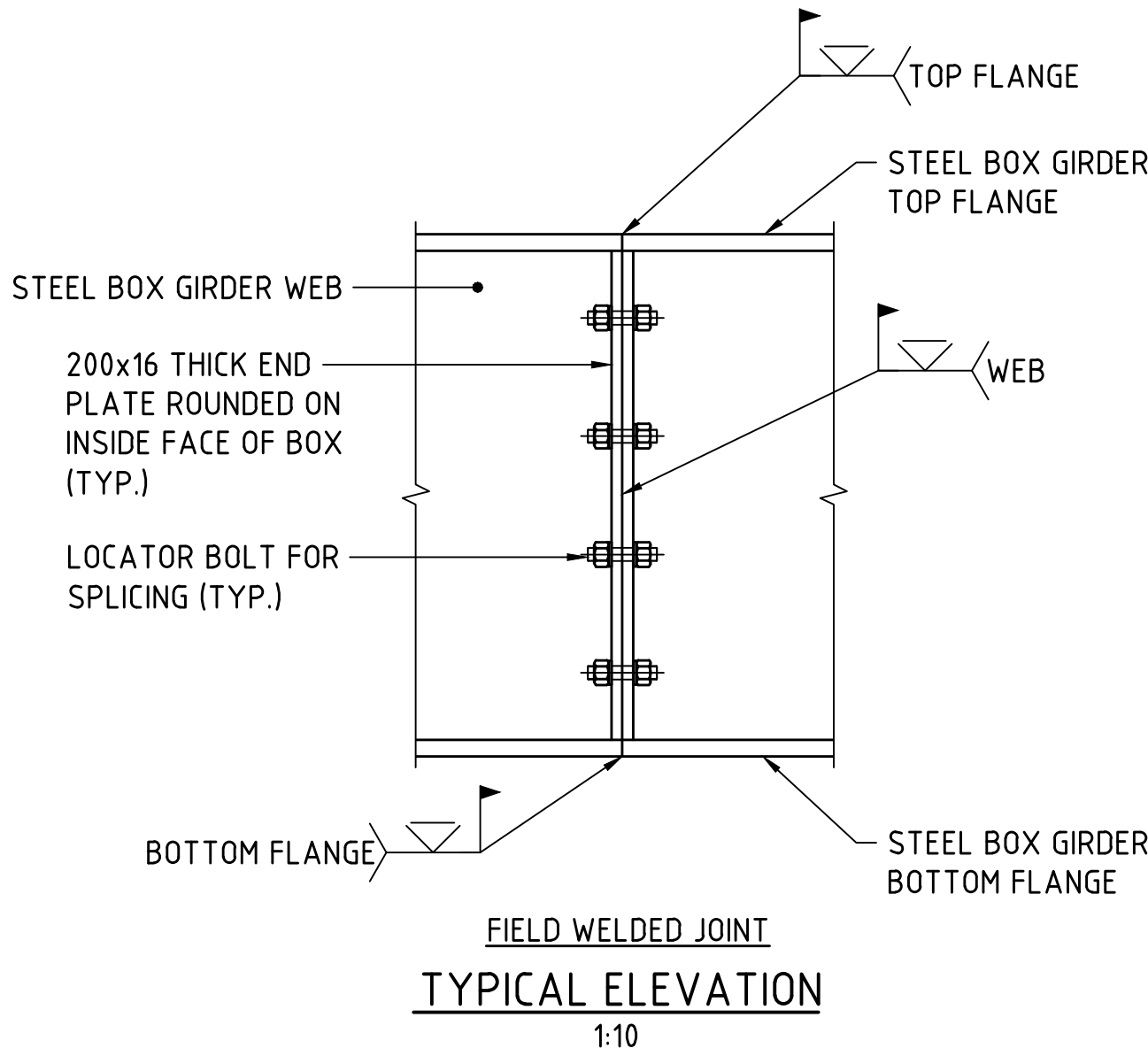
FOR INFORMATION ONLY

LOCAL AUTHORITY	124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK	MAIN ROADS RESPONSIBILITY AREA	METROPOLITAN REGION
MRWA DRAWING NUMBER	CAUSEWAY LINK ALLIANCE		
PROJECT TITLE	CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE		
DRAWING TITLE	PROJECT WIDE TYPICAL DETAILS DECK SECTIONS		
DRAWING STATUS	15%	DRAWING No.	C301-CLA-0000-ST-SKT-40001
SHEET	A1	REV	A

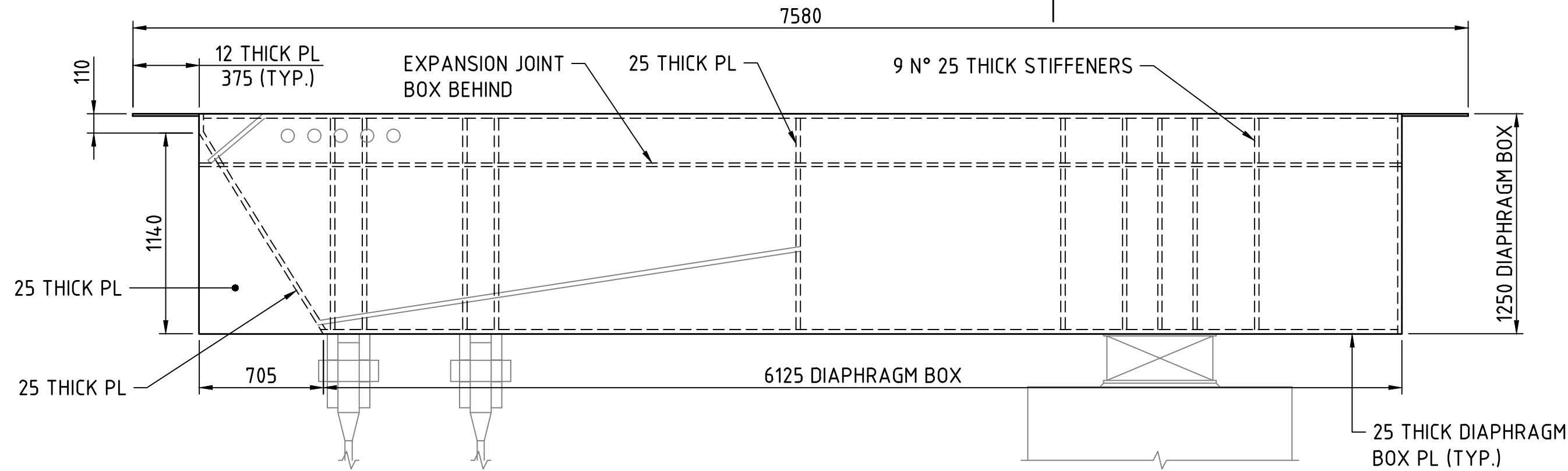
NOTES:
1. FOR DECK PLATE THICKNESS REFER DRG N° C301-CLA-0000-ST-SKT-40006.



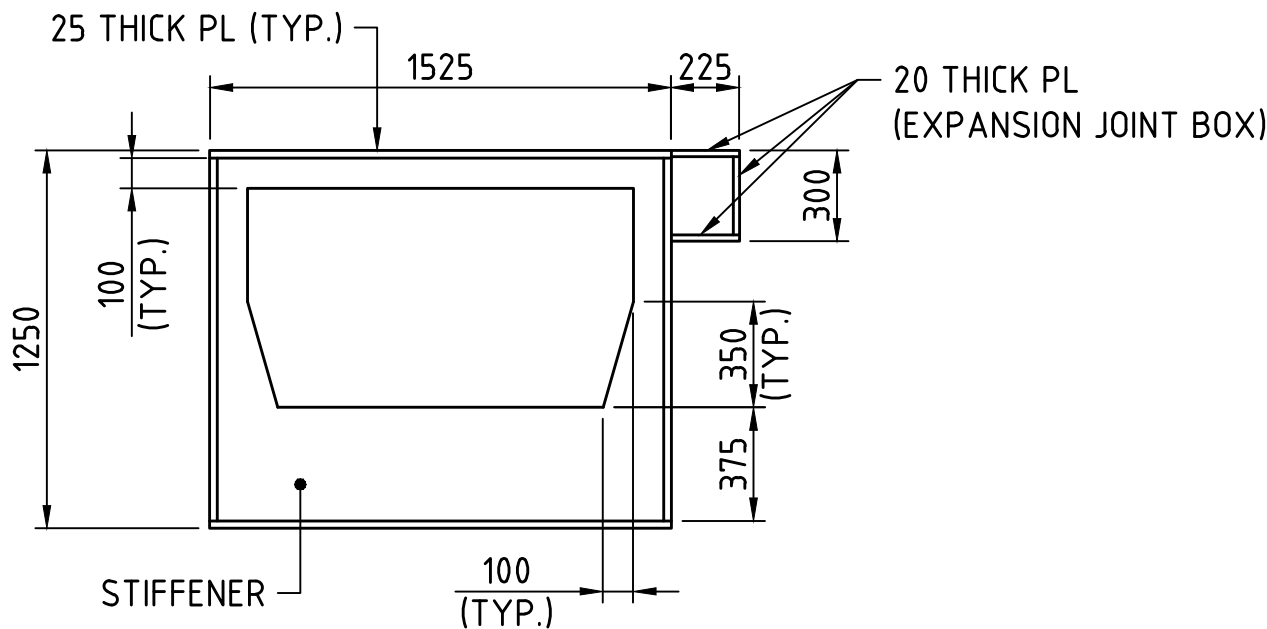
TYPICAL DECK SEGMENT
1:50



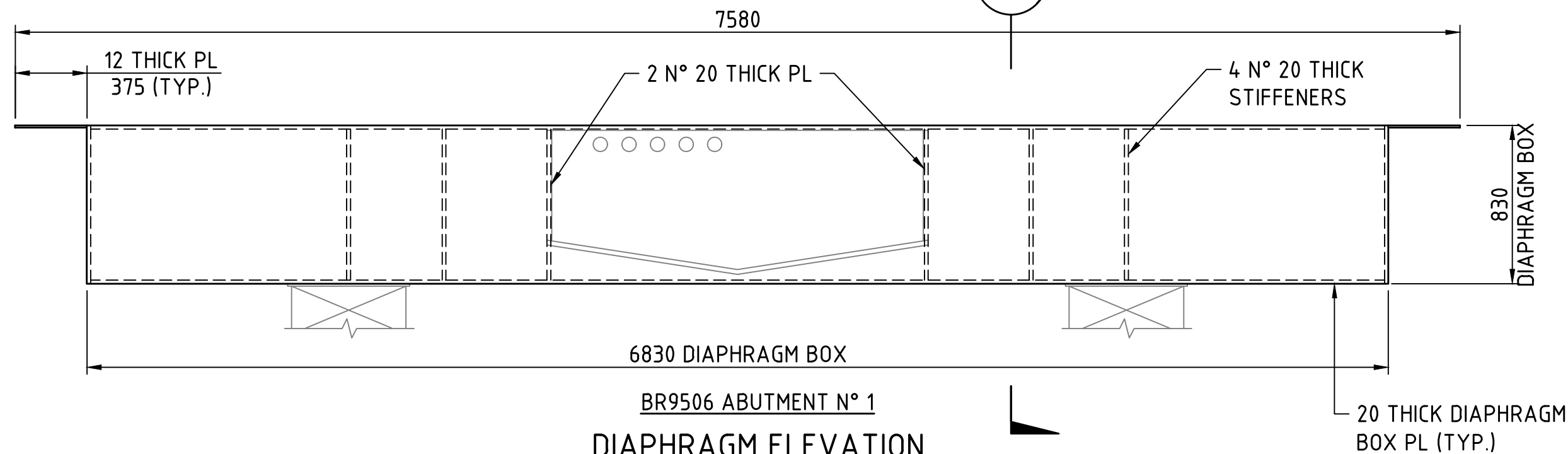
FIELD WELDED JOINT
TYPICAL ELEVATION
1:10



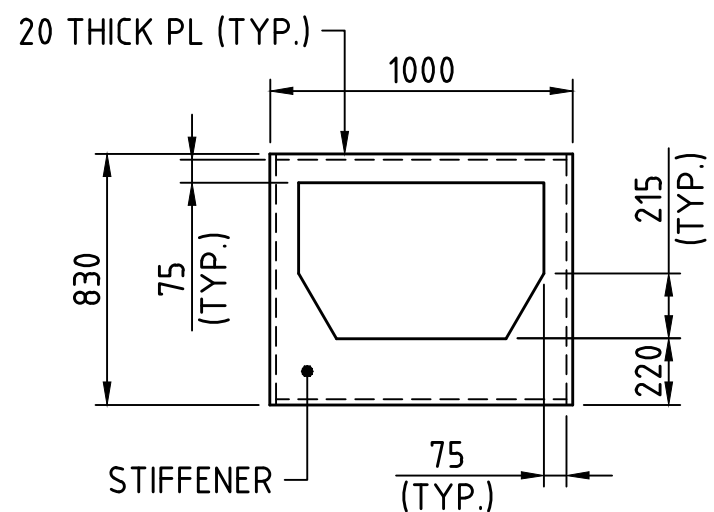
BR9505 ABUTMENT N° 1 - SHOWN
BR9505 & BR9506 ABUTMENT N° 2 - SIMILAR
TYPICAL DIAPHRAGM ELEVATION
1:25



BEARING NOT SHOWN FOR CLARITY
SECTION A
1:25



BR9506 ABUTMENT N° 1
DIAPHRAGM ELEVATION
1:25



BEARING NOT SHOWN FOR CLARITY
SECTION B
1:25

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



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APPROVED	W.SCHWARZ	21.07.22
DRAWING PATH		

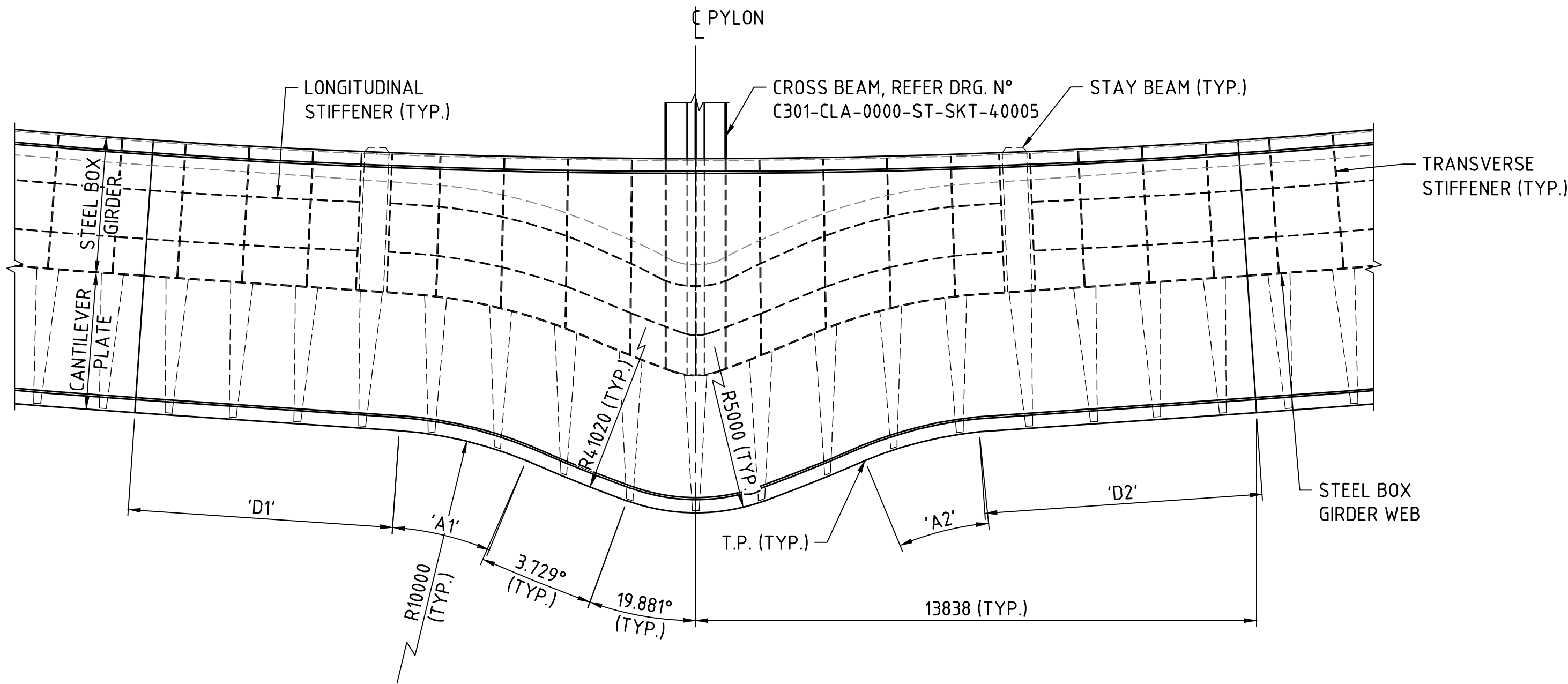
VERIFIER



INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY	124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK	MAIN ROADS RESPONSIBILITY AREA	METROPOLITAN REGION
MRWA DRAWING NUMBER			
PROJECT TITLE	CAUSEWAY LINK ALLIANCE		
DRAWING TITLE	CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE PROJECT WIDE TYPICAL DECK SEGMENT		
DRAWING STATUS	15%	DRAWING No.	C301-CLA-0000-ST-SKT-40003

Plot Date: 22/07/2022 8:38 AM C:\Users\Burgess\OneDrive - WSP\0365\Causeway\15% DR PDFs\301-CLA-0000-ST-SKT-40004.dwg Plotted By: Burgess, Brent



PLAN
BR9506 PYLON N° 1 - SHOWN
BR9505 PYLON N° 1 - SIMILAR
PAUSE POINT
1:100

PAUSE POINT INFORMATION				
	A1	A2	D1	D2
BRIDGE 9506	18.535°	16.730°	6359	6854
BRIDGE 9505	16.730°	16.730°	7000	7000



METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



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DRAWN	B.BURGESS	21.07.22
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CHECKED	G.DUPLESSIS	21.07.22
APPROVED	W.SCHWARZ	21.07.22

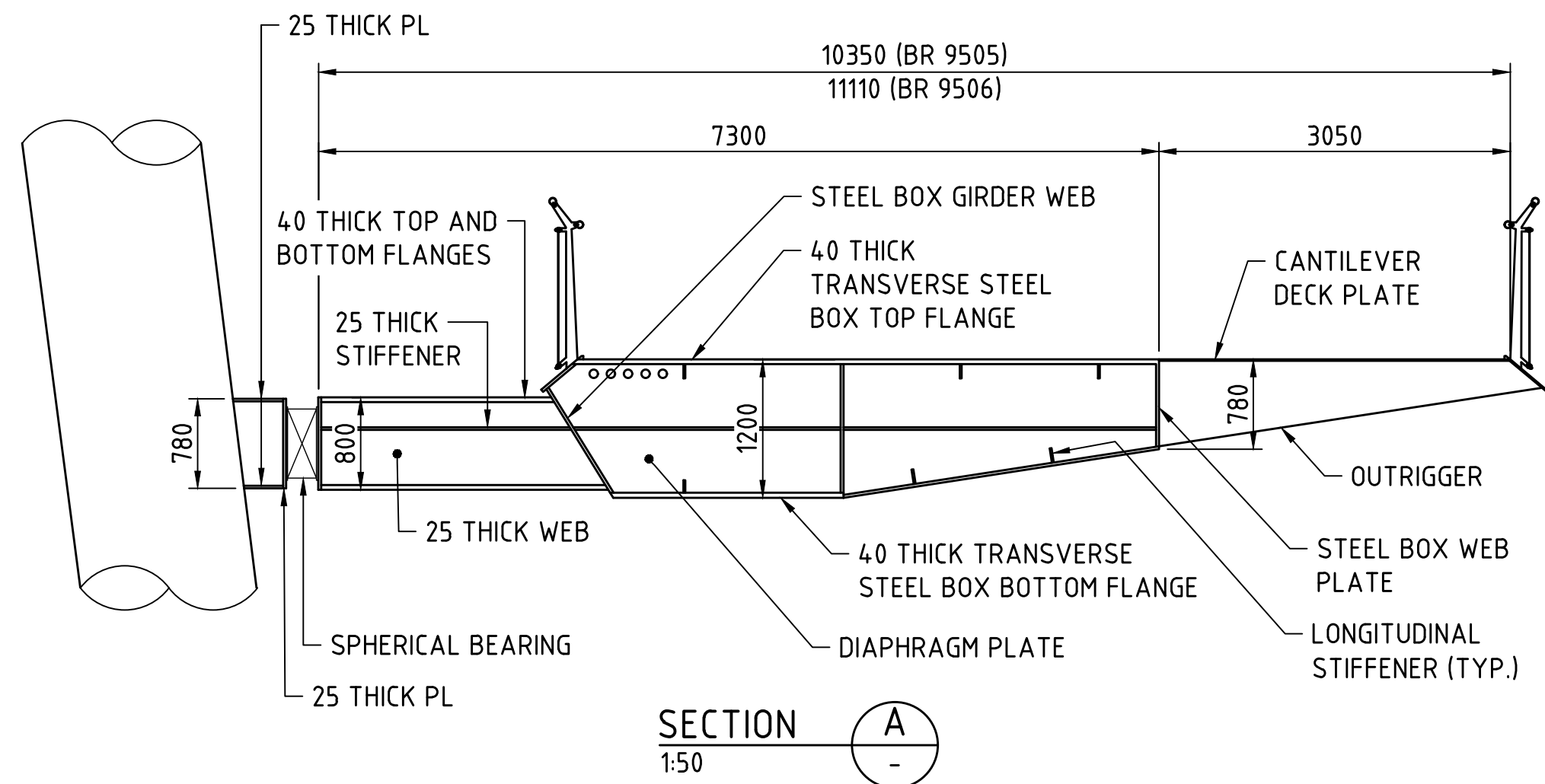
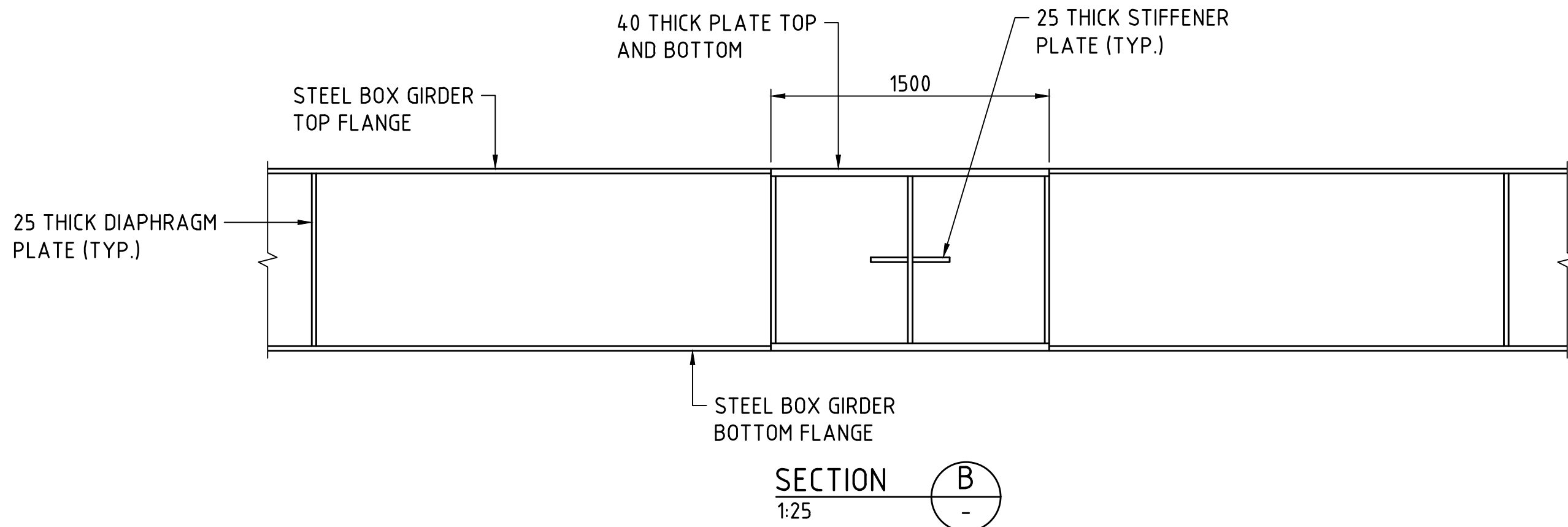
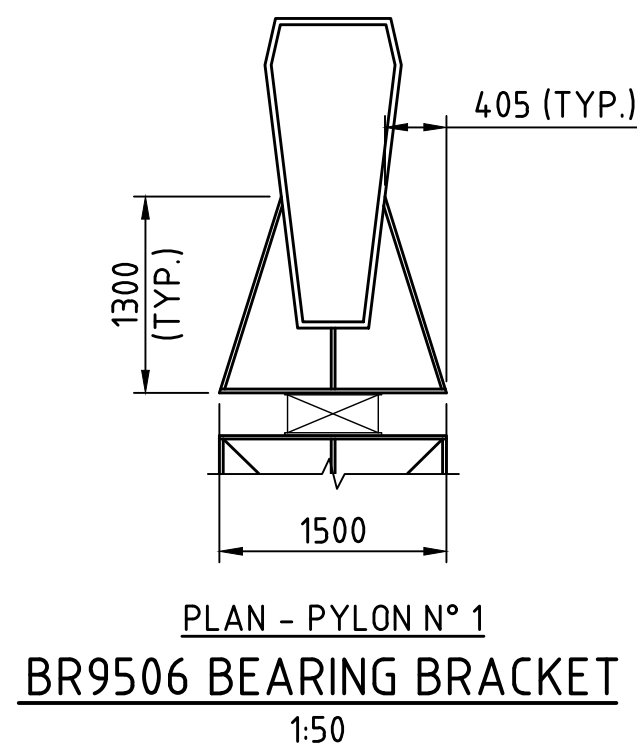
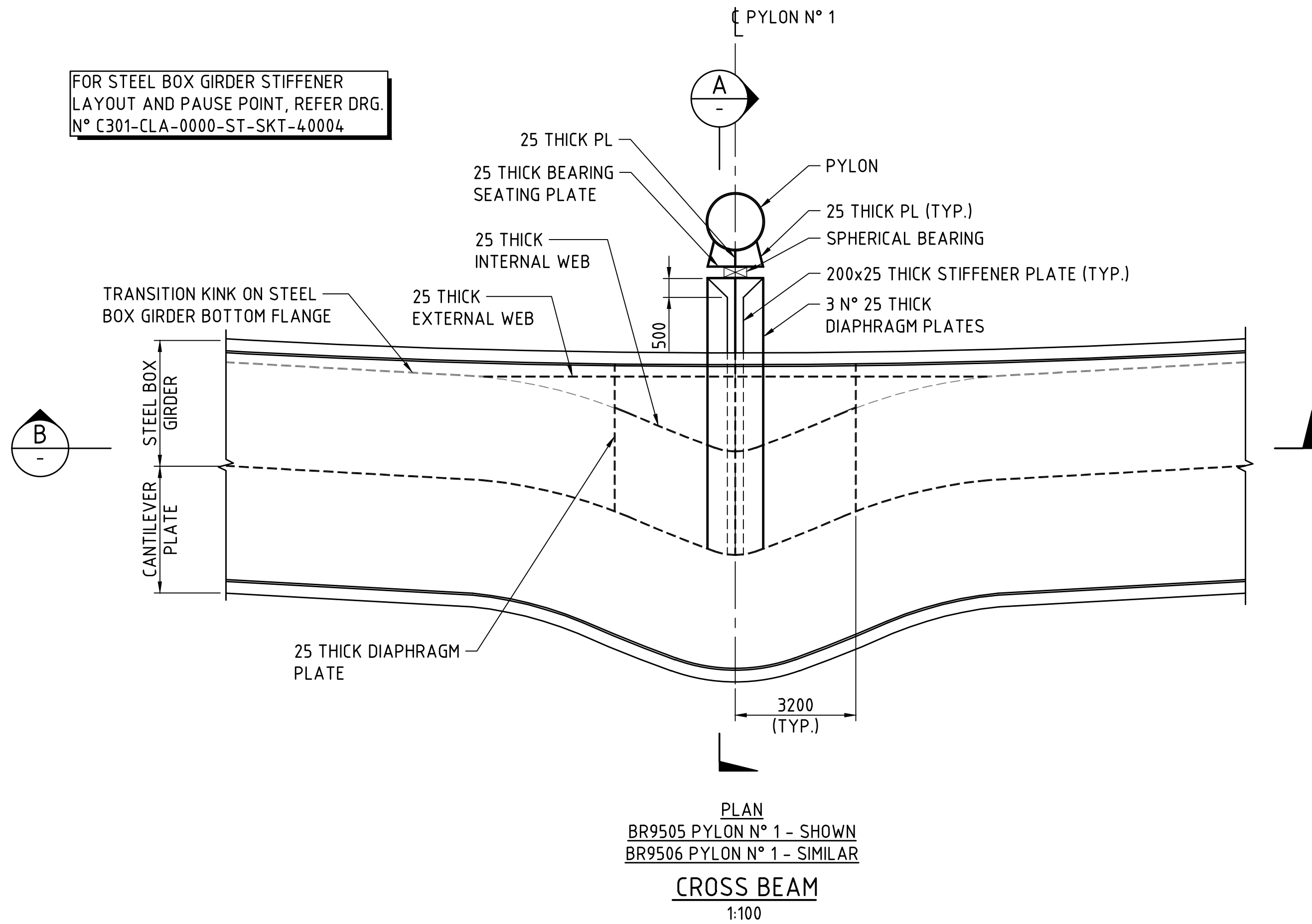
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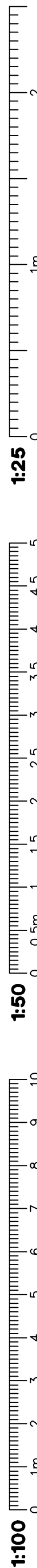
INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY		MAIN ROADS RESPONSIBILITY AREA			
124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK		METROPOLITAN REGION			
MRWA DRAWING NUMBER					
PROJECT TITLE					
CAUSEWAY LINK ALLIANCE					
DRAWING TITLE					
CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE PROJECT WIDE PAUSE POINT DETAILS SHEET 1 OF 2					
DRAWING STATUS		DRAWING No.			
15%		C301-CLA-0000-ST-SKT-40004			
SHEET			A1		
REV			A		

Plot Date: 22/07/2022 8:38 AM C:\Users\Burgess\OneDrive - WSP 0365\Causeway\15% DR PDFs\C301-CLA-0000-ST-SKT-40005.dwg Plotted By: Burgess, Brent



FOR TYPICAL DECK DETAILS, REFER DRG. N° C301-CLA-0000-ST-SKT-40001.



METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



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DRAWN	B.BURGESS	21.07.22
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CHECKED	G.DUPLESSIS	21.07.22
APPROVED	W.SCHWARZ	21.07.22

DRAWING PATH	VERIFIED
	DATE

VERIFIER



CONTRACT MANAGER
PROJECT DIRECTOR

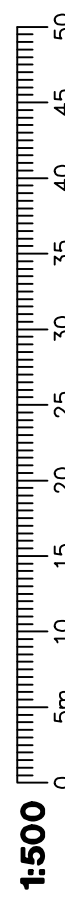
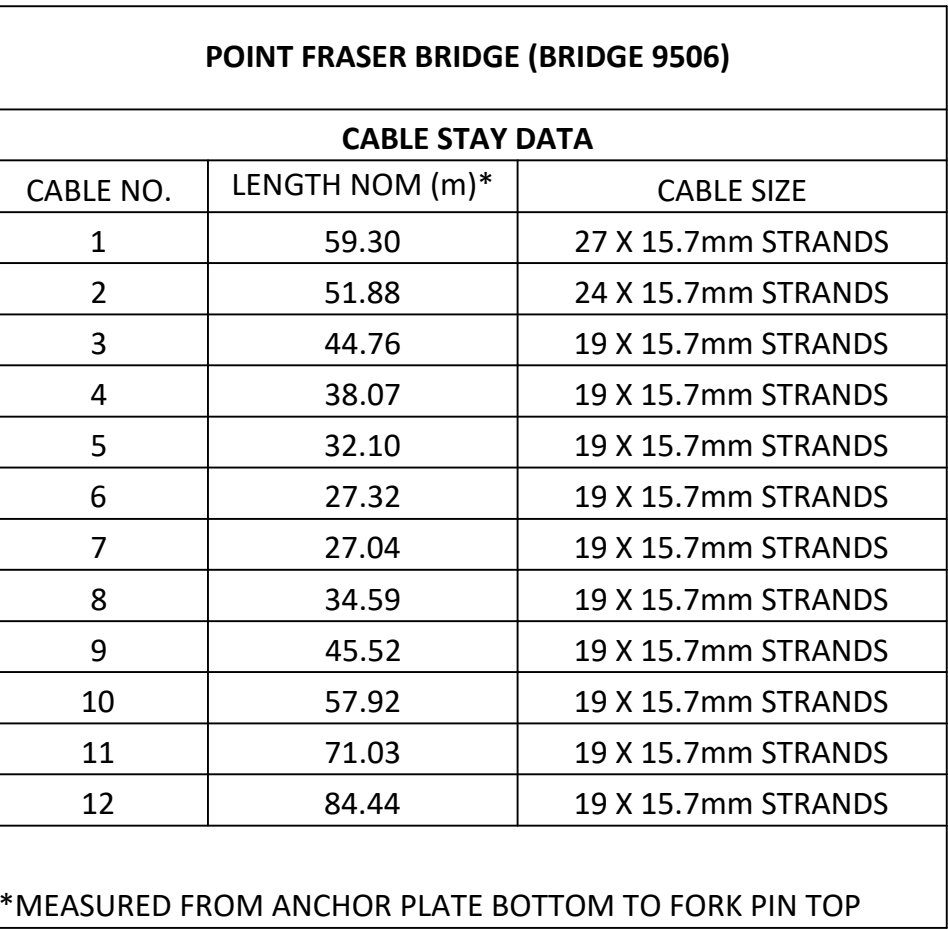
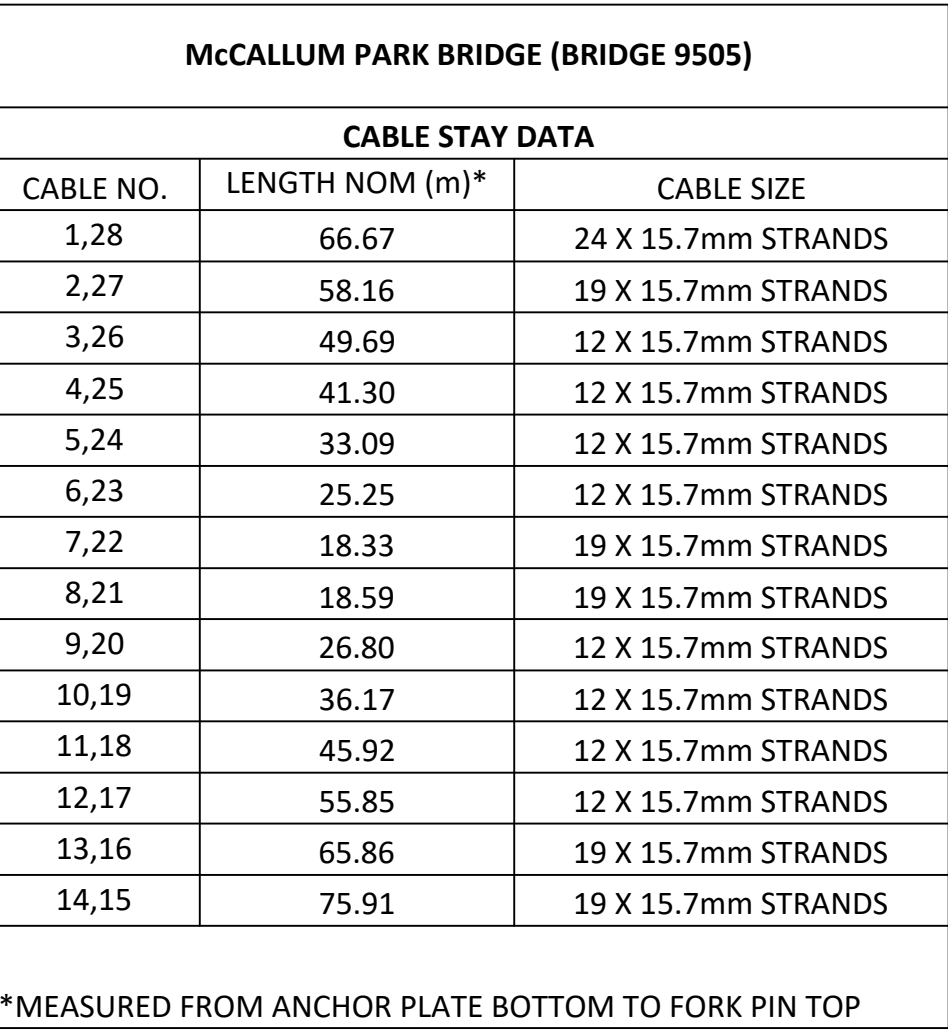


INFRASTRUCTURE DELIVERY DIRECTORATE



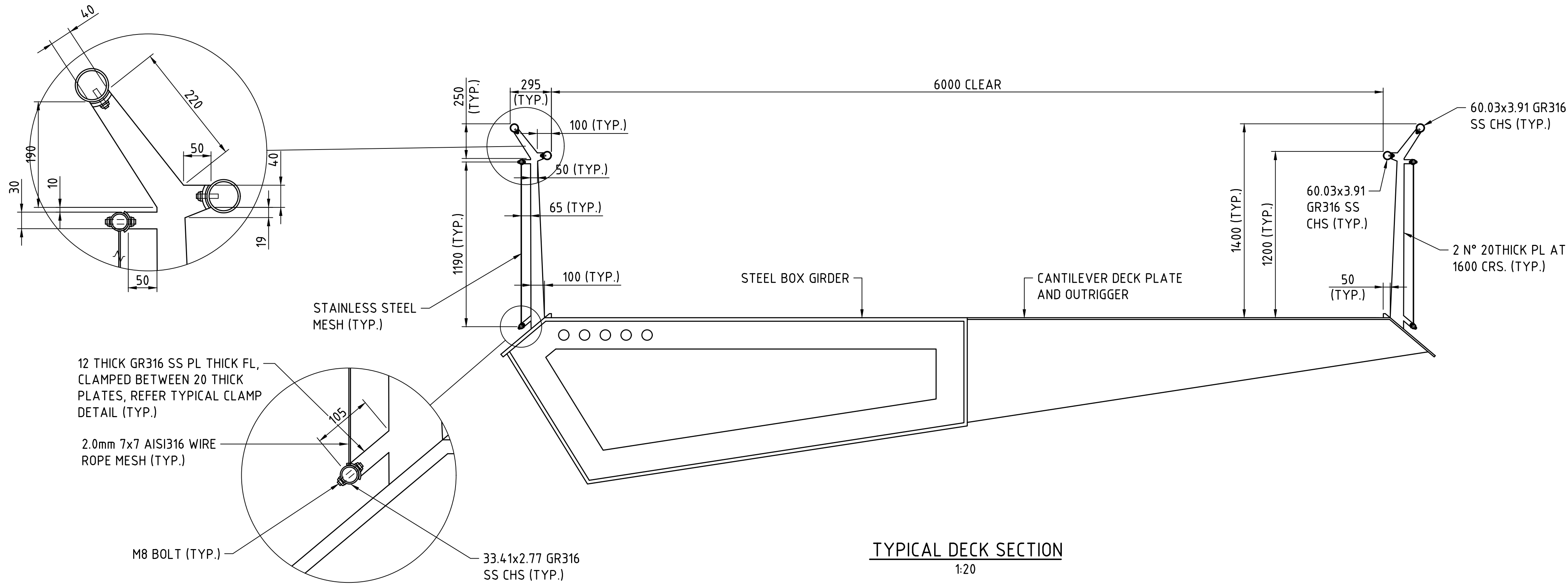
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MRWA DRAWING NUMBER			
PROJECT TITLE	CAUSEWAY LINK ALLIANCE		
DRAWING TITLE	CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE PROJECT WIDE PAUSE POINT DETAILS SHEET 2 OF 2		
DRAWING STATUS	15%	DRAWING No.	C301-CLA-0000-ST-SKT-40005
SHEET	A1	REV	A

1. FOR BRIDGE N° 9505 CABLE PLAN LAYOUT REFER DRG N° C301-CLA-1000-ST-SKT-40001.
2. FOR BRIDGE N° 9506 CABLE PLAN LAYOUT REFER DRG N° C301-CLA-2000-ST-SKT-40001.
3. ALL STAY CABLES ARE PARALLEL STRAND CABLES.

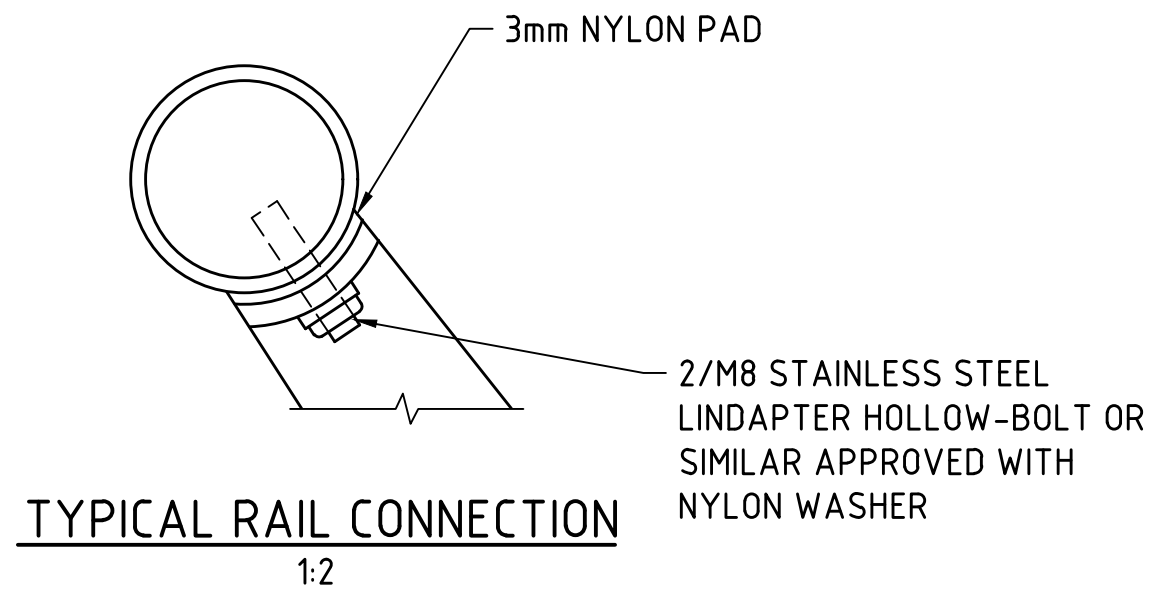


ISSUED FOR 15% DESIGN REVIEW W.S. 2107.22		METADATA		Level 5 505 Murray Street Perth WA 6000 Telephone +61 8 9489 9700 Facsimile +61 8 9489 9777 Email: perth@wsp.com	DRAWN B.BURGESS 21.07.22	VERIFIER	Causeway Link Alliance	THE GOVERNMENT OF WESTERN AUSTRALIA mainroads WESTERN AUSTRALIA INFRASTRUCTURE DELIVERY DIRECTORATE	MWLA DRAWING NUMBER										
		GROUND SURVEY STANDARD: DATE OF CAPTURE: MAPPING SURVEY STANDARD: DATE OF CAPTURE: MAIN ROADS PROJECT ZONE: PCG94 HEIGHT DATUM: AHD71	DRAWN C.CHANG 21.07.22		CHECKED G.DUPLESSIS 21.07.22				APPROVED W.SCHWARZ 21.07.22	DRAWING PATH	VERIFIED	CONTRACT MANAGER DATE	PROJECT DIRECTOR DATE	DRAWING STATUS 15%	DRAWING No. C301-CLA-0000-ST-SKT-50001	SHEET A1			
No. DESCRIPTION APPROVED & DATE		AMENDMENTS																	

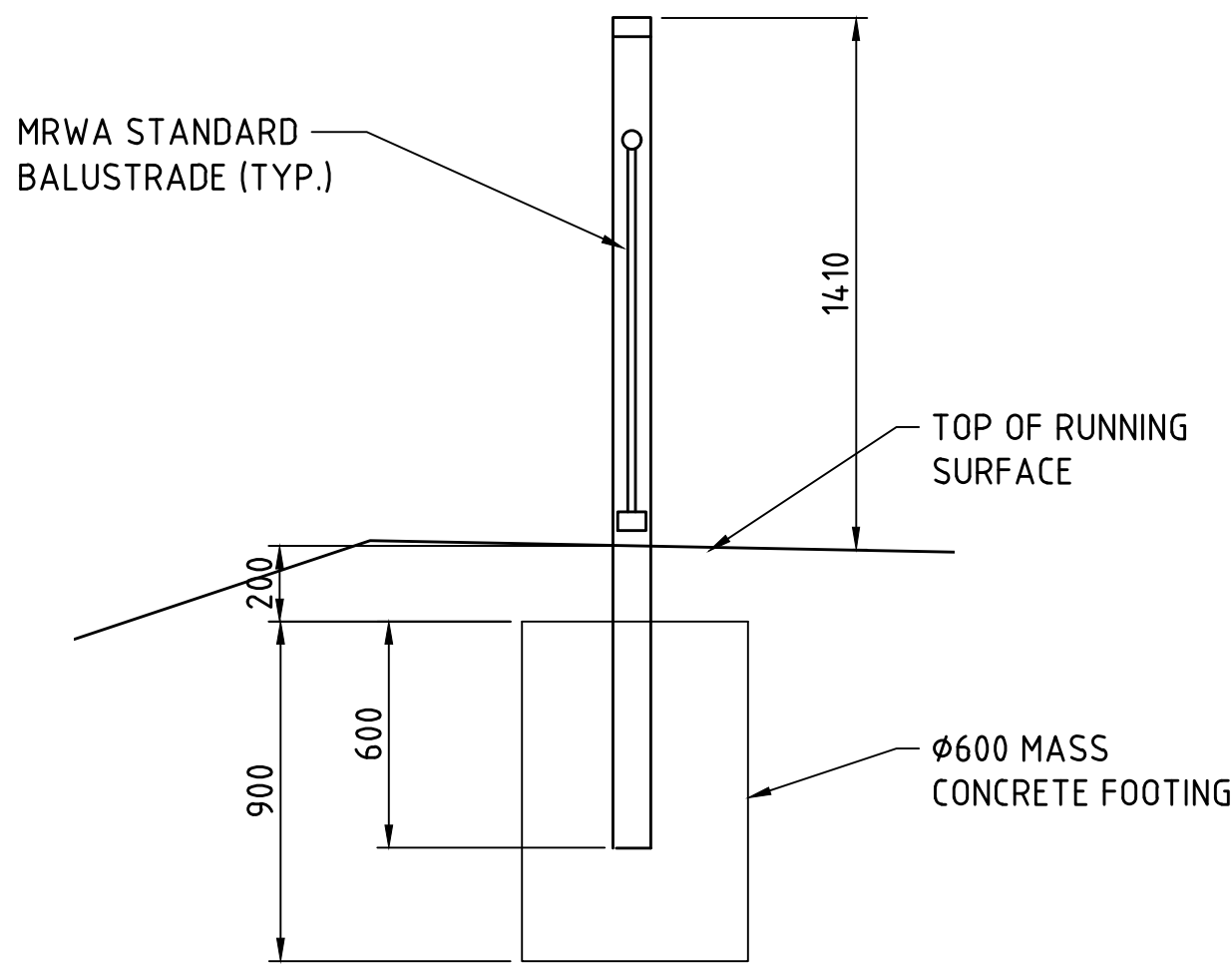
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TYPICAL DECK SECTION
1:20



TYPICAL RAIL CONNECTION
1:2



TYPICAL EMBANKMENT HANDRAIL DETAIL
1:20

FOR INFORMATION ONLY

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



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DRAWN	B.BURGESS	21.07.22
DESIGNED	C.CHANG	21.07.22
CHECKED	G.DUPLESSIS	21.07.22
APPROVED	W.SCHWARZ	21.07.22
DRAWING PATH	VERIFIED	DATE

VERIFIER

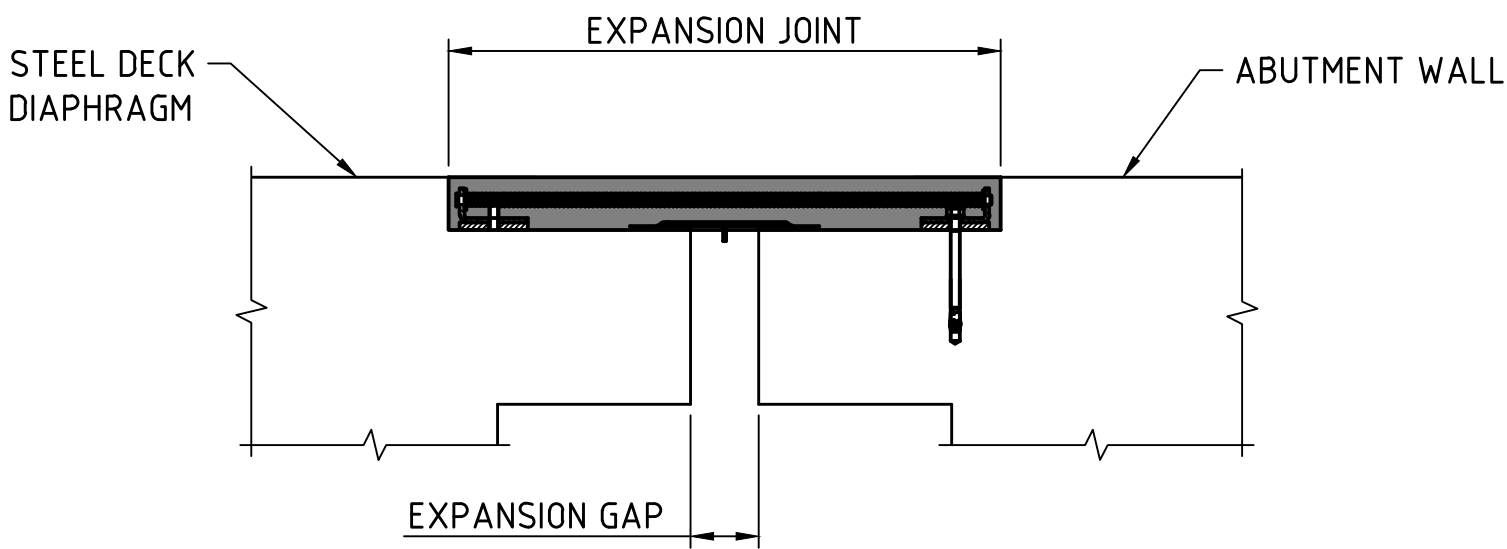


INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY	124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK	MAIN ROADS RESPONSIBILITY AREA	METROPOLITAN REGION
MRWA DRAWING NUMBER	CAUSEWAY LINK ALLIANCE		
PROJECT TITLE	CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE		
DRAWING TITLE	PROJECT WIDE TYPICAL BALUSTRADE DETAILS		
DRAWING STATUS	15%	DRAWING No.	C301-CLA-0000-ST-SKT-6001.1
SHEET	A1	REV	A

Plot Date: 22/07/2022 8:39 AM Cad File: C:\Users\burgessb\OneDrive - WSP 0365\Causeway\15% DR PDFs\C301-CLA-0000-ST-SKT-70001.dwg Plotted By: Burgess, Brent

EXPANSION JOINT SCHEDULE				
ULS (EXCLUDE EXTREME EVENT SUCH AS SHIP IMPACT AND EARTHQUAKE)				
BRIDGE	LOCATION	LONGITUDINAL MOVEMENT (TOWARDS PYLON) (mm)	LONGITUDINAL MOVEMENT (AWAY PYLON) (mm)	EXPANSION JOINT TYPE
POINT FRASER (BRIDGE 9506)	ABUTMENT 1	40	25	MAGEBA POLYFLEX PA-60
	HALVING JOINT	90	50	MAGEBA POLYFLEX PA-75
	ABUTMENT 2	45	120	MAGEBA POLYFLEX PA-135
MCCALLUM PARK (BRIDGE 9505)	ABUTMENT 1	75	75	MAGEBA POLYFLEX PA-90
	ABUTMENT 2	75	75	

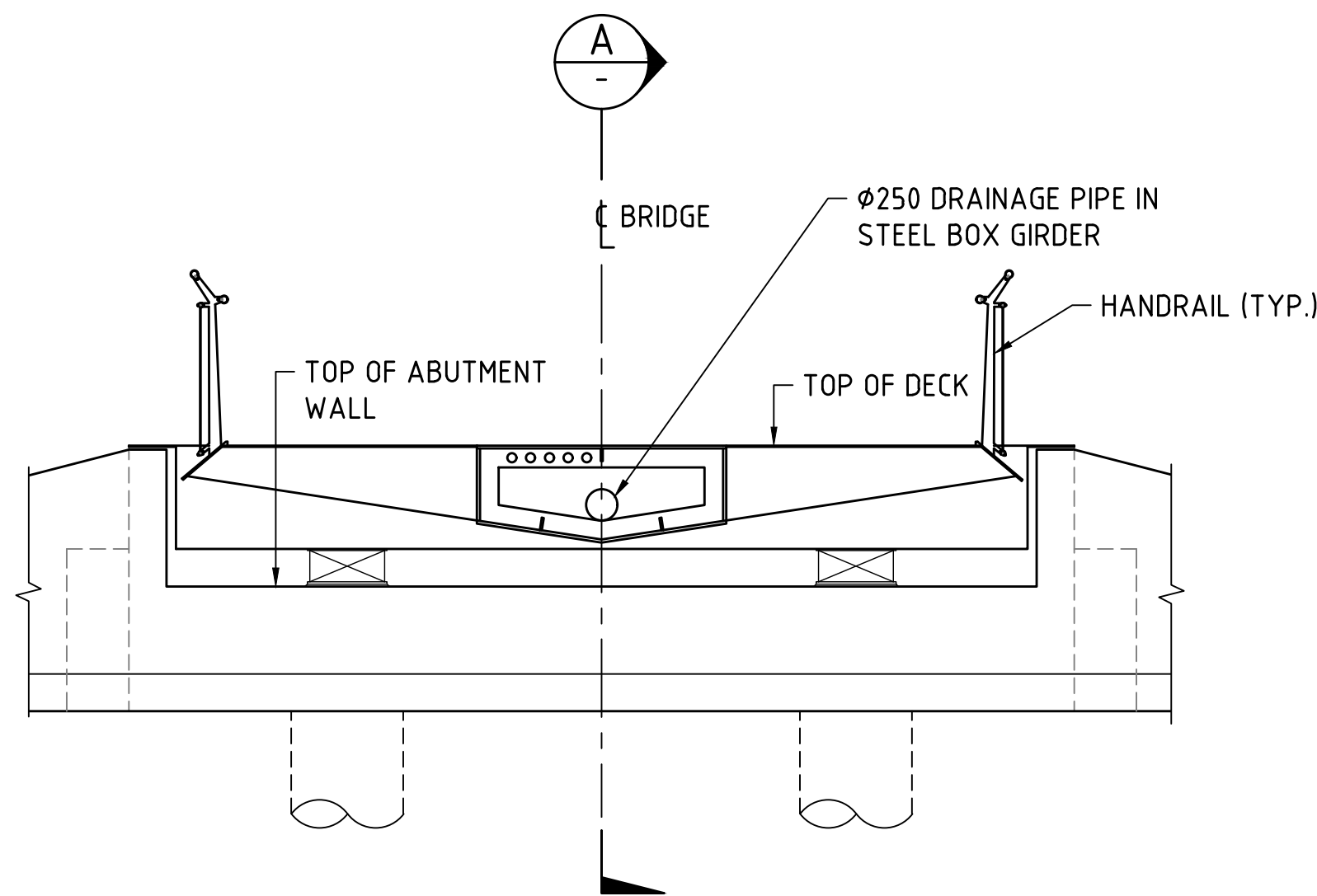


TYPICAL EXPANSION JOINT DETAIL
1:10

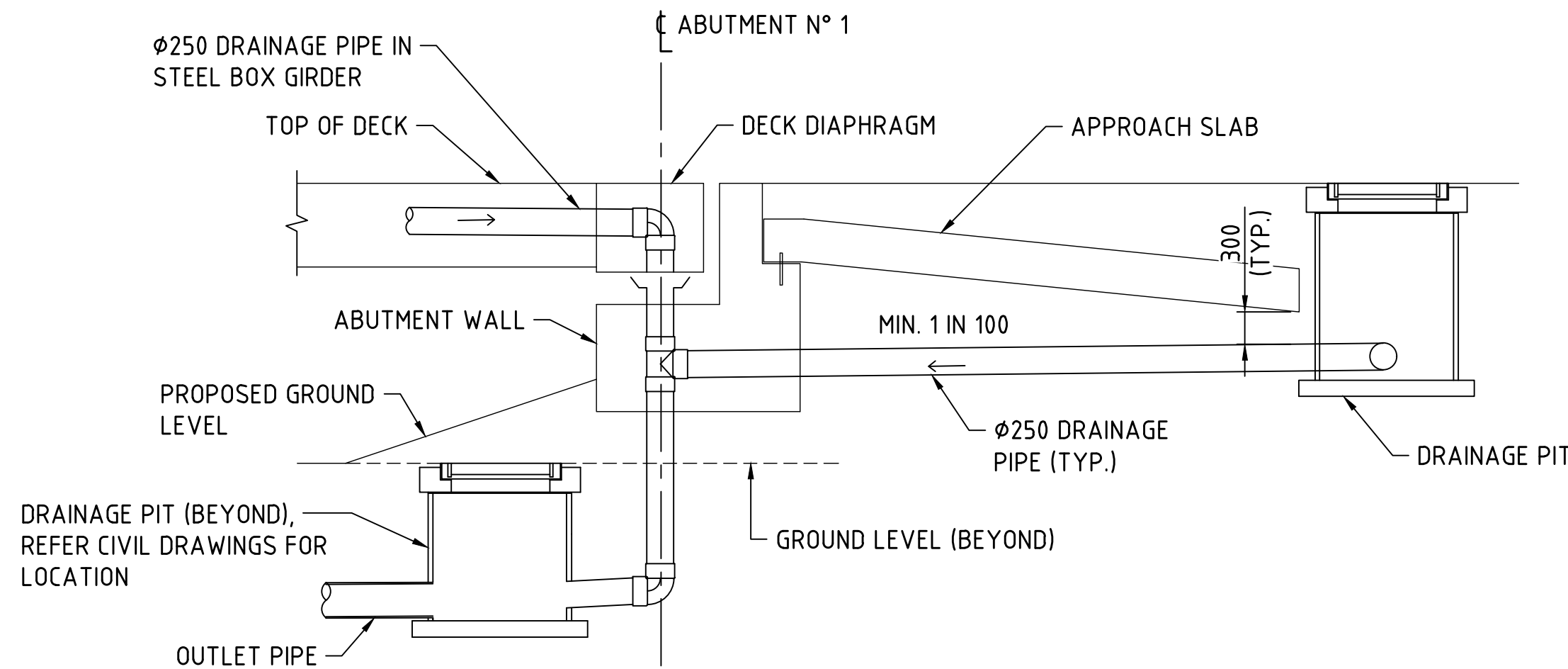
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		METADATA		 Level 5 503 Murray Street Perth WA 6000 Telephone +61 8 9489 9700 Facsimile +61 8 9489 9777 Email: perth@wsp.com	DRAWN	B.BURGESS	21.07.22		 INFRASTRUCTURE DELIVERY DIRECTORATE		MRWA DRAWING NUMBER	
		DESIGNED	C.CHANG		21.07.22	PROJECT TITLE	CAUSEWAY LINK ALLIANCE					
		CHECKED	G.DUPLESSIS		21.07.22	DRAWING TITLE	CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE PROJECT WIDE EXPANSION JOINT SCHEDULE					
		APPROVED	W.SCHWARZ		21.07.22							
A	ISSUED FOR 15% DESIGN REVIEW	W.S	21.07.22			DRAWING PATH		VERIFIED	DATE	CONTRACT MANAGER	DATE	DRAWING STATUS
No.	DESCRIPTION	APPROVED & DATE	MAIN ROADS PROJECT ZONE: PCG94				DATE		PROJECT DIRECTOR	DATE	15%	C301-CLA-0000-ST-SKT-70001
	AMENDMENTS		HEIGHT DATUM: AHD71									

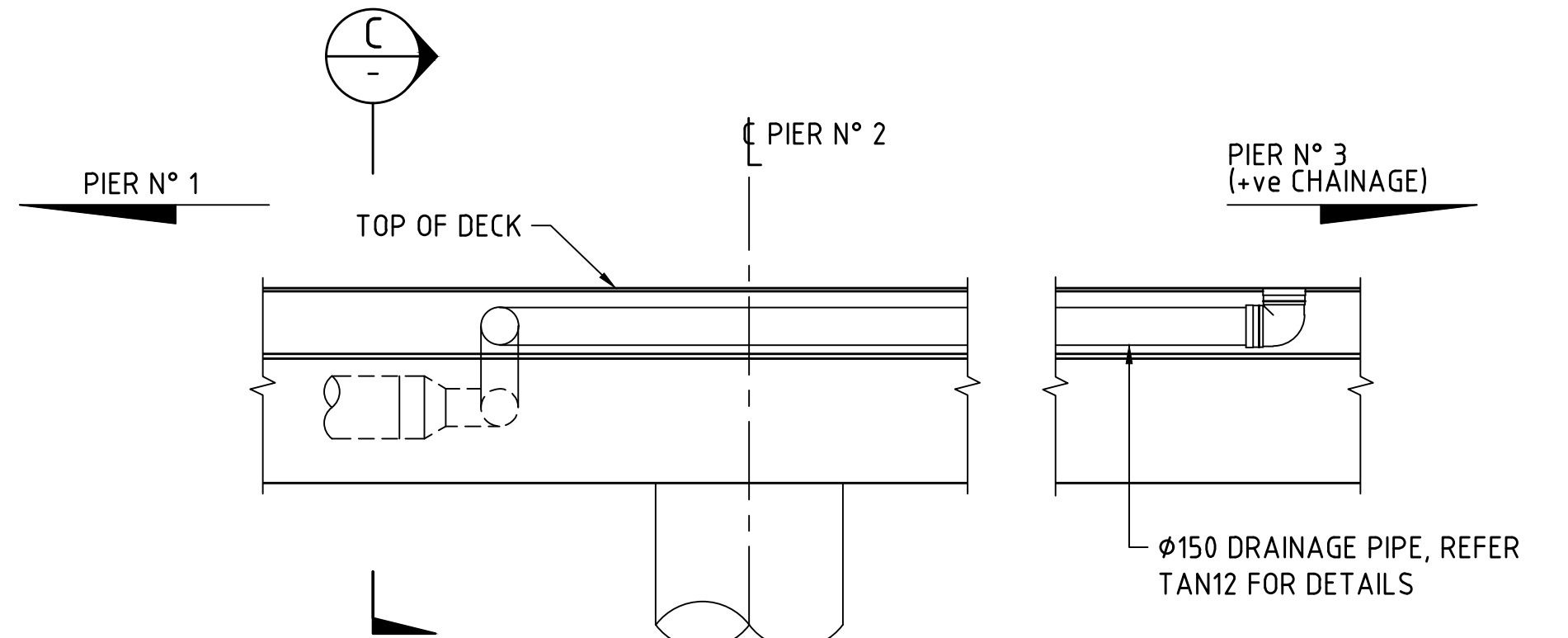
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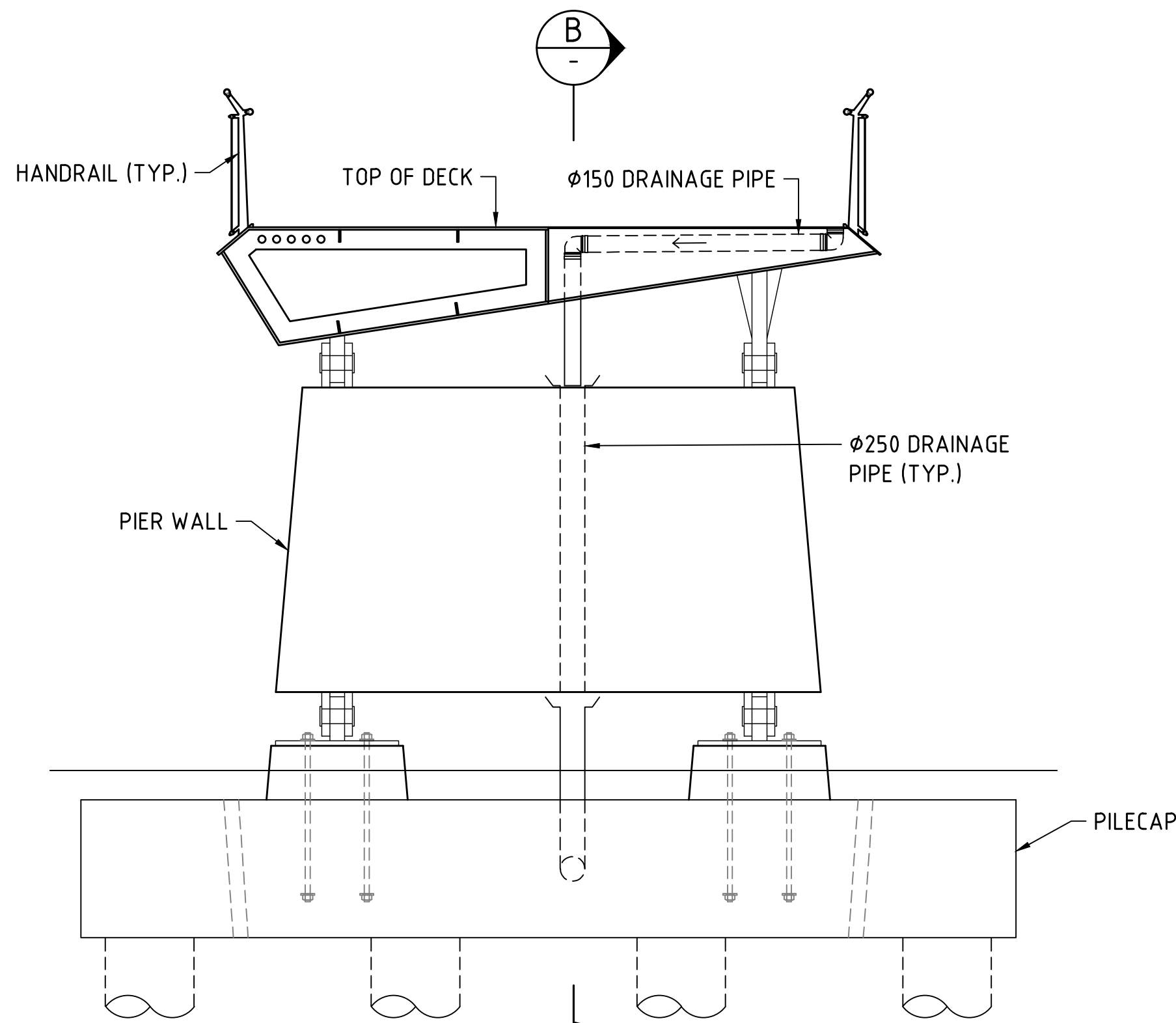
BR9506 ABUTMENT N° 1
TYPICAL DRAINAGE ELEVATION
1:50



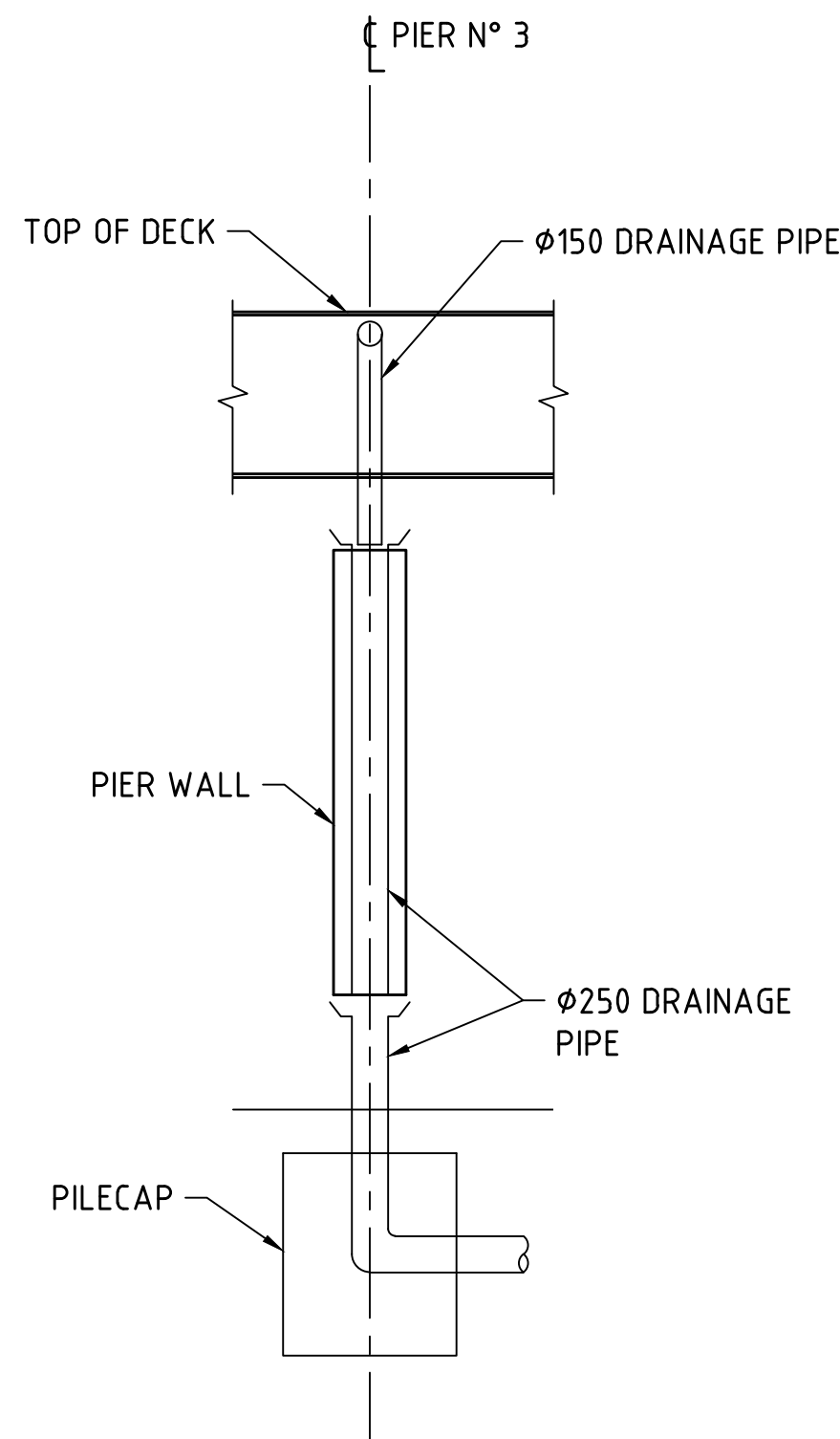
SECTION A-A
1:50



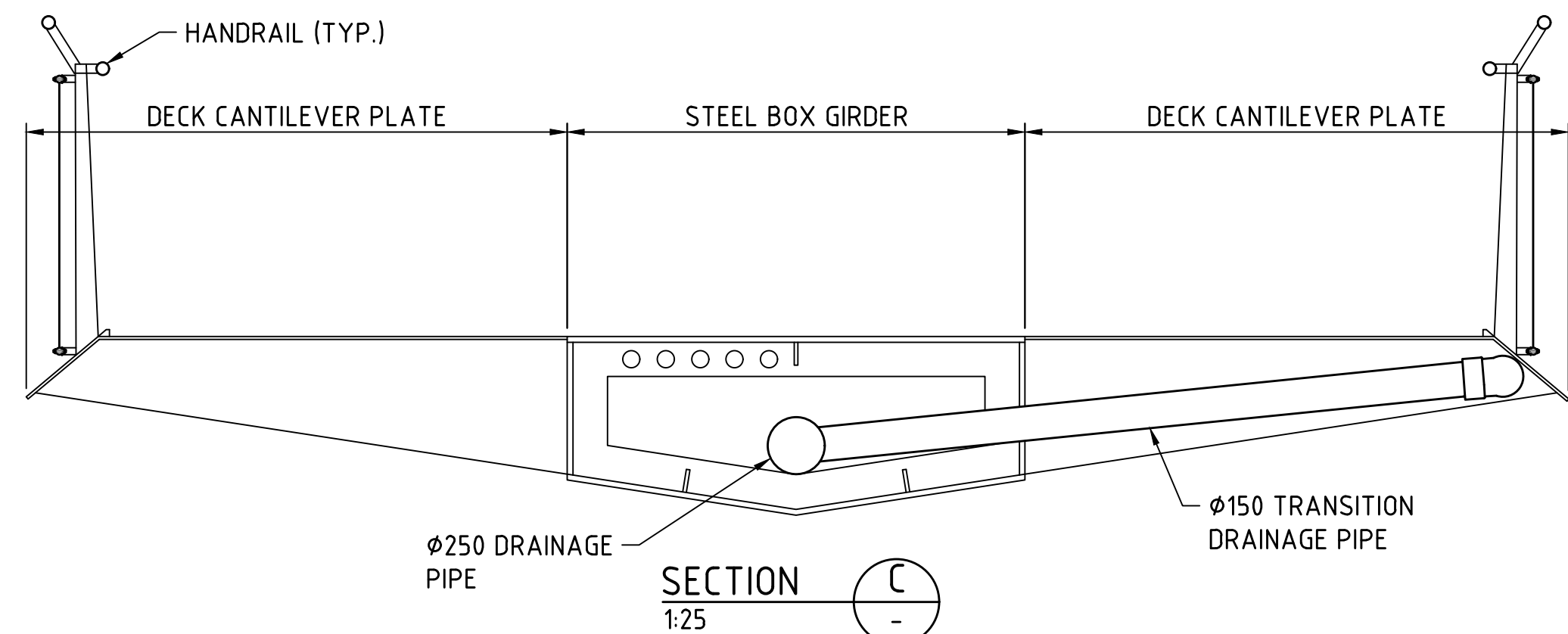
BR9506
DRAINAGE PIPE TRANSITION - ELEVATION
1:25



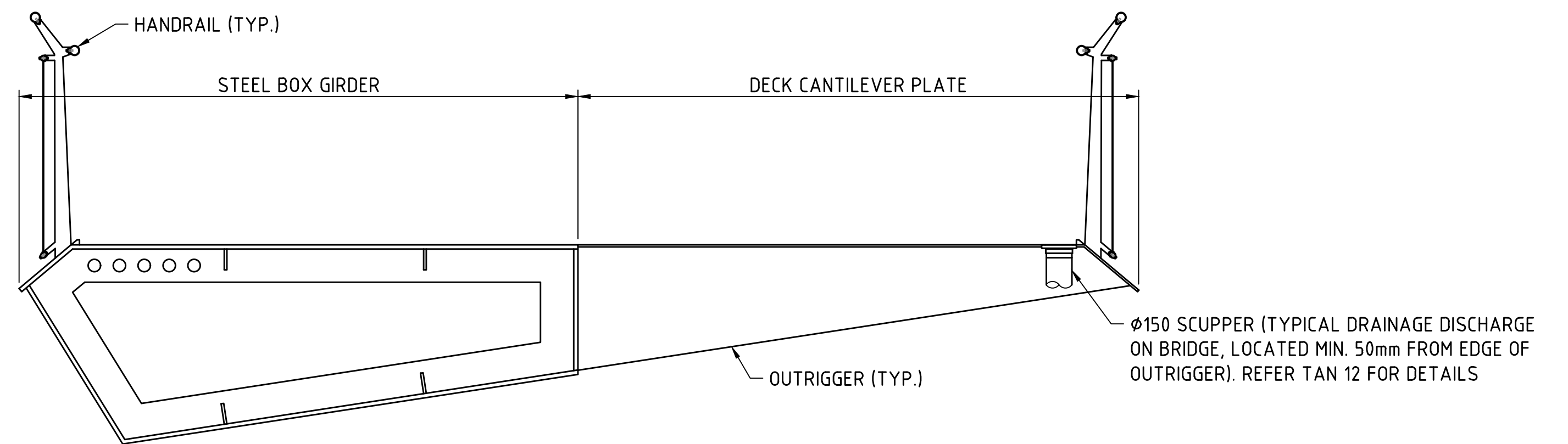
BR9506 PIER N° 3
DRAINAGE ELEVATION
1:50



SECTION B-B
1:50



SECTION C-C
1:25



AT SCUPPER LOCATION
TYPICAL DECK SECTION
1:25

1:50 0 0.5m 1 1.5 2 2.5 3 3.5 4 4.5 5 1:25 0 1m 2

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



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DESIGNED: C.CHANG 21.07.22
CHECKED: G.DUPLESSIS 21.07.22
APPROVED: W.SCHWARZ 21.07.22

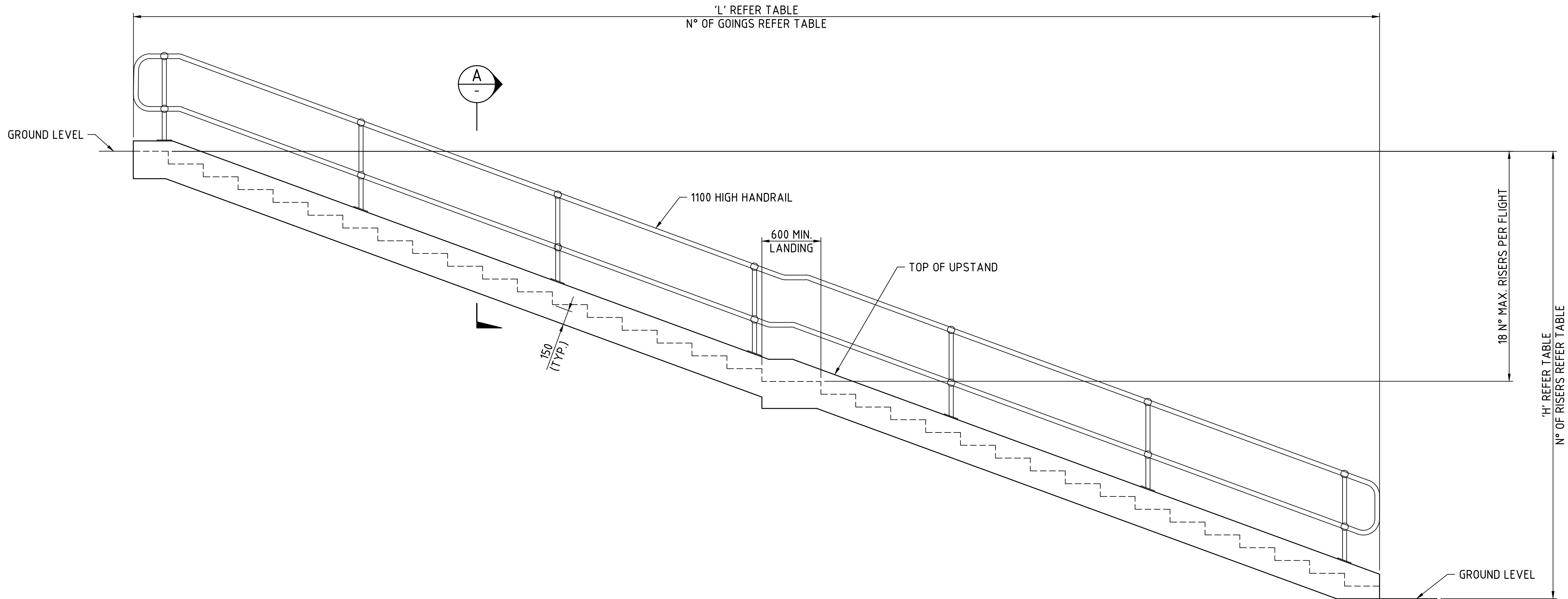
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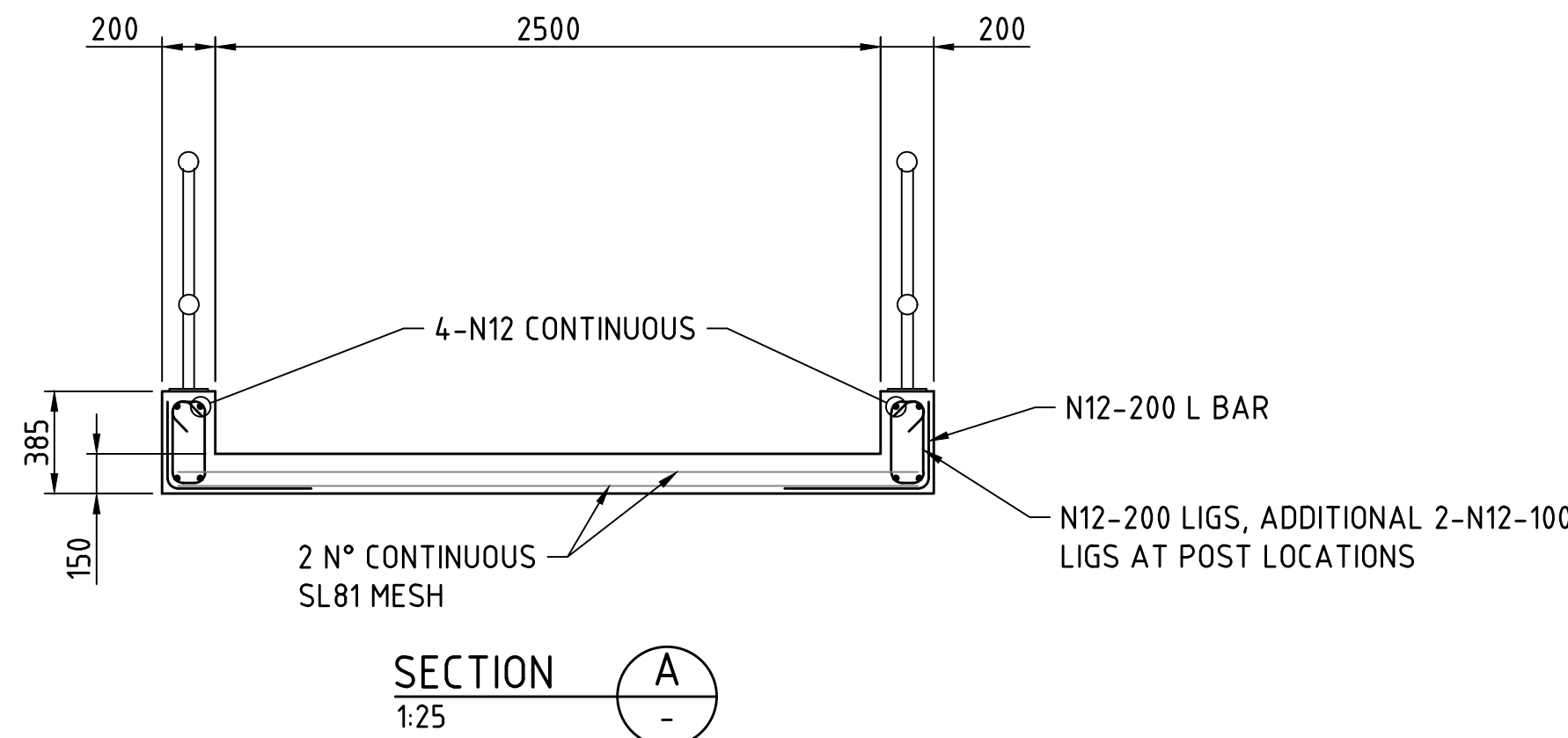
INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY 124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK		MAIN ROADS RESPONSIBILITY AREA METROPOLITAN REGION	
MRWA DRAWING NUMBER		PROJECT TITLE CAUSEWAY LINK ALLIANCE	
DRAWING TITLE CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE PROJECT WIDE TYPICAL DRAINAGE DETAILS		SHEET A1	
DRAWING STATUS 15%		DRAWING No. C301-CLA-0000-ST-SKT-80101	

Plot Date: 22/07/2022 8:39 AM Cad File: C:\Users\burgessb\OneDrive - WSP\0365\Causeway\15% DR PDFs\C301-CLA-0000-ST-SKT-80301.dwg Plotted By: Burgess, Brent



TYPICAL ELEVATION
1:25



SECTION
1:25

STAIRS INFORMATION

	LENGTH 'L'	HEIGHT 'H'	N° OF GOINGS	N° OF RISERS	N° OF LANDINGS
BR9506 (ABUTMENT N° 1 APPROACH END)	8655	2615	17	20	3
BR9506 (ABUTMENT N° 2 DEPARTURE END)	12790	4550	34	35	1
BR9505 (ABUTMENT N° 1 APPROACH END)	6800	1615	9	13	4
BR9505 (ABUTMENT N° 2 DEPARTURE END)	13500	3300	23	26	3 (1500 MIN.)

FOR INFORMATION ONLY

METADATA

GROUND SURVEY STANDARD:
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MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



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CHECKED	G.DUPLESSIS	21.07.22
APPROVED	W.SCHWARZ	21.07.22
DRAWING PATH	VERIFIED	DATE

VERIFIER



INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY
MAIN ROADS RESPONSIBILITY AREA
10 - CITY OF PERTH, 09 - TOWN OF VICTORIA PARK

MRWA DRAWING NUMBER

PROJECT TITLE
CAUSEWAY LINK ALLIANCE
DRAWING TITLE
CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE
PROJECT WIDE
STAIR DETAILS

DRAWING STATUS
15%

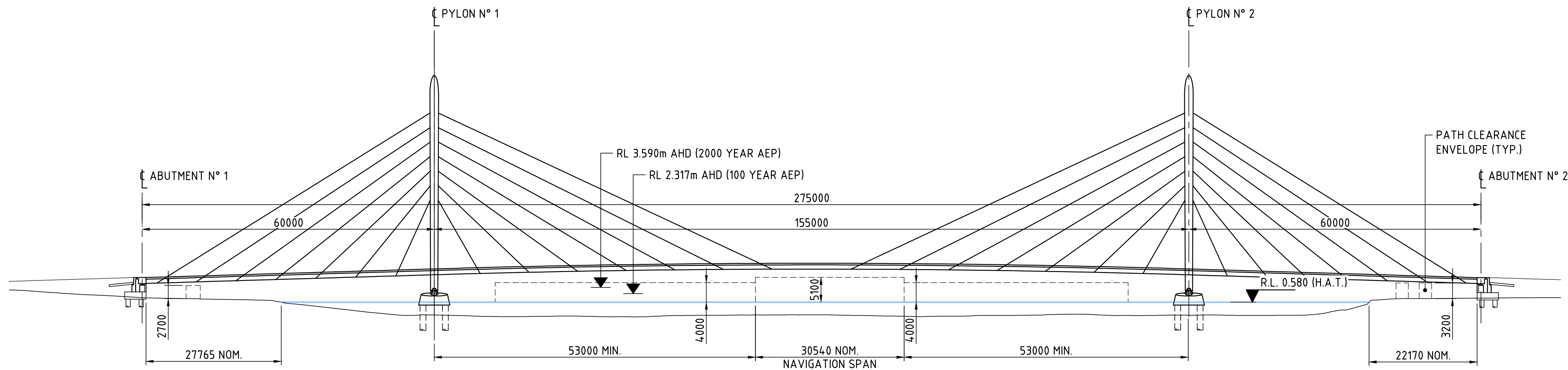
DRAWING No.
C301-CLA-0000-ST-SKT-80301

SHEET
A1
REV
A

Plot Date: 22/07/2022 8:39 AM C:\Users\burgessb\OneDrive - WSP\0365\Causeway\15% DR PDFs\C301-CLA-1000-ST-SKT-10101.dwg Plotted By: Burgess, Brent



GENERAL ARRANGEMENT PLAN
1:500



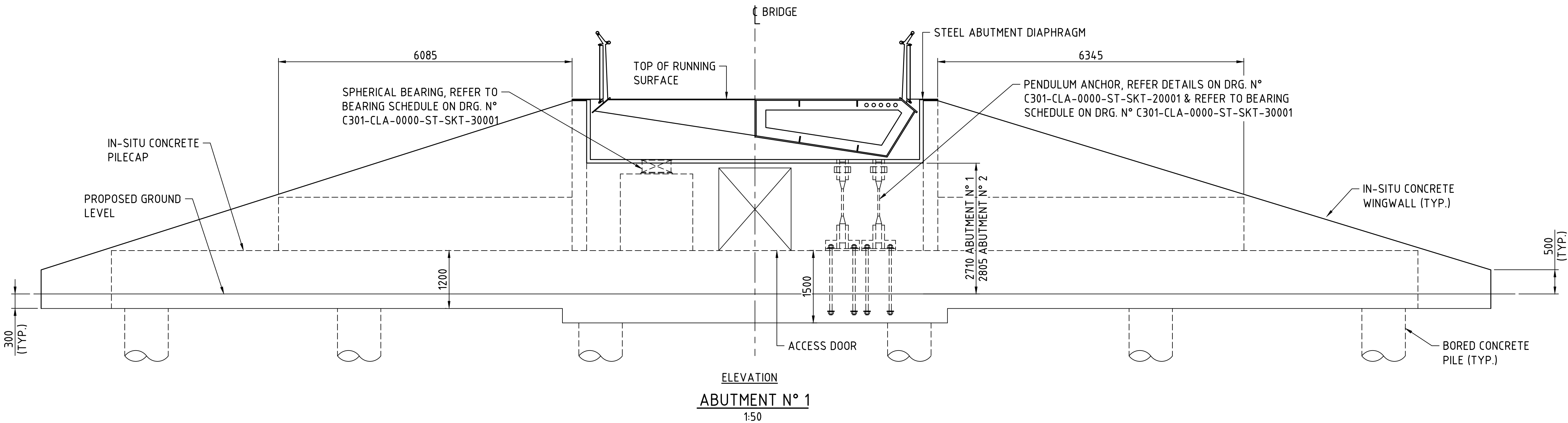
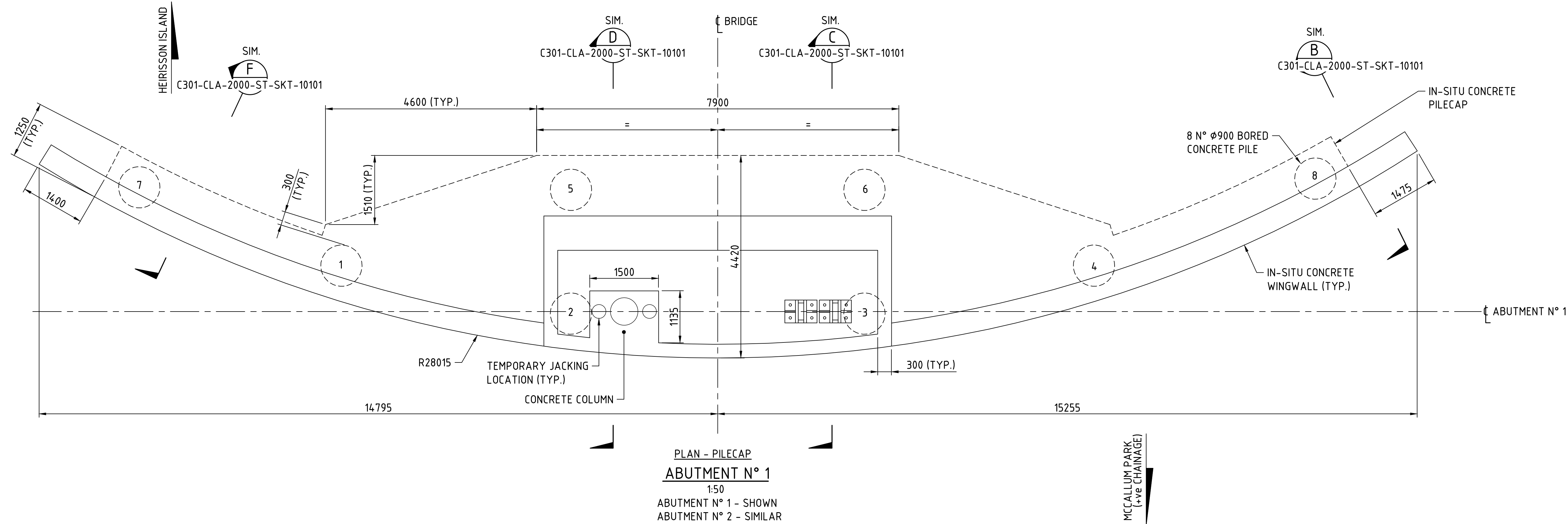
DEVELOPED ELEVATION
1:500

1:500
0 5m 10 15 20 25 30 35 40 45 50 55 60 65 70 75

FOR INFORMATION ONLY

		METADATA		 Level 5 503 Murray Street Perth WA 6000 Telephone +61 8 9489 9700 Facsimile +61 8 9489 9777 Email: perth@wsp.com	DRAWN	B.BURGESS	21.07.22	VERIFIER		 	MRWA DRAWING NUMBER		
		GROUND SURVEY STANDARD:			DESIGNED	C.CHANG	21.07.22				PROJECT TITLE	CAUSEWAY LINK ALLIANCE	
		DATE OF CAPTURE:			CHECKED	G.DUPLESSIS	21.07.22				DRAWING TITLE	CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE BRIDGE 9505 - MCCALLUM PARK SPAN GENERAL ARRANGEMENT	
		MAPPING SURVEY STANDARD:			APPROVED	W.SCHWARZ	21.07.22						
		DATE OF CAPTURE:			DRAWING PATH						VERIFIED		
A	ISSUED FOR 15% DESIGN REVIEW	W.S.	21.07.22	MAIN ROADS PROJECT ZONE: PCG94									
No.	DESCRIPTION	APPROVED & DATE		HEIGHT DATUM: AHD71									
AMENDMENTS													

Plot Date: 22/07/2022 6:39 AM C:\Users\Burgess\OneDrive - WSP\0365\Causeway Link\Drawings\C301-CLA-1000-ST-SKT-10102.dwg



PILE DETAILS						
LOCATION	PILE TYPE	DIAMETER (mm)	N° OF PILES	TOP OF PILE RL (m AHD)	PILE LENGTH (m)	MIN. TEMPORARY CASING LENGTH (m)
ABUTMENT N° 1	BORED PILE	900	8	0.5	REFER PILE LENGTH TABLE	9.0
ABUTMENT N° 2	BORED PILE	900	8	0.9		9.0

PILE LENGTH		
PILE N°	ABUTMENT N° 1 PILE LENGTH (m)	ABUTMENT N° 2 PILE LENGTH (m)
1 - 4	28.0	23.0
5 - 6	23.0	18.0
7 - 8	16.0	12.0

NOTES:
1. REFER DRG. N° C301-CLA-0000-ST-SKT-20002 FOR GEOTECHNICAL NOTES.

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



Level 5
503 Murray Street
Perth WA 6000
Telephone +61 8 9489
9700 Facsimile +61 8 9489
9777 Email:
perth@wsp.com

DRAWN: B.BURGESS 21.07.22
DESIGNED: C.CHANG 21.07.22
CHECKED: G.DUPLESSIS 21.07.22
APPROVED: W.SCHWARZ 21.07.22
DRAWING PATH:

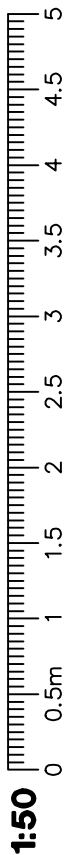
VERIFIER



INFRASTRUCTURE DELIVERY DIRECTORATE

FOR INFORMATION ONLY

LOCAL AUTHORITY: 024 - CITY OF PERTH, 029 - TOWN OF VICTORIA PARK	MAIN ROADS RESPONSIBILITY AREA: METROPOLITAN REGION
PROJECT TITLE: CAUSEWAY LINK ALLIANCE	
DRAWING TITLE: CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE 9505 - MCCALLUM PARK SPAN ABUTMENT DETAILS	
DRAWING STATUS: 15%	DRAWING No: C301-CLA-1000-ST-SKT-10102



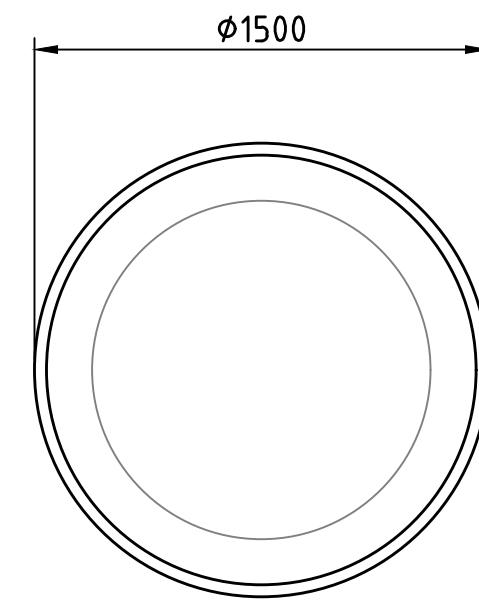
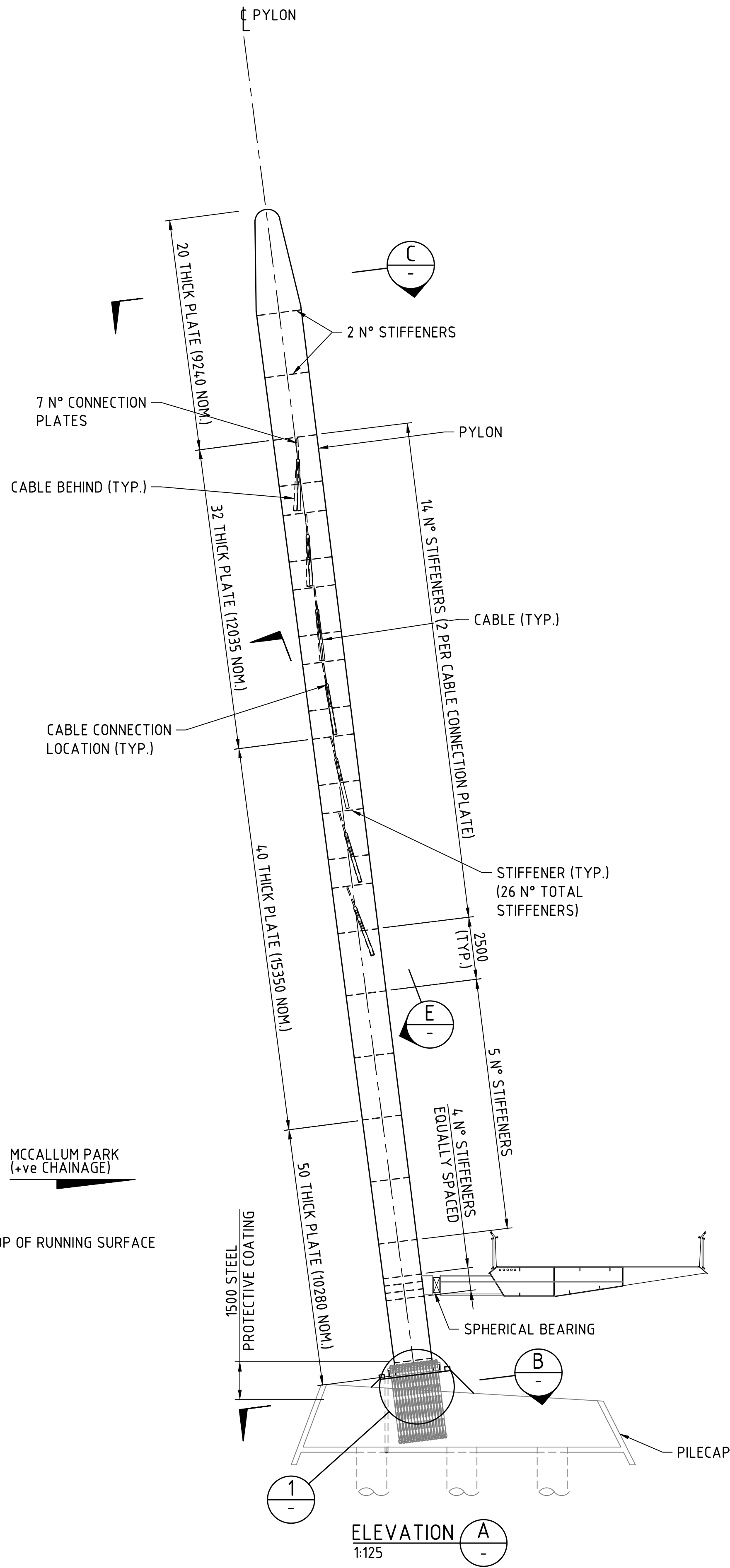
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HEIRISSON ISLAND

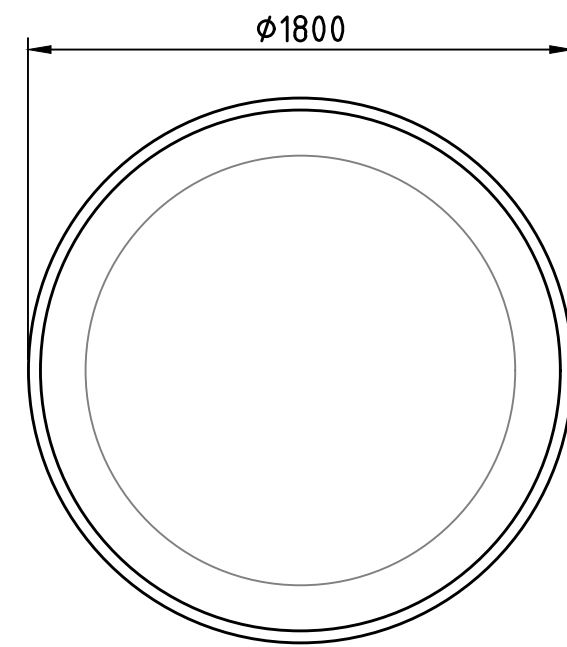
47060 FROM TOP OF BASEPLATE

PYLON ELEVATION

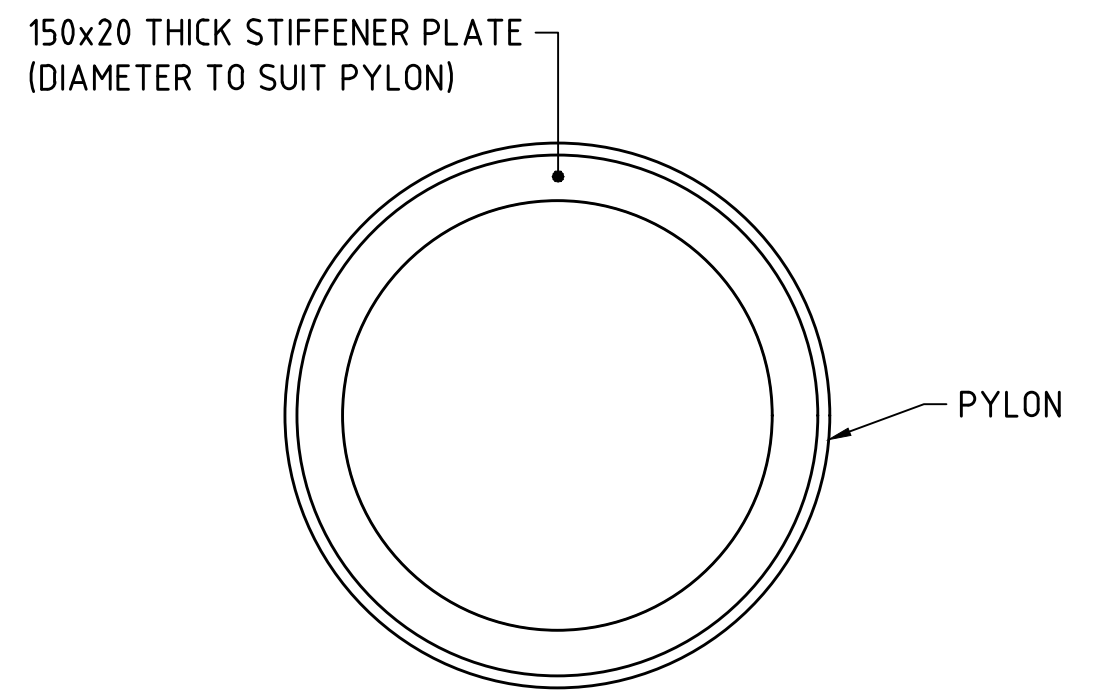
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PYLON N° 1 - SHOWN
PYLON N° 2 - SIMILAR



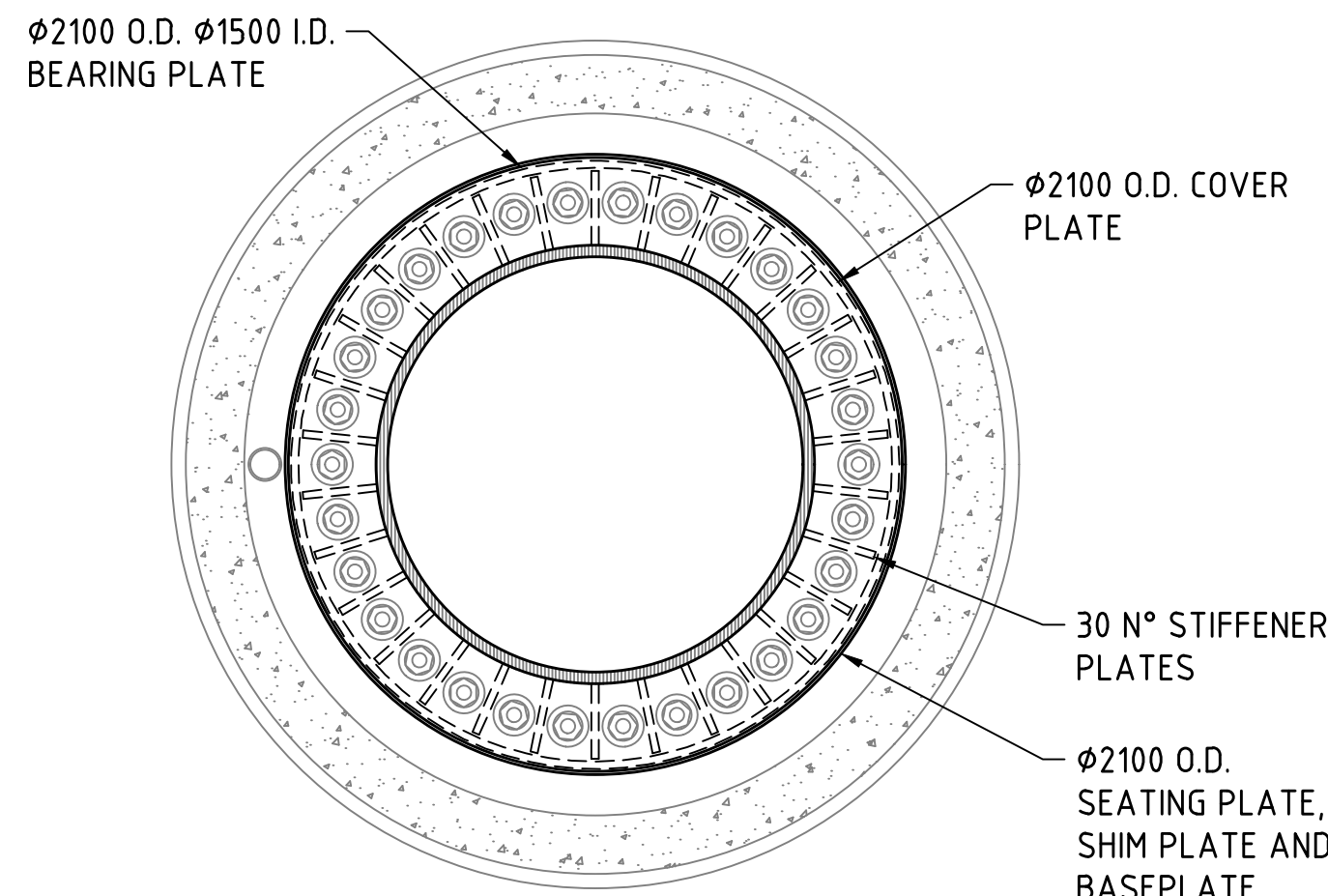
SECTION B
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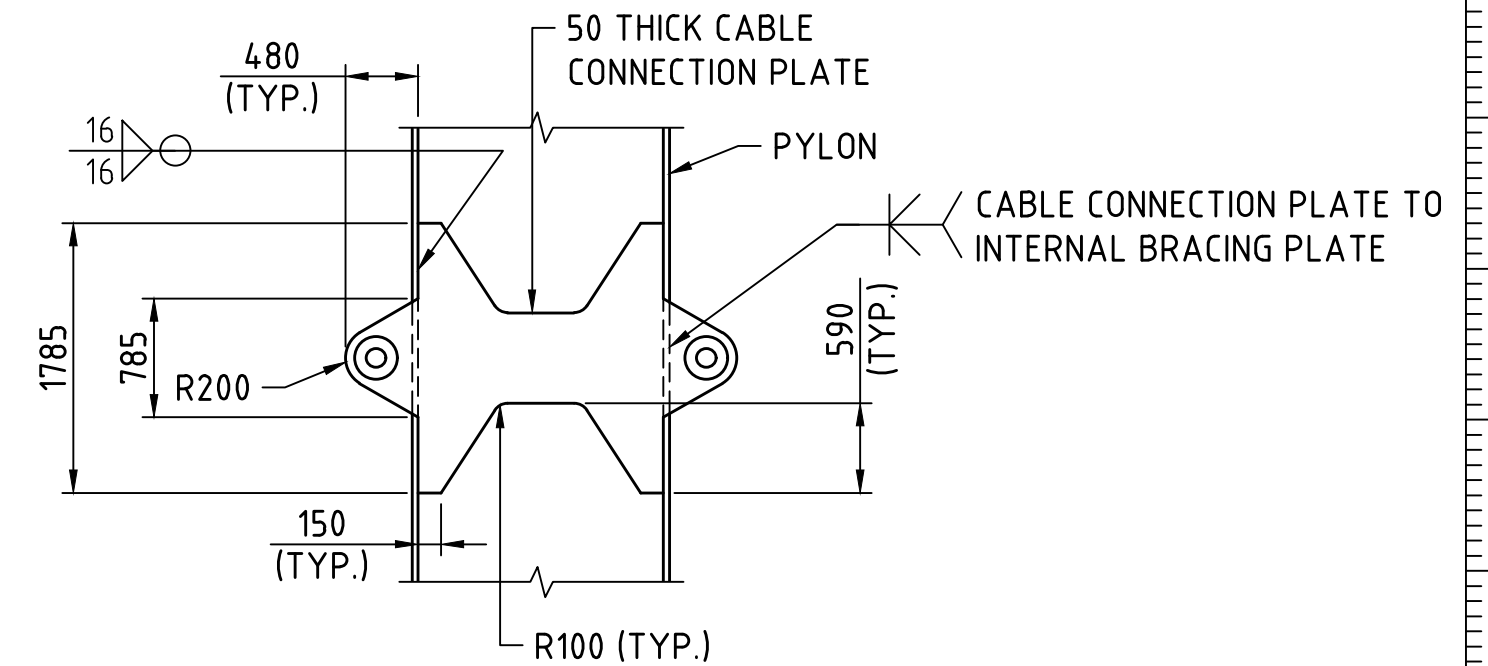
SECTION C
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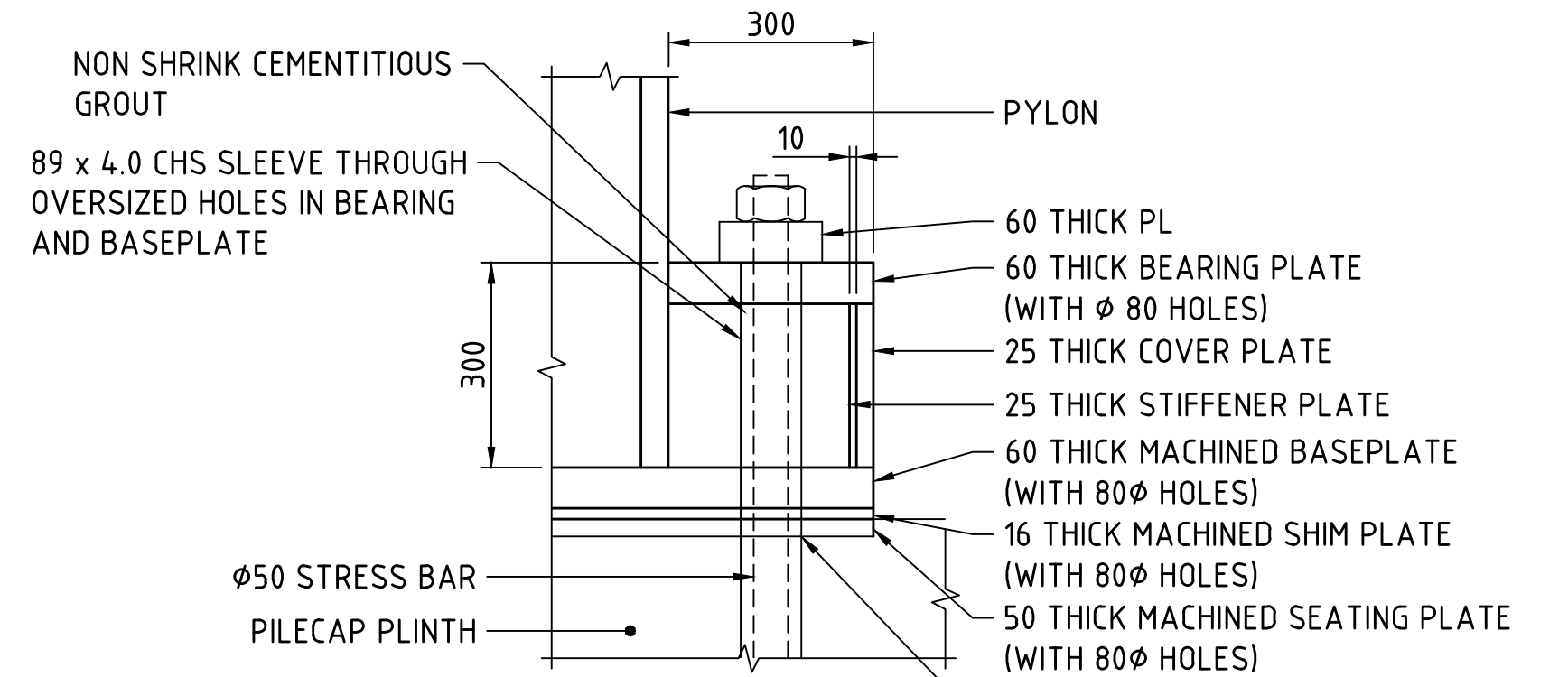
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1:25



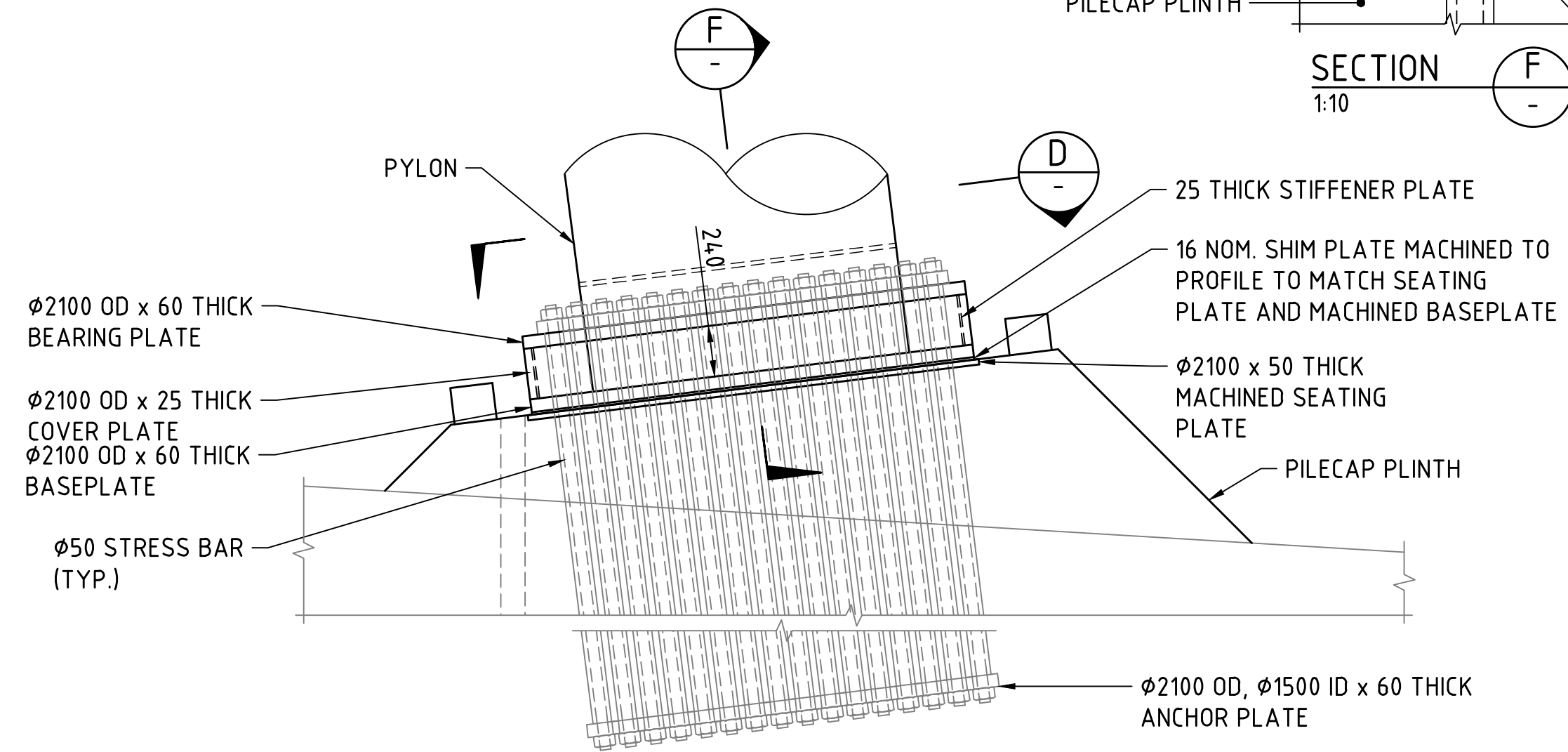
SECTION D
1:25



SECTION E
1:50



SECTION F
1:10



DETAIL 1
1:25

FOR INFORMATION ONLY

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



Level 5
503 Murray Street
Perth WA 6000
Telephone +61 8 9489 9700 Facsimile +61 8 9489 9777 Email: perth@wsp.com

DRAWN: B.BURGESS 21.07.22
DESIGNED: C.CHANG 21.07.22
CHECKED: G.DUPLESSIS 21.07.22
APPROVED: W.SCHWARZ 21.07.22
DRAWING PATH:

VERIFIER

VERIFIED
DATE



CONTRACT MANAGER
PROJECT DIRECTOR



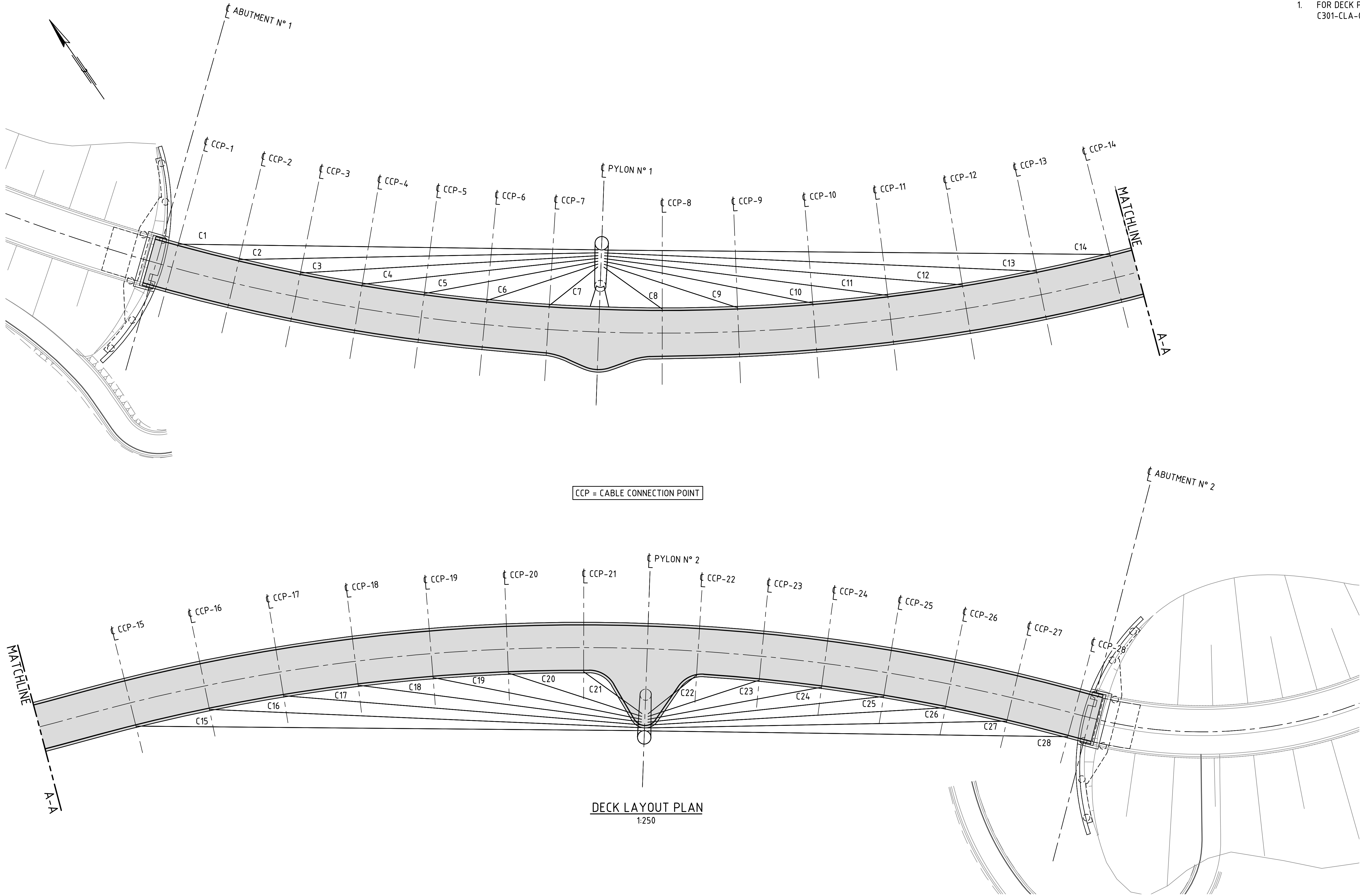
INFRASTRUCTURE DELIVERY DIRECTORATE



DATE
PROJECT DIRECTOR

LOCAL AUTHORITY 124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK	MAIN ROADS RESPONSIBILITY AREA METROPOLITAN REGION
MRWA DRAWING NUMBER	
PROJECT TITLE CAUSEWAY LINK ALLIANCE	
DRAWING TITLE CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE 9505 - MCCALLUM PARK SPAN PYLON DETAILS	
DRAWING STATUS 15%	DRAWING No. C301-CLA-1000-ST-SKT-20201
SHEET A1	REV A

NOTES:
1. FOR DECK PLATE THICKNESS REFER DRG N° C301-CLA-0000-ST-SKT-40006.



Plot Date: 22/07/2022 8:40 AM C:\Users\burgessb\OneDrive - WSP 0365\Causeway Link\Drawings\301-CLA-1000-ST-SKT-40001.dwg

Plotted By: Burgess, Brent

A		ISSUED FOR 15% DESIGN REVIEW	W.S. 21.07.22
No.	DESCRIPTION	APPROVED & DATE	
AMENDMENTS			

METADATA	
GROUND SURVEY STANDARD:	
DATE OF CAPTURE:	
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71



Level 5
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perth@wsp.com

DRAWN	B.BURGESS	21.07.22
DESIGNED	C.CHANG	21.07.22
CHECKED	G.DUPLESSIS	21.07.22
APPROVED	W.SCHWARZ	21.07.22
DRAWING PATH	VERIFIED	
	DATE	

VERIFIER



CONTRACT MANAGER

PROJECT DIRECTOR



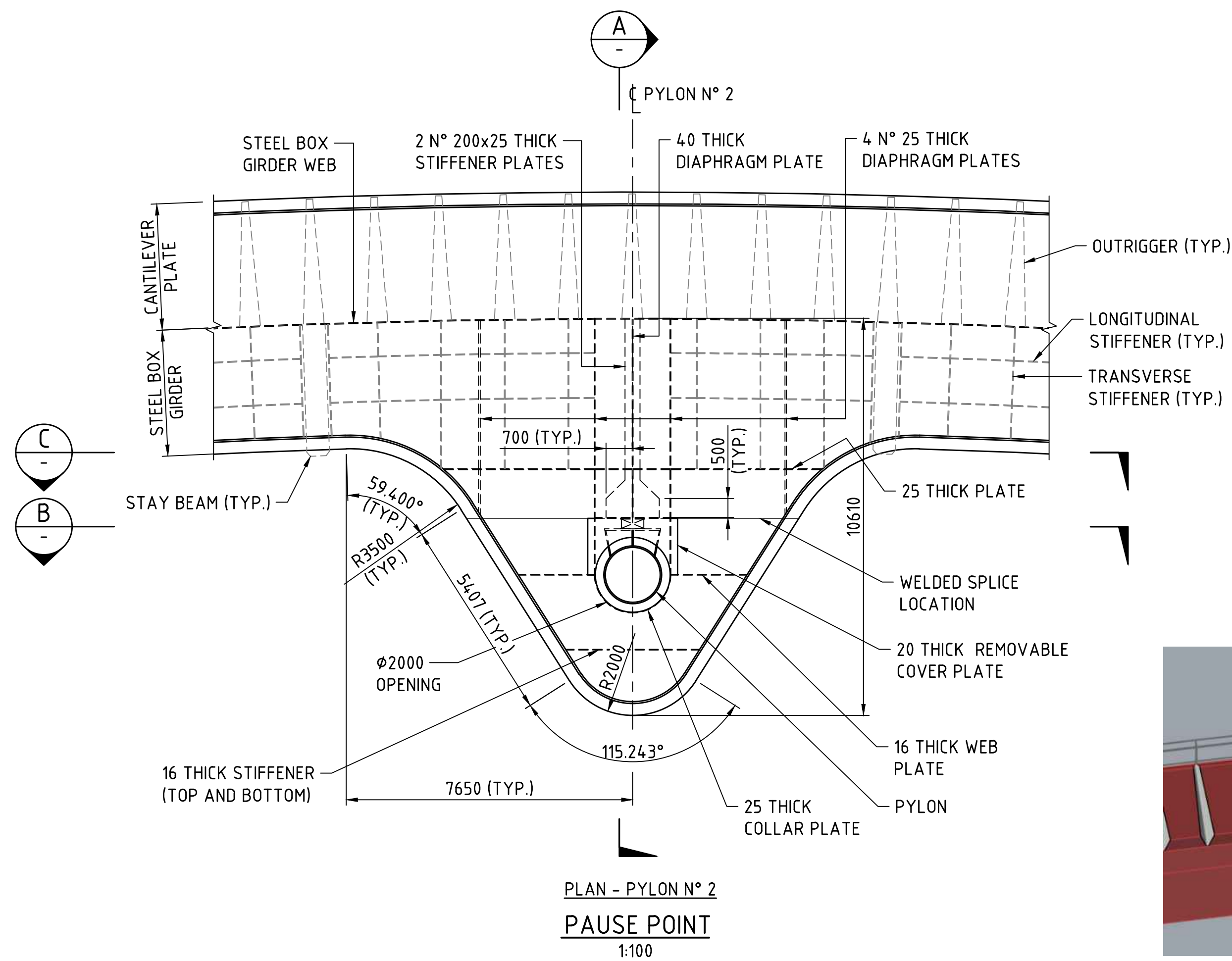
INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY		MAIN ROADS RESPONSIBILITY AREA	
124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK		METROPOLITAN REGION	
MRWA DRAWING NUMBER			
PROJECT TITLE			
CAUSEWAY LINK ALLIANCE			
DRAWING TITLE			
CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE BRIDGE 9505 - MCCALLUM PARK SPAN DECK LAYOUT PLAN			
DRAWING STATUS		DRAWING No.	
15%		C301-WSP-1000-ST-SKT-40001	
SHEET		REV	
A1		A	

FOR INFORMATION ONLY

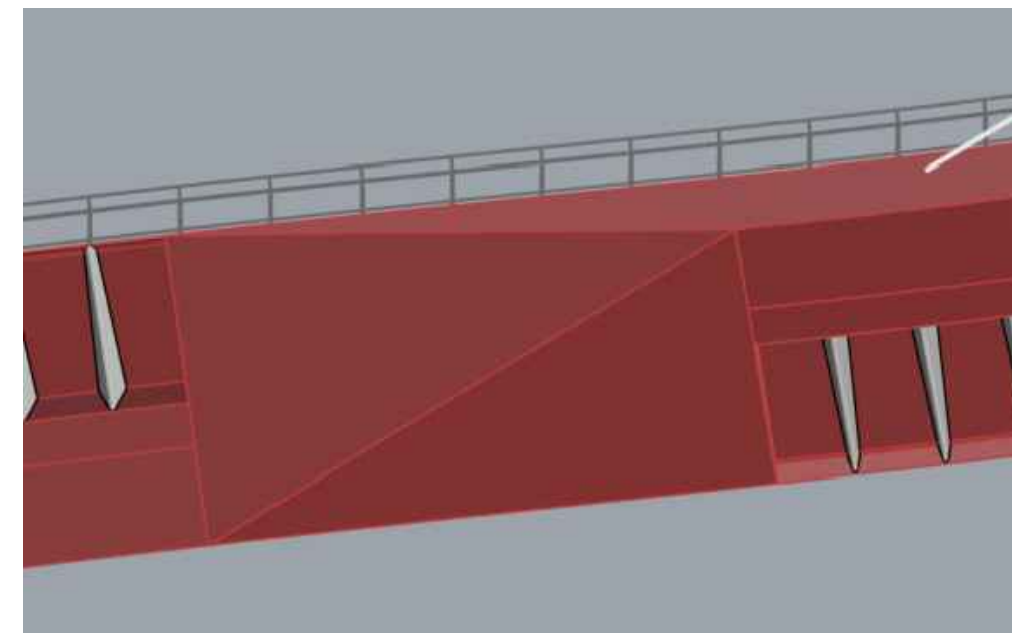
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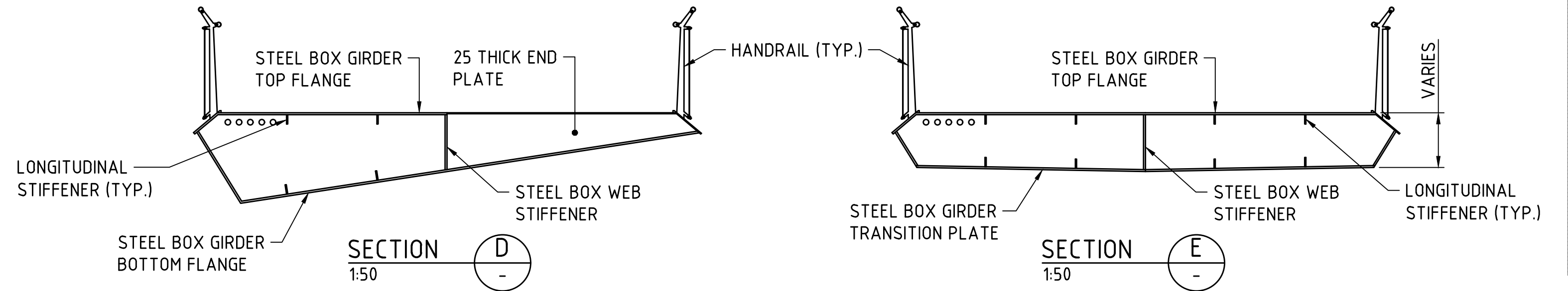
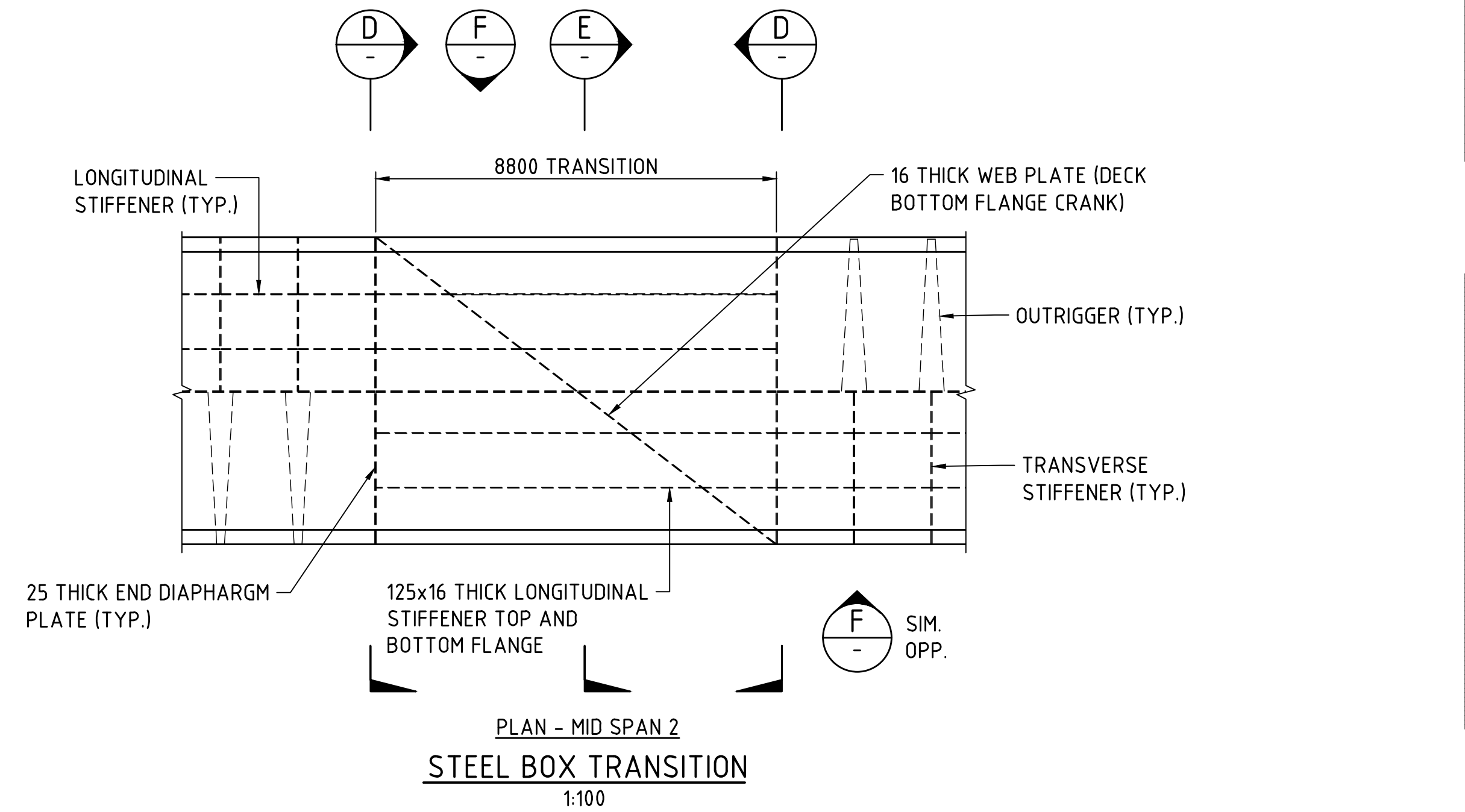
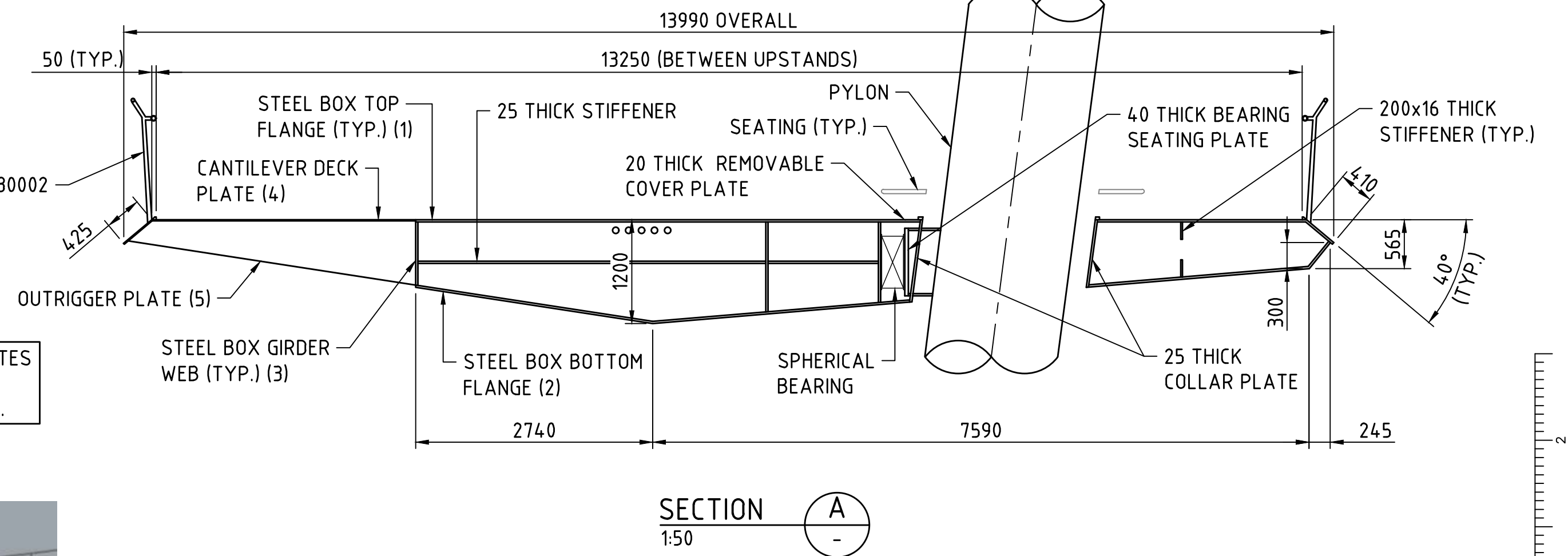
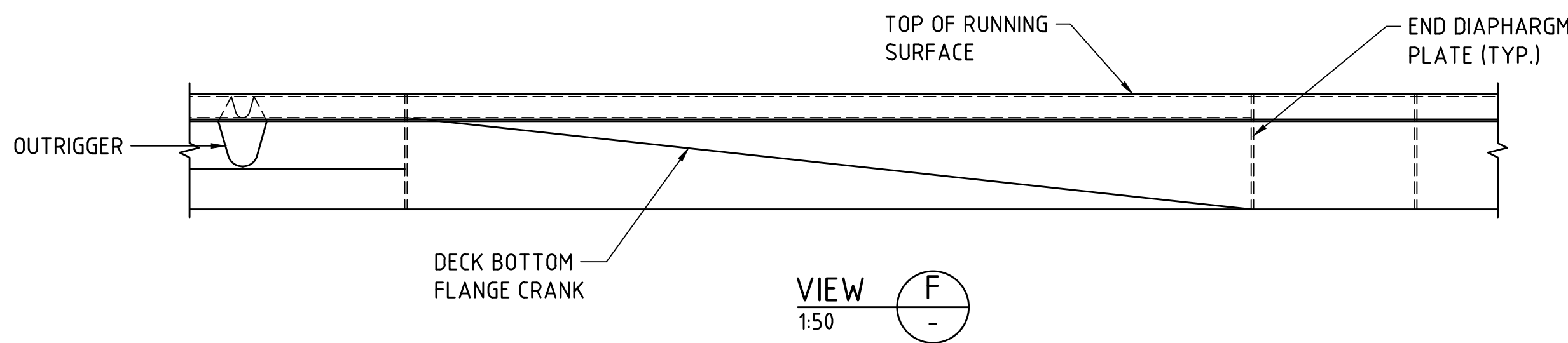
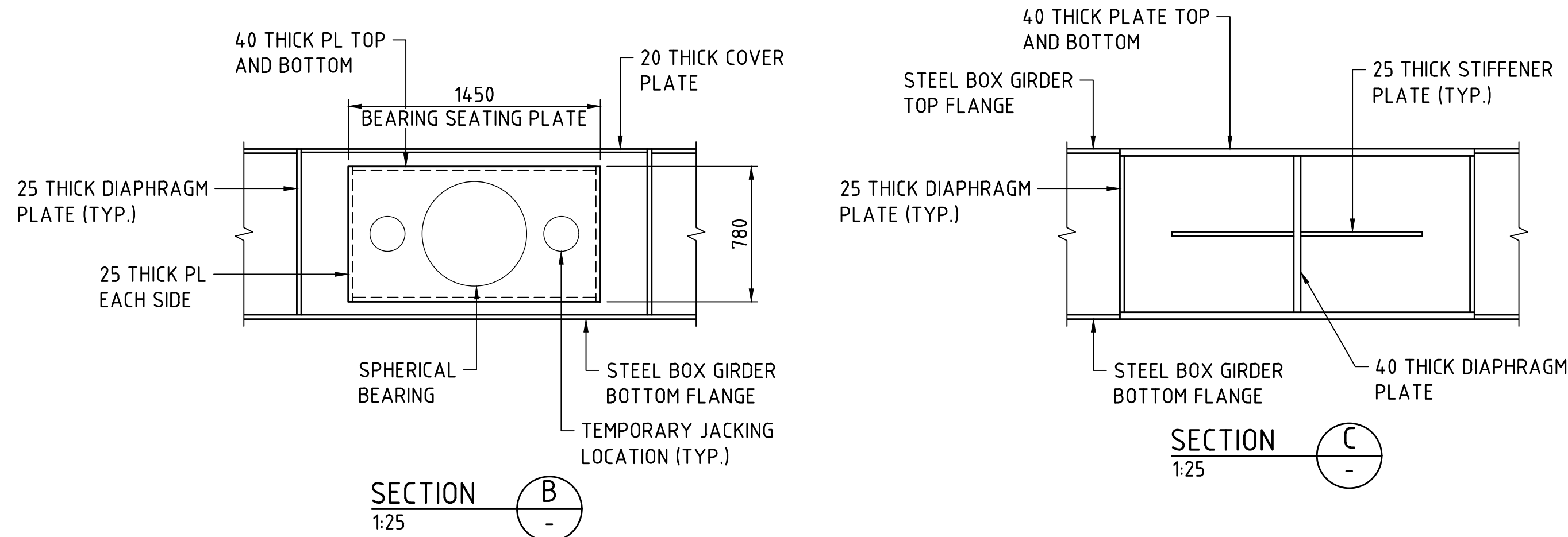


REFER DRG. N° CPCB-ST-000-SKT-30002 FOR HANDRAIL DETAILS (TYP.)

NUMBER IN BRACKETS (#) DENOTES MEMBER SIZE. REFER DRG. N° C301-CLA-0000-ST-SKT-40006.



DECK TRANSITION - PERSPECTIVE VIEW
N.T.S.



FOR INFORMATION ONLY

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71

W.S. 21.07.22

APPROVED & DATE



Level 5
503 Murray Street
Perth WA 6000
Telephone +61 8 9489 9700 Facsimile +61 8 9489 9777 Email: perth@wsp.com

DRAWN: B.BURGESS 21.07.22
DESIGNED: C.CHANG 21.07.22
CHECKED: G.DUPLESSIS 21.07.22
APPROVED: W.SCHWARZ 21.07.22

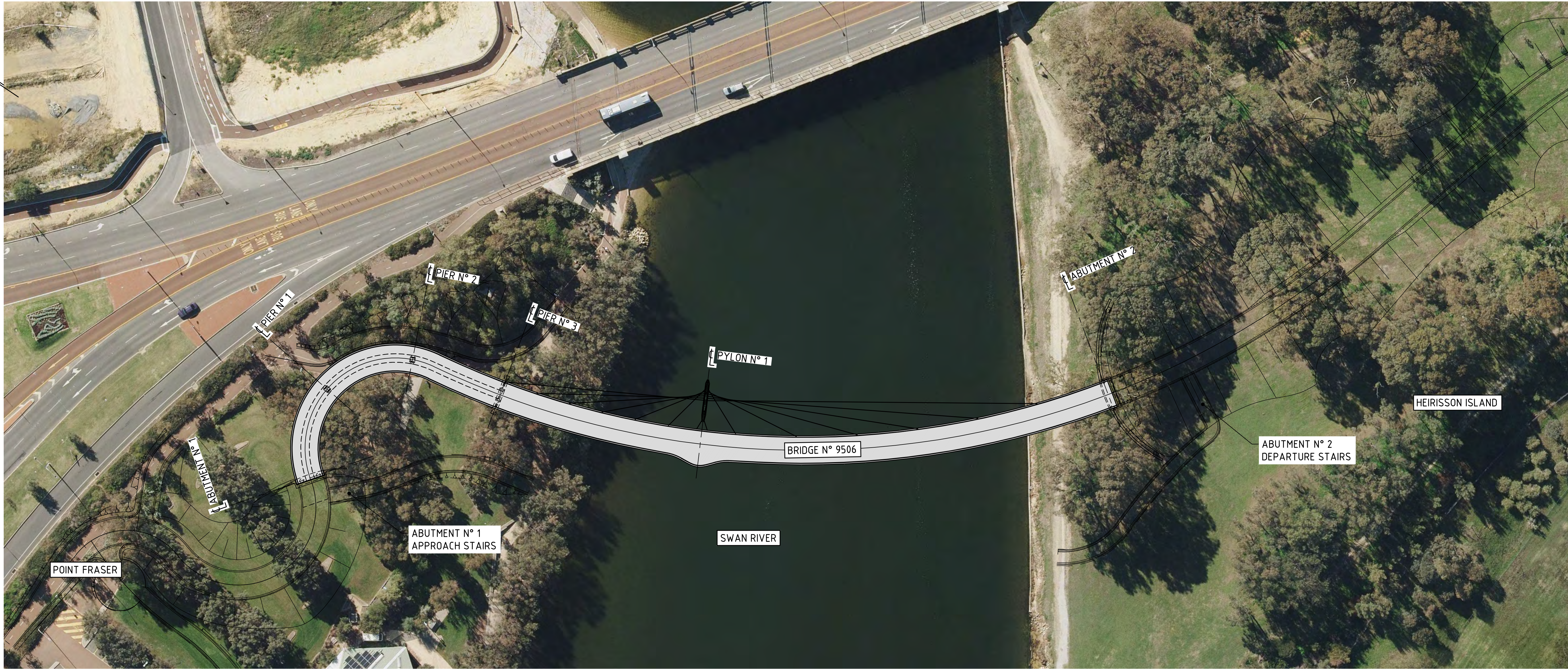
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INFRASTRUCTURE DELIVERY DIRECTORATE

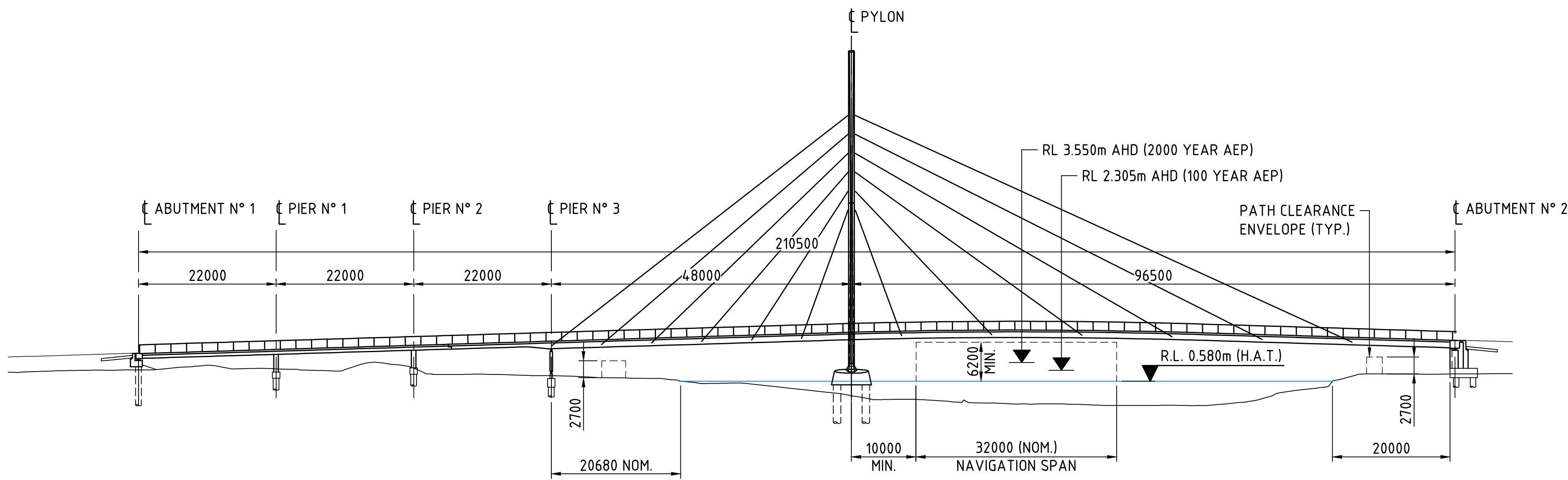
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MRWA DRAWING NUMBER			
PROJECT TITLE	CAUSEWAY LINK ALLIANCE		
DRAWING TITLE	CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE 9505 - MCCALLUM PARK SPAN PAUSE POINT AND DECK TRANSITION DETAILS		
DRAWING STATUS	15%	DRAWING No.	C301-CLA-1000-ST-SKT-40002
SHEET	A1	REV	A

Plot Date: 03/08/2022 2:05 PM C:\pwworking\wsp-aus-pw-bentley.com_wsp-aus-pw-19\ud03559\c301-cla-2000-ST-SKT-00001.dwg Plotted By: Burgess, Brent



GENERAL ARRANGEMENT PLAN

1:500



DEVELOPED ELEVATION

1:500

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



Level 5
503 Murray Street
Perth WA 6000
Telephone +61 8 9489 9700 Facsimile +61 8 9489 9777 Email: perth@wsp.com

DRAWN: B.BURGESS 04.08.22
DESIGNED: C.CHANG 04.08.22
CHECKED: G.DUPLESSIS 04.08.22
APPROVED: W.SCHWARZ 04.08.22

VERIFIER

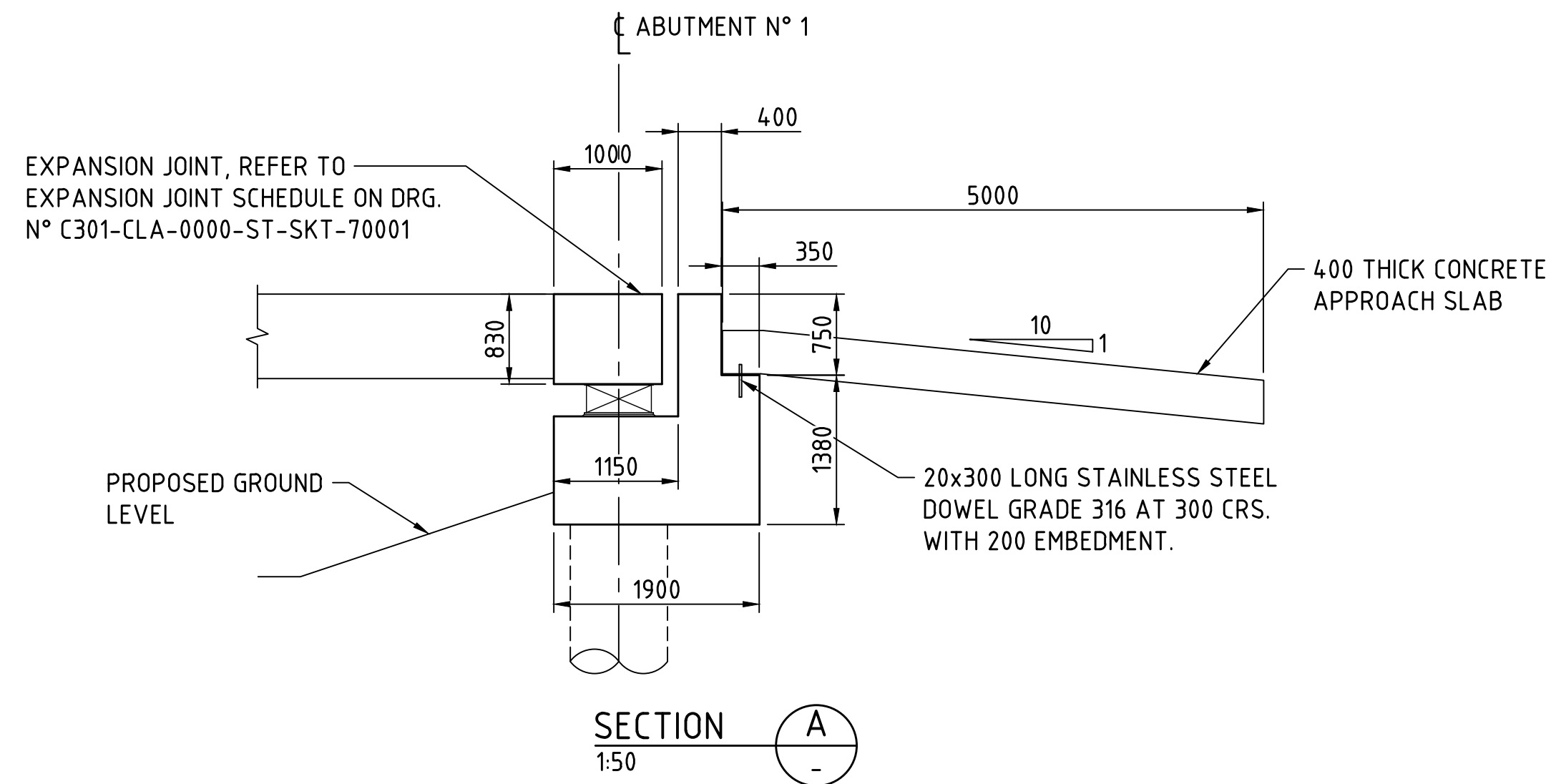
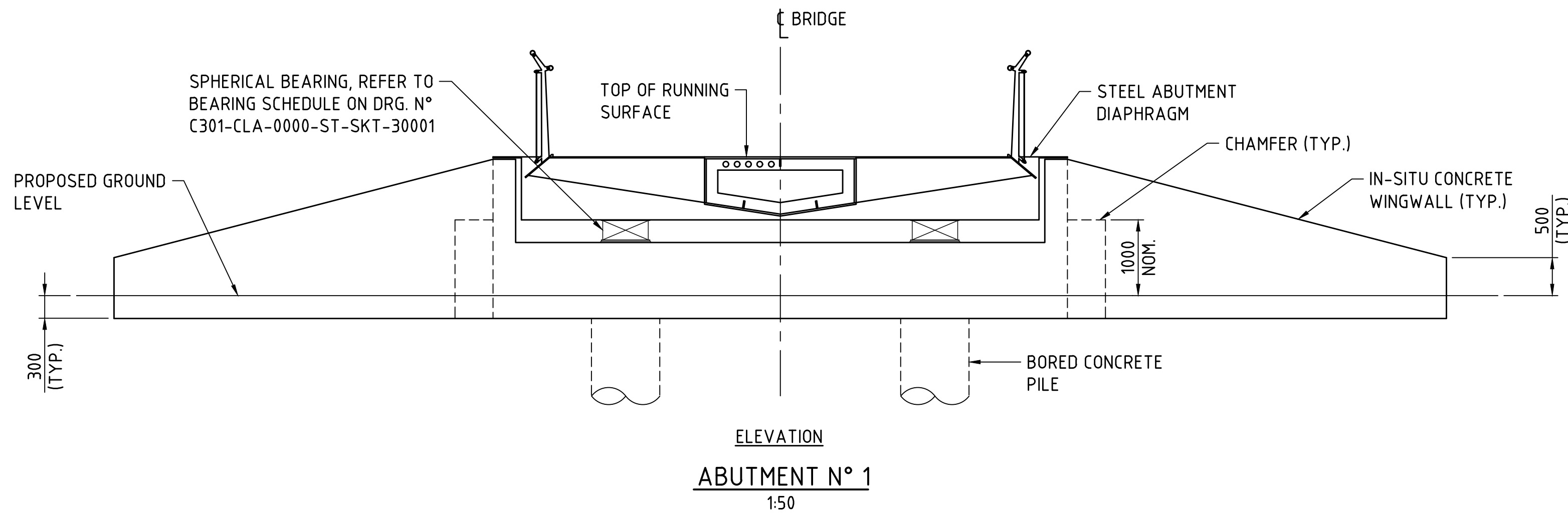
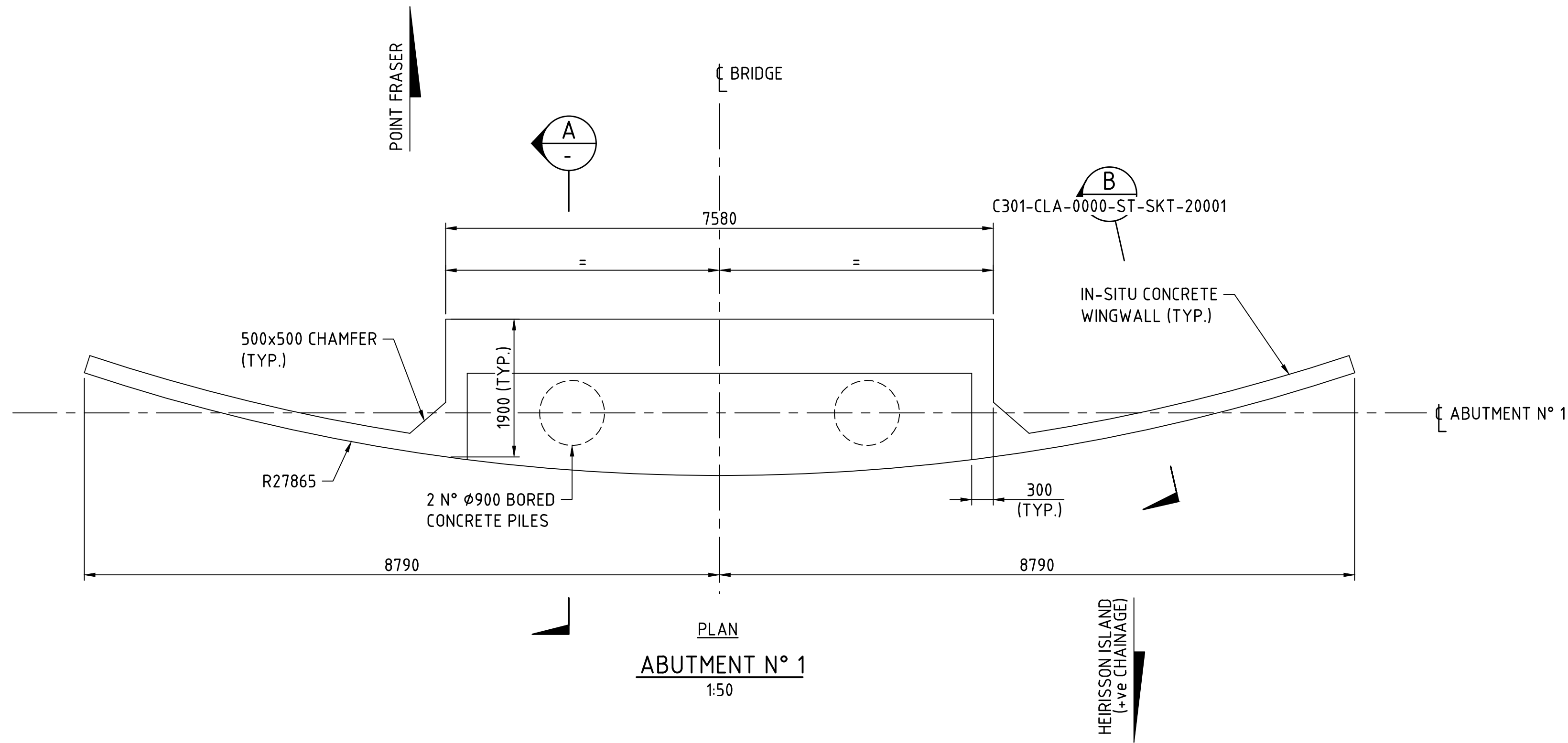


INFRASTRUCTURE DELIVERY DIRECTORATE

FOR INFORMATION ONLY

LOCAL AUTHORITY	124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK	MAIN ROADS RESPONSIBILITY AREA	METROPOLITAN REGION
MRWA DRAWING NUMBER			
PROJECT TITLE	CAUSEWAY LINK ALLIANCE		
DRAWING TITLE	CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE BRIDGE 9506 - POINT FRASER SPAN GENERAL ARRANGEMENT		
DRAWING STATUS	15%	DRAWING No.	C301-CLA-2000-ST-SKT-00001
SHEET	A1	REV	A

Plot Date: 03/08/2022 2:05 PM C:\p\working\wsp-aus-pw-bentley.com_wsp-aus-pw-19\ud\3559\301-CLA-2000-ST-SKT-10101.dwg Plot By: Burgess, Brent



PILE DETAILS								
LOCATION	PILE TYPE	DIAMETER (mm)	N° OF PILES	TOP OF PILE RL (m AHD)	PILE LENGTH (m)	MIN. EMBEDMENT INTO KINGS PARK FORMATION (m)	MIN. TEMPORARY CASING LENGTH (m)	ESTIMATED TOP OF KINGS PARK FORMATION (m AHD)
ABUTMENT N° 1	BORED PILE	900	2	2.2	32.0	2.0	9.0	-28.0

NOTES:
1. REFER DRG. N° C301-CLA-0000-ST-SKT-20002 FOR GEOTECHNICAL NOTES.

METADATA

GROUND SURVEY STANDARD:
DATE OF CAPTURE:
MAPPING SURVEY STANDARD:
DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



Level 5
503 Murray Street
Perth WA 6000
Telephone +61 8 9489
9700 Facsimile +61 8 9489
9777 Email: perth@wsp.com

DRAWN: B.BURGESS 04.08.22
DESIGNED: C.CHANG 04.08.22
CHECKED: G.DUPLESSIS 04.08.22
APPROVED: W.SCHWARZ 04.08.22

VERIFIER

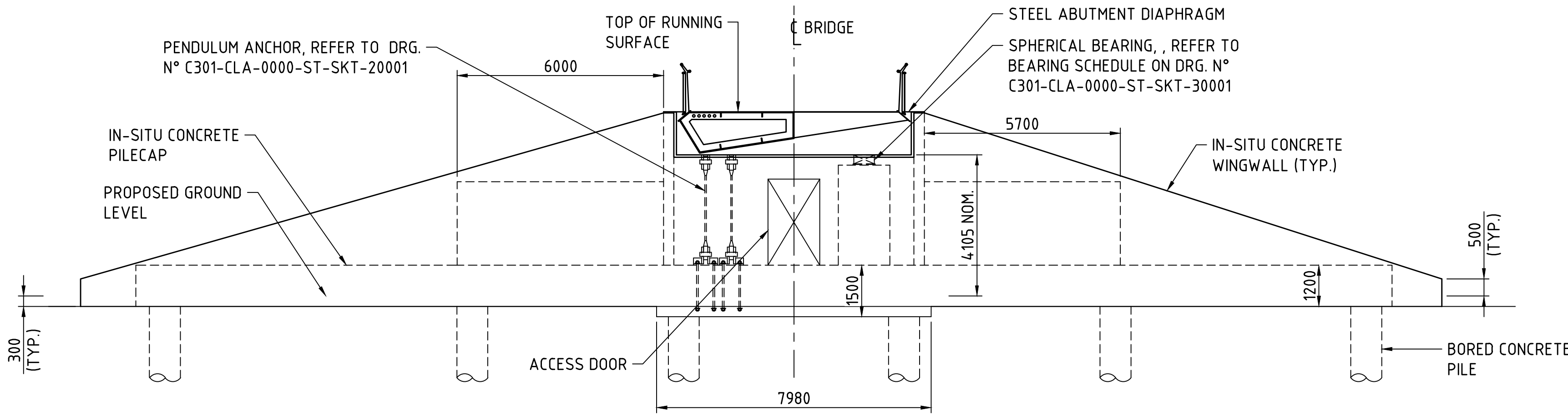
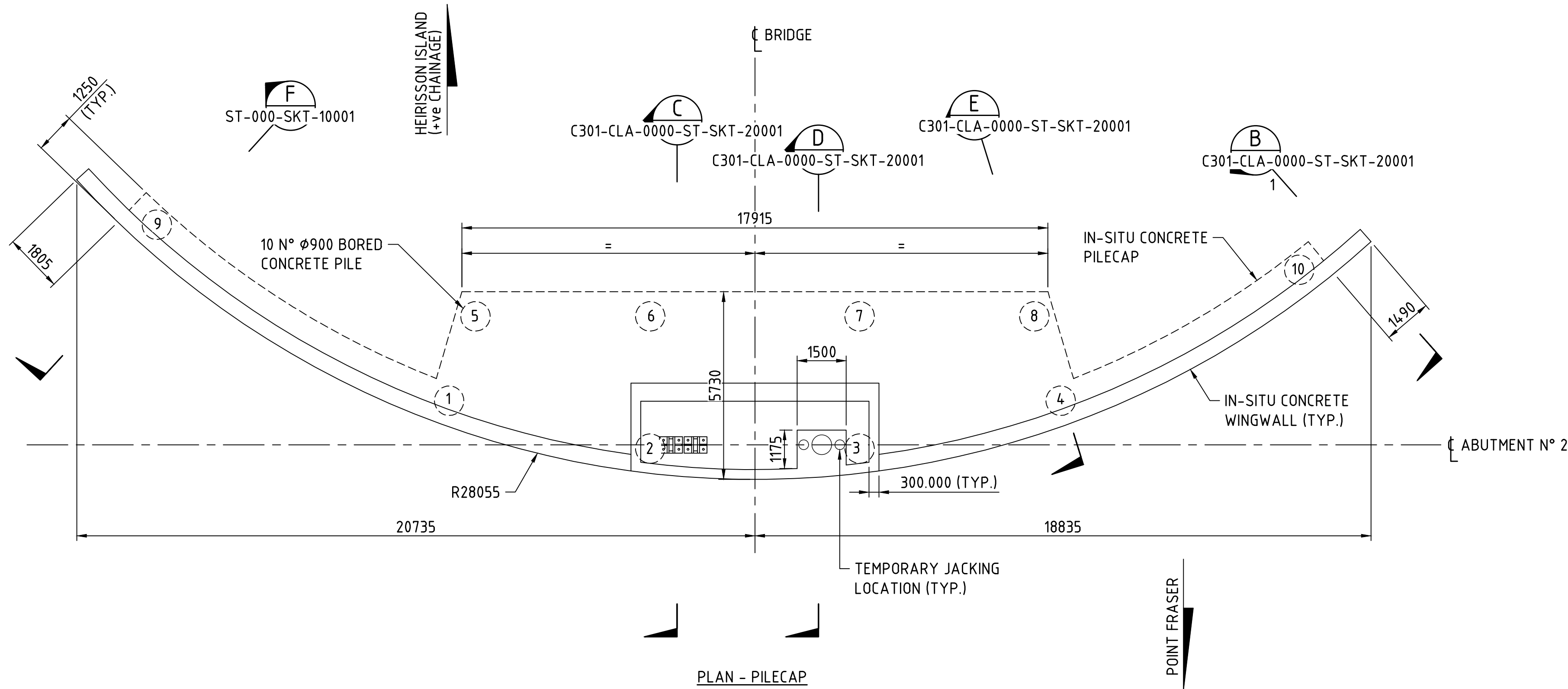


INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY	124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK	MAIN ROADS RESPONSIBILITY AREA	METROPOLITAN REGION
MRWA DRAWING NUMBER			
PROJECT TITLE	CAUSEWAY LINK ALLIANCE		
DRAWING TITLE	CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE BRIDGE 9506 - POINT FRASER SPAN ABUTMENT DETAILS SHEET 1 OF 2		
DRAWING STATUS	15%	DRAWING No.	C301-CLA-2000-ST-SKT-10101

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Plot Date: 03/08/2022 2:06 PM C:\pwworking\wsp-aus-pw-bentley.com_wsp-aus-pw-19\cd\3559\c301-cla-2000-ST-SKT-10102.dwg Plotted By: Burgess, Brent



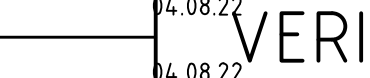
PILE DETAILS						
LOCATION	PILE TYPE	DIAMETER (mm)	N° OF PILES	TOP OF PILE RL (m AHD)	PILE LENGTH (m)	MIN. TEMPORARY CASING LENGTH (m)
ABUTMENT N° 2	BORED PILE	900	10	1.2	REFER PILE LENGTH TABLE	9.0

PILE LENGTH			
PILE N°	LENGTH (m)	MIN. EMBEDMENT INTO KINGS PARK FORMATION (m)	ESTIMATED TOP OF KINGS PARK FORMATION (m AHD)
1 - 4	43.0	2.0	-40.0
5 - 8	31.0	-	
9 - 10	19.0	-	

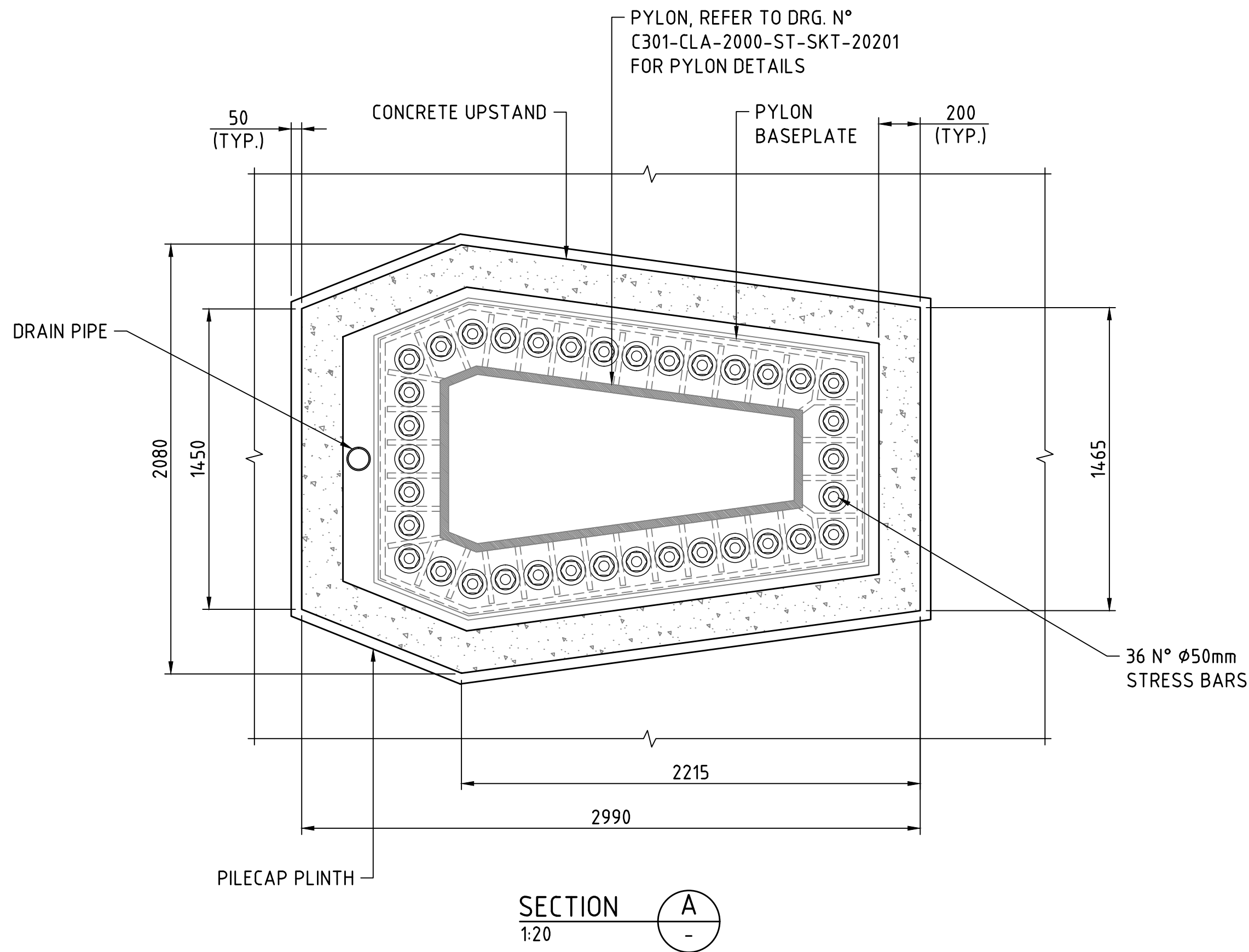
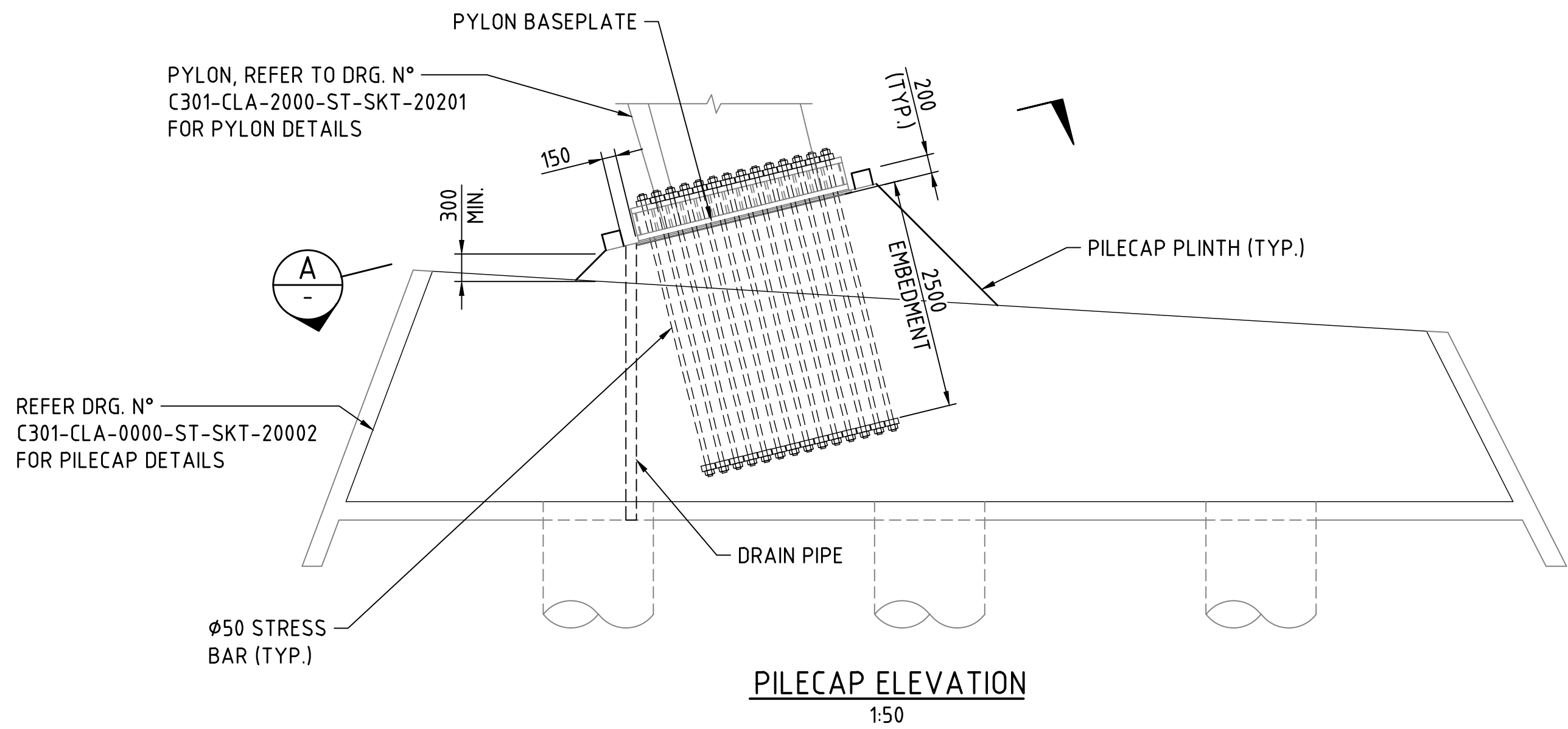
NOTES:
1. REFER DRG. N° C301-CLA-0000-ST-SKT-20002 FOR GEOTECHNICAL NOTES.

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0 1m 2 3 4 5 6 7 8 9 10
METROP

FOR INFORMATION ONLY

				METADATA		 Level 5 503 Murray Street Perth WA 6000 Telephone +61 8 9489 9700 Facsimile +61 8 9489 9777 Email: perth@wsp.com		DRAWN B.BURGESS 04.08.22				 INFRASTRUCTURE DELIVERY DIRECTORATE		MRWA DRAWING NUMBER			
				PROJECT TITLE CAUSEWAY LINK ALLIANCE													
				DRAWING TITLE CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE BRIDGE 9506 - POINT FRASER SPAN ABUTMENT DETAILS SHEET 2 OF 2				SHEET A1									
A	ISSUED FOR 15% DESIGN REVIEW		W.S. 04.08.22						VERIFIER								
No.	DESCRIPTION		APPROVED & DATE		MAIN ROADS PROJECT ZONE: PCG94 HEIGHT DATUM: AHD71				DRAWING PATH		VERIFIED		CONTRACT MANAGER		DATE		
		AMENDMENTS								DATE		PROJECT DIRECTOR		DATE		DRAWING STATUS 15%	
														DRAWING No. C301-CLA-2000-ST-SKT-10102		REV A	

Plot Date: 03/08/2022 2:06 PM Cad File: C:\pwworking\wsp-aus-pw-bentley.com_wsp-aus-pw-19\ud03559\c301-cla-2000-st-skt-2010.dwg Plotted By: Burgess, Brent

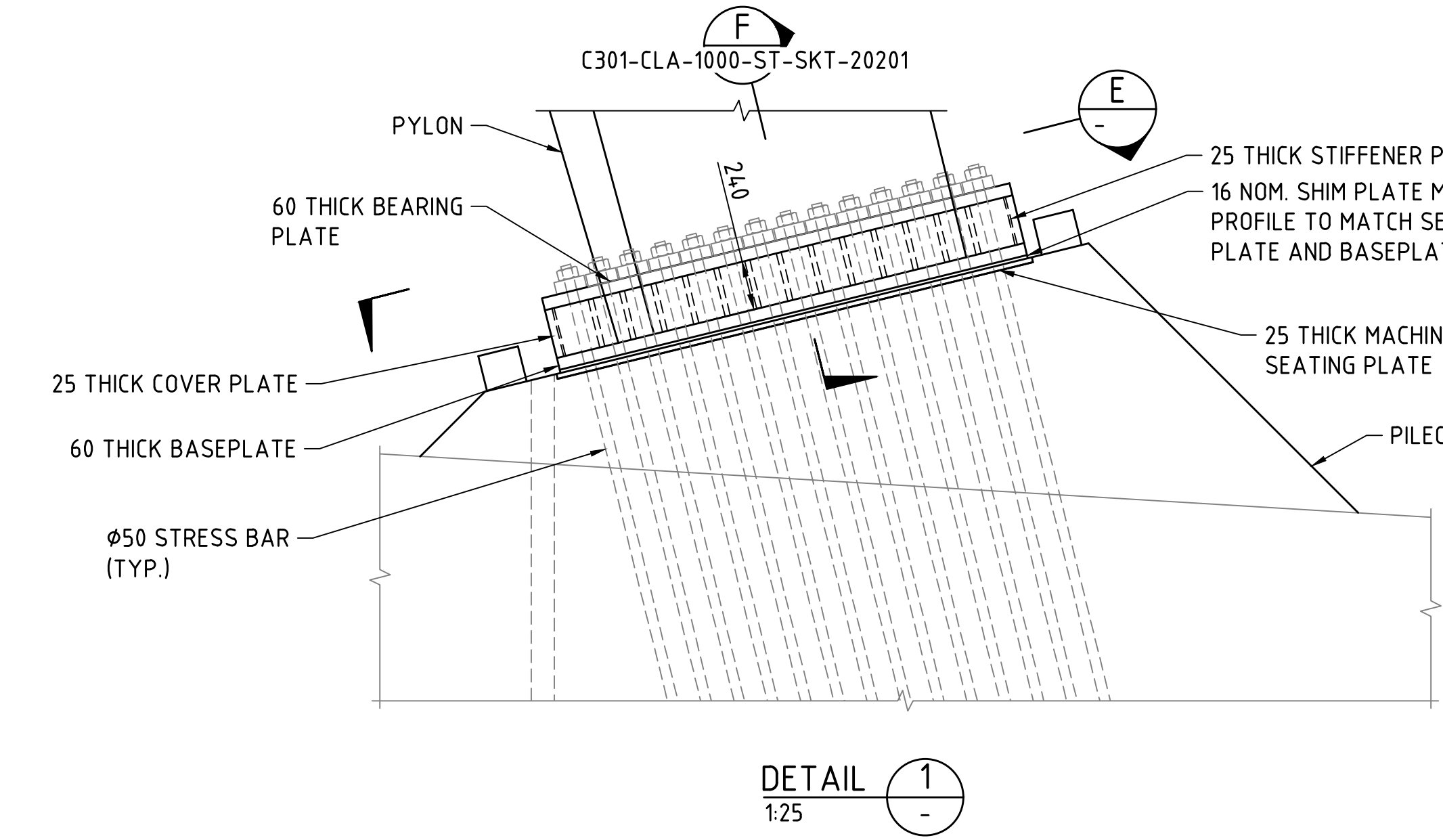
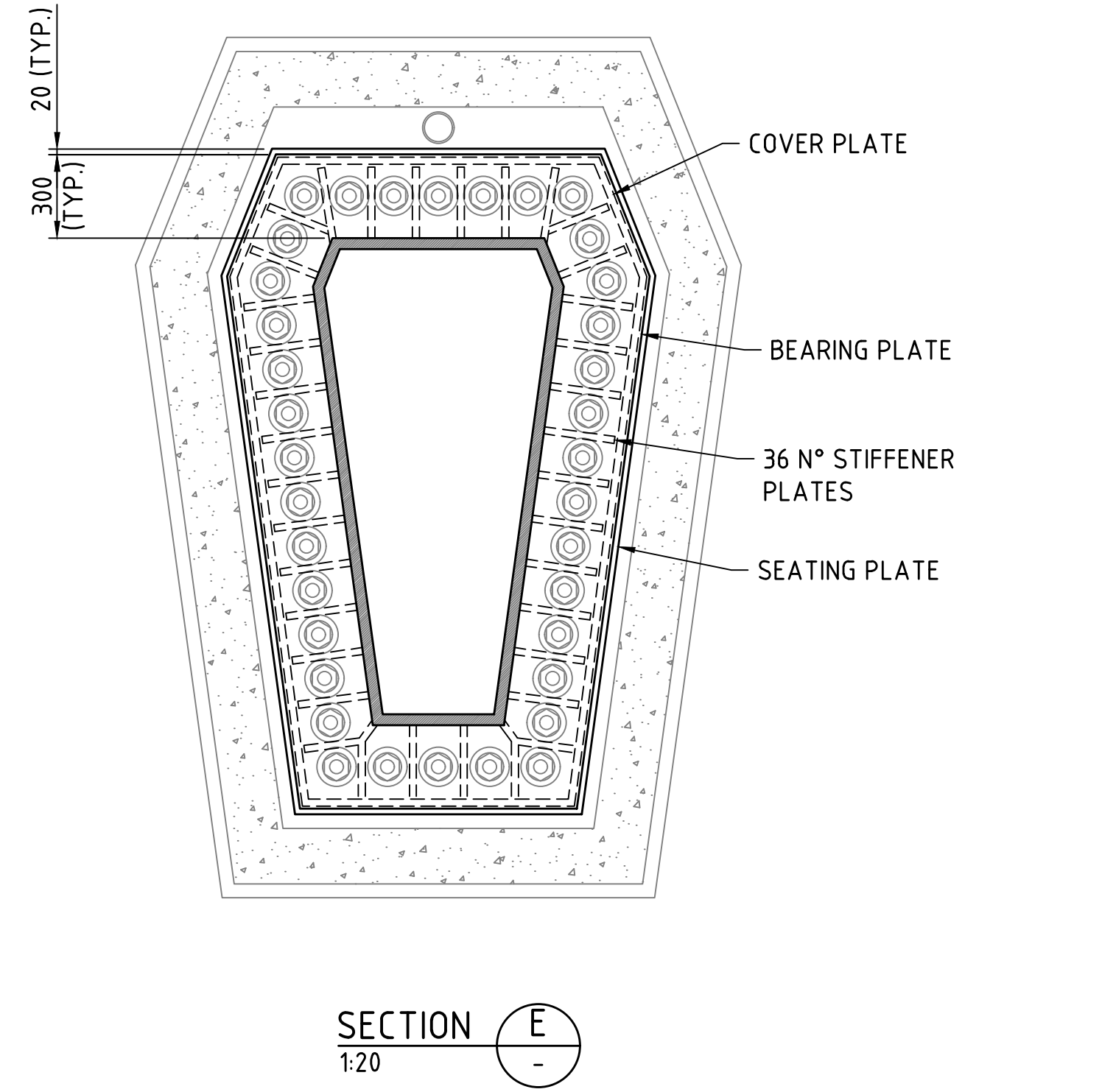
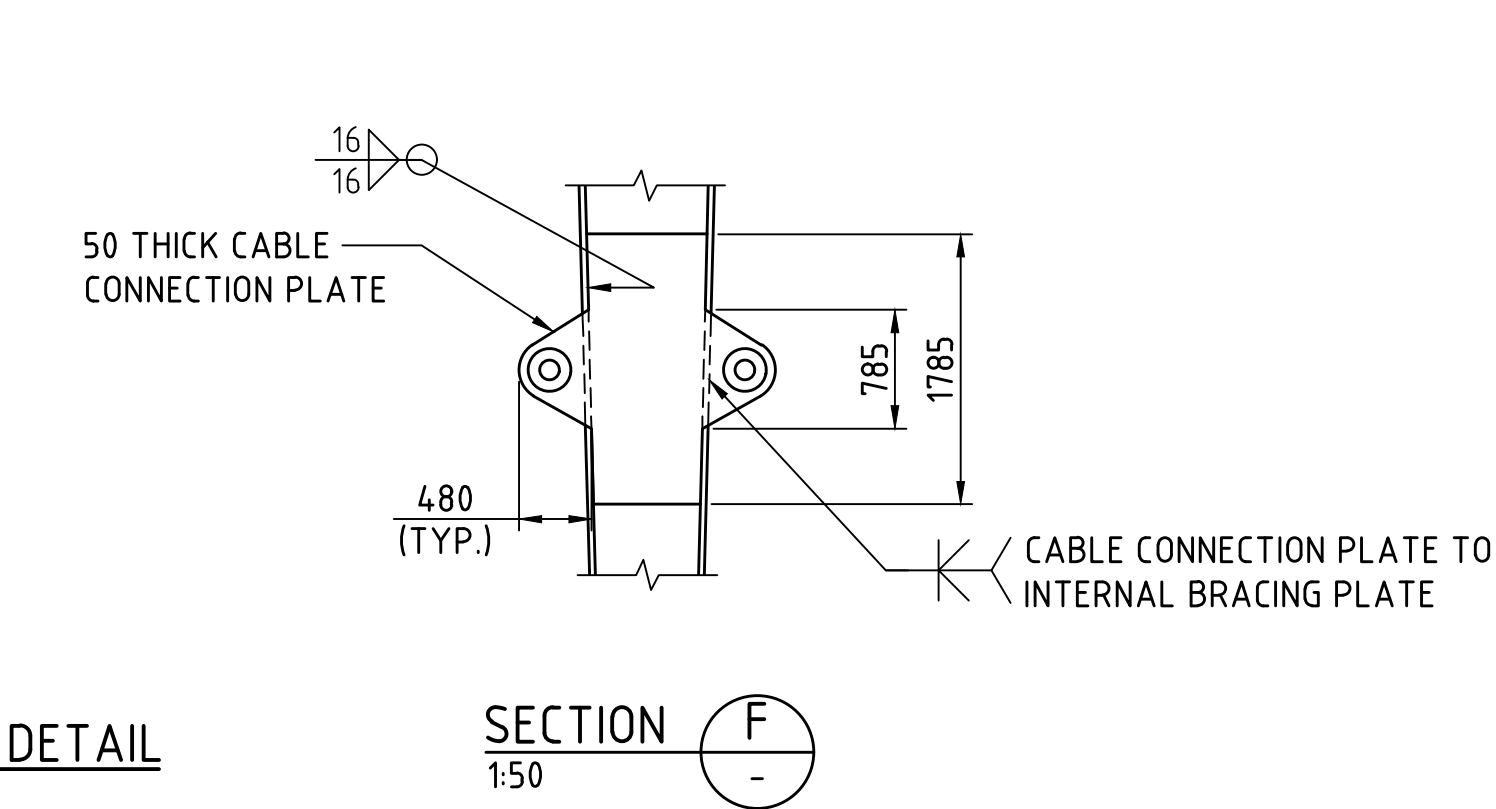
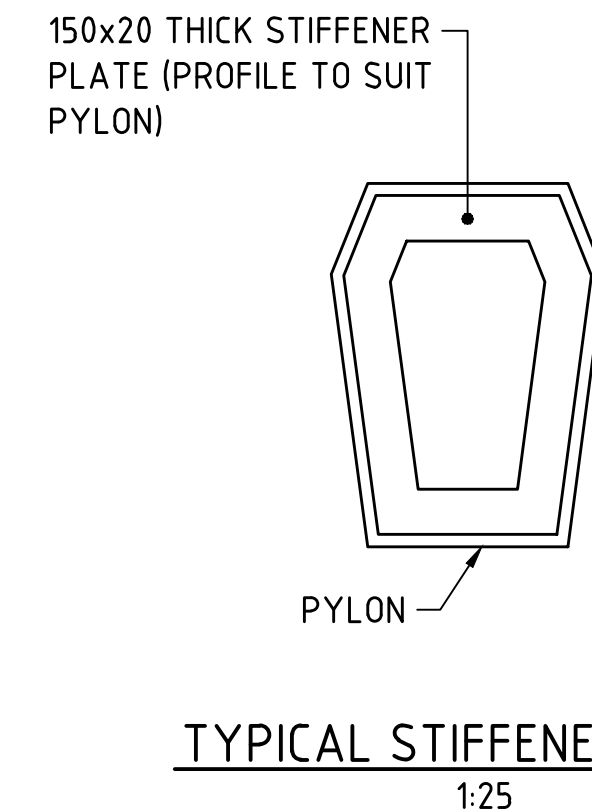
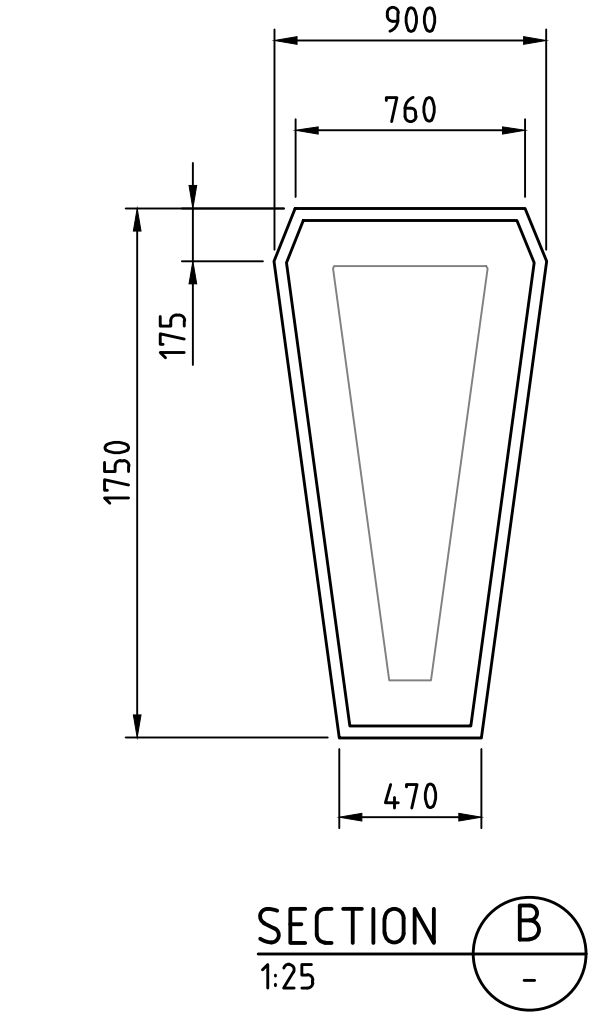
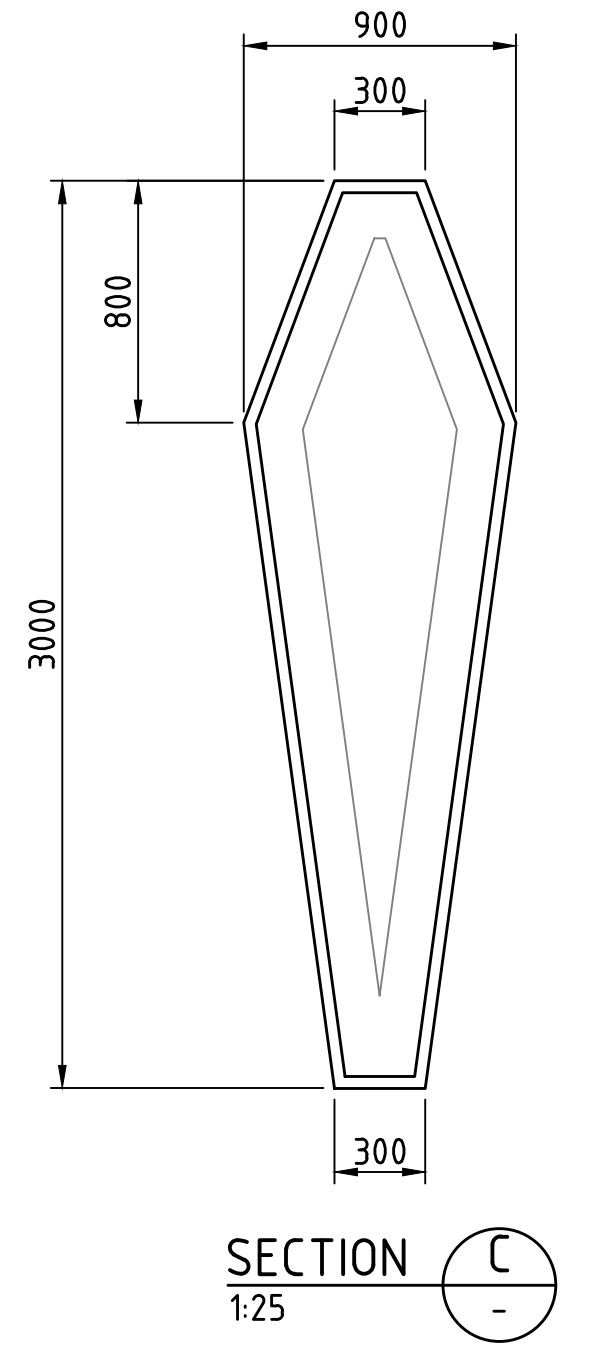
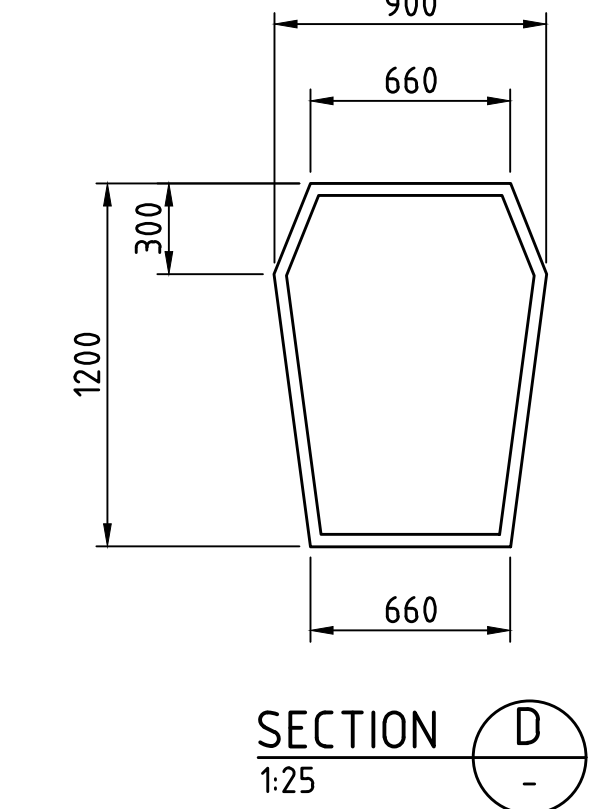
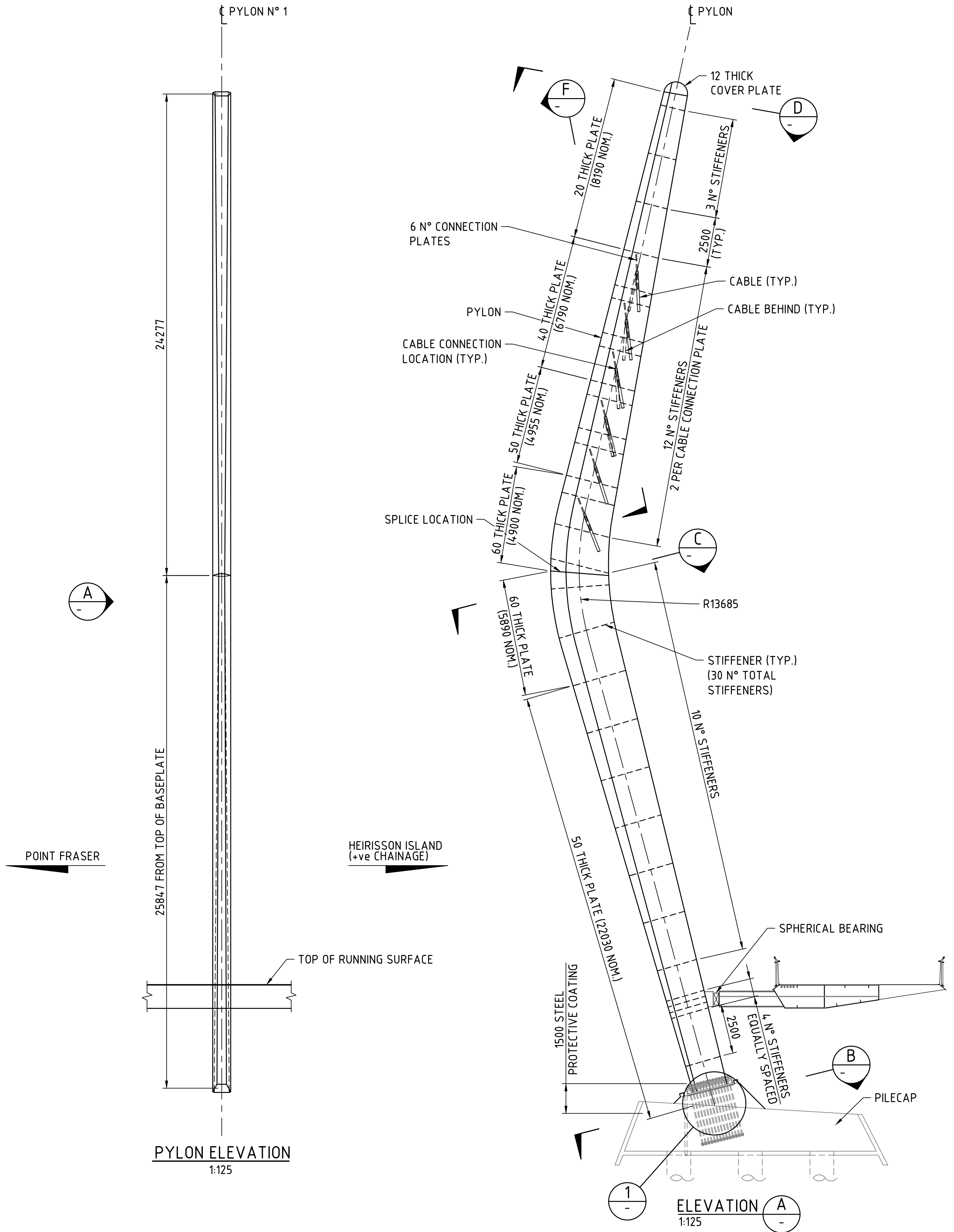


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				METADATA				DRAWN: B.BURGESS 04.08.22				THE GOVERNMENT OF WESTERN AUSTRALIA		mainroads WESTERN AUSTRALIA		PROJECT TITLE: CAUSEWAY LINK ALLIANCE	
				GROUND SURVEY STANDARD:				DESIGNED: C.CHANG 04.08.22		VERIFIER		Causeway Link Alliance				DRAWING TITLE: CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE	
				DATE OF CAPTURE:				CHECKED: G.DUPLESSIS 04.08.22								BRIDGE 9506 - POINT FRASER SPAN	
				MAPPING SURVEY STANDARD:				APPROVED: W.SCHWARZ 04.08.22								PYLON BASE DETAILS	
A		ISSUED FOR 15% DESIGN REVIEW		W.S. 04.08.22				DRAWING PATH		VERIFIED				CONTRACT MANAGER		DRAWING STATUS	
No.		DESCRIPTION		APPROVED & DATE				DATE		DATE		CONTRACT MANAGER		DATE		15%	
		AMENDMENTS										PROJECT DIRECTOR		DATE		DRAWING No.	
						MAIN ROADS PROJECT ZONE: PCG94										C301-CLA-2000-ST-SKT-20101	
						HEIGHT DATUM: AHD71										SHEET A1	
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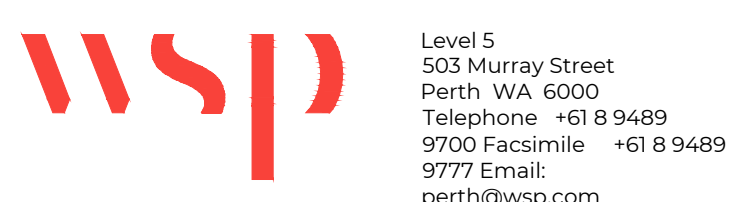
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FOR INFORMATION ONLY		LOCAL AUTHORITY 124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK	MAIN ROADS RESPONSIBILITY AREA METROPOLITAN REGION
MRWA DRAWING NUMBER		PROJECT TITLE CAUSEWAY LINK ALLIANCE	
DRAWING TITLE CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE 9506 - POINT FRASER SPAN PYLON DETAILS		DRAWING STATUS 15%	DRAWING No. C301-CLA-2000-ST-SKT-20201
SHEET A1		REV A	

METADATA

GROUND SURVEY STANDARD:	
DATE OF CAPTURE:	
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71



DRAWN	B.BURGESS	04.08.22
DESIGNED	C.CHANG	04.08.22
CHECKED	G.DUPLESSIS	04.08.22
APPROVED	W.SCHWARZ	04.08.22
DRAWING PATH		

VERIFIER

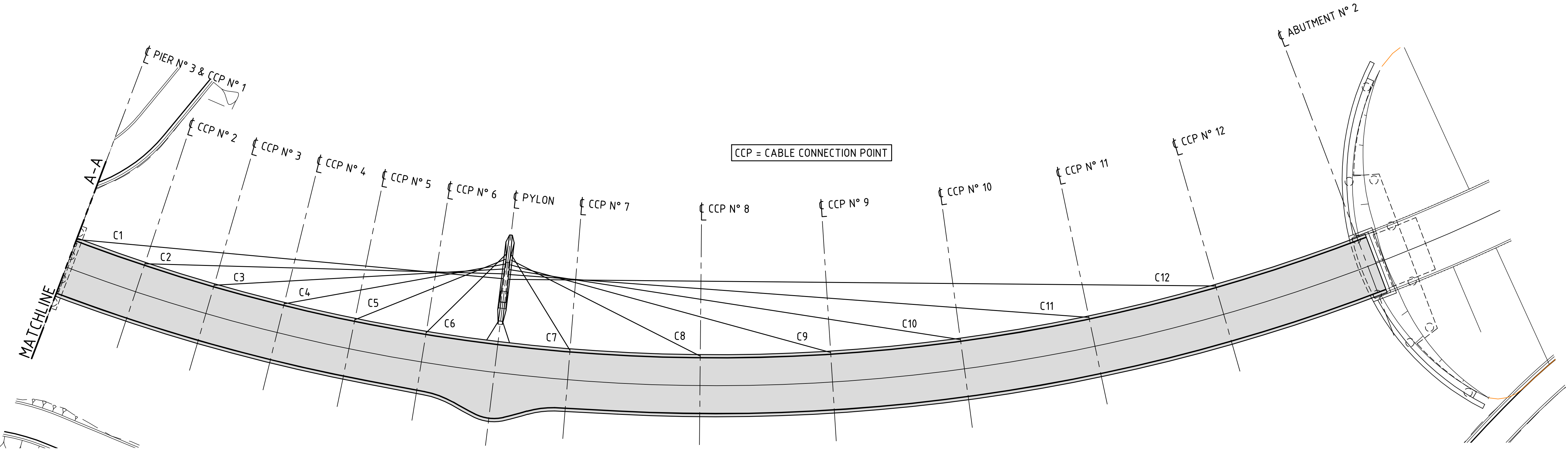
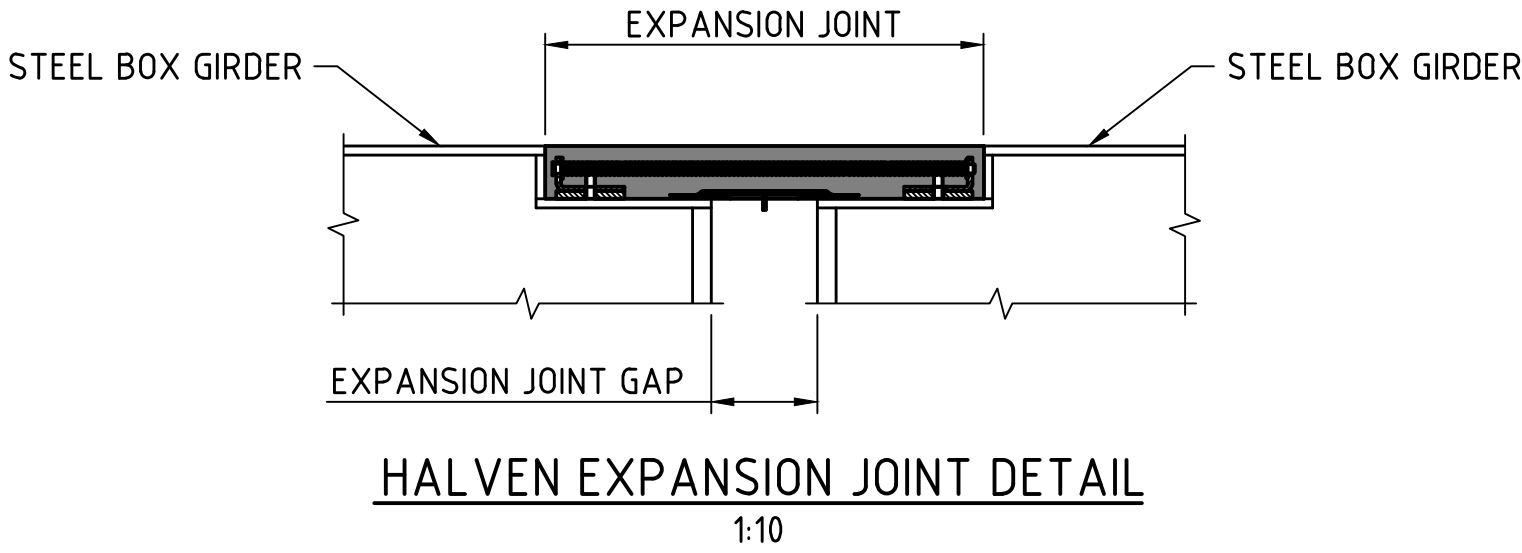
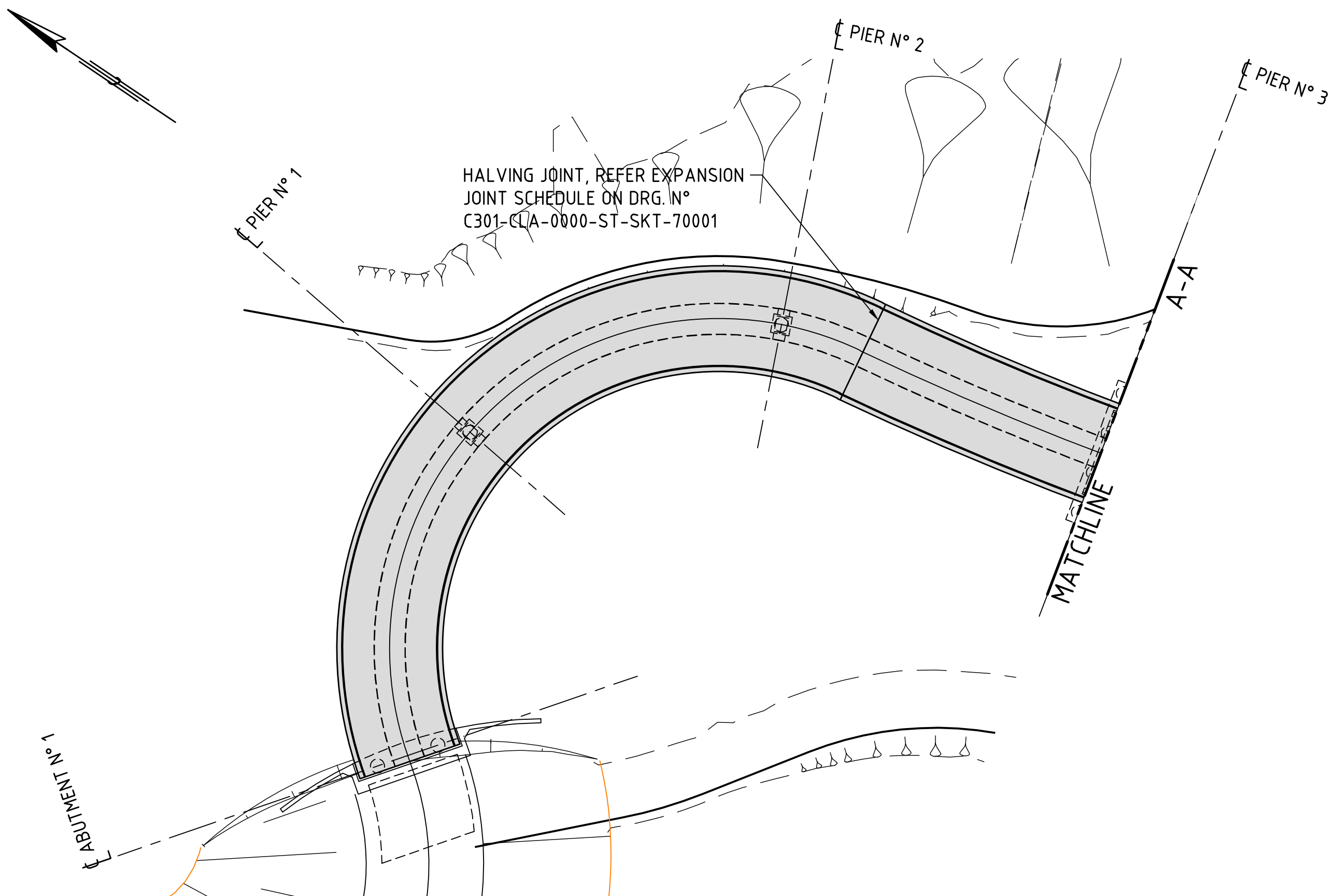
VERIFIED	
DATE	

CONTRACT MANAGER	
PROJECT DIRECTOR	



CONTRACT MANAGER	
PROJECT DIRECTOR	

NOTES:
1. FOR DECK PLATE THICKNESS REFER DRG N° C301-CLA-0000-ST-SKT-40006.



DECK LAYOUT PLAN
1:250



Plot Date: 03/08/2022 2:20 PM
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Plotted By: Burgess, Brent

METADATA		
GROUND SURVEY STANDARD:		
DATE OF CAPTURE:		
MAPPING SURVEY STANDARD:		
DATE OF CAPTURE:		
MAIN ROADS PROJECT ZONE:		
HEIGHT DATUM:		
ISSUED FOR 15% DESIGN REVIEW		W.S. 04.08.22
No.	DESCRIPTION	APPROVED & DATE
AMENDMENTS		



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Perth WA 6000
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CONTRACT MANAGER

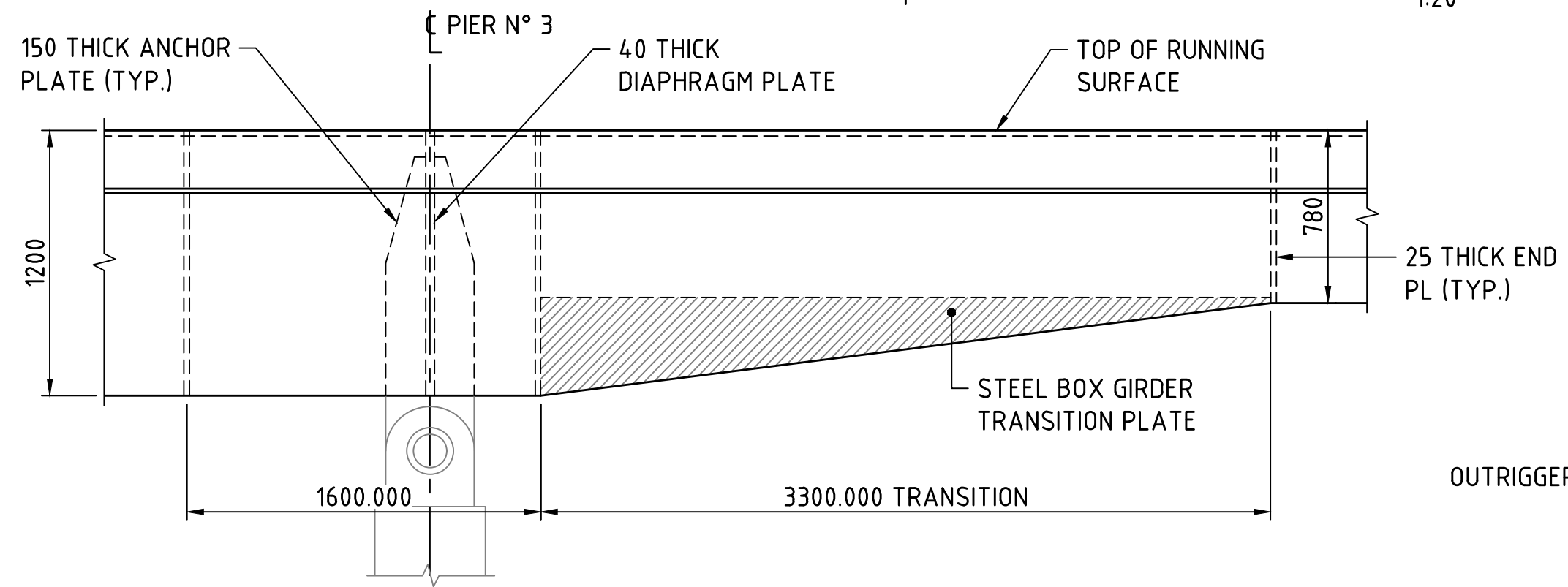
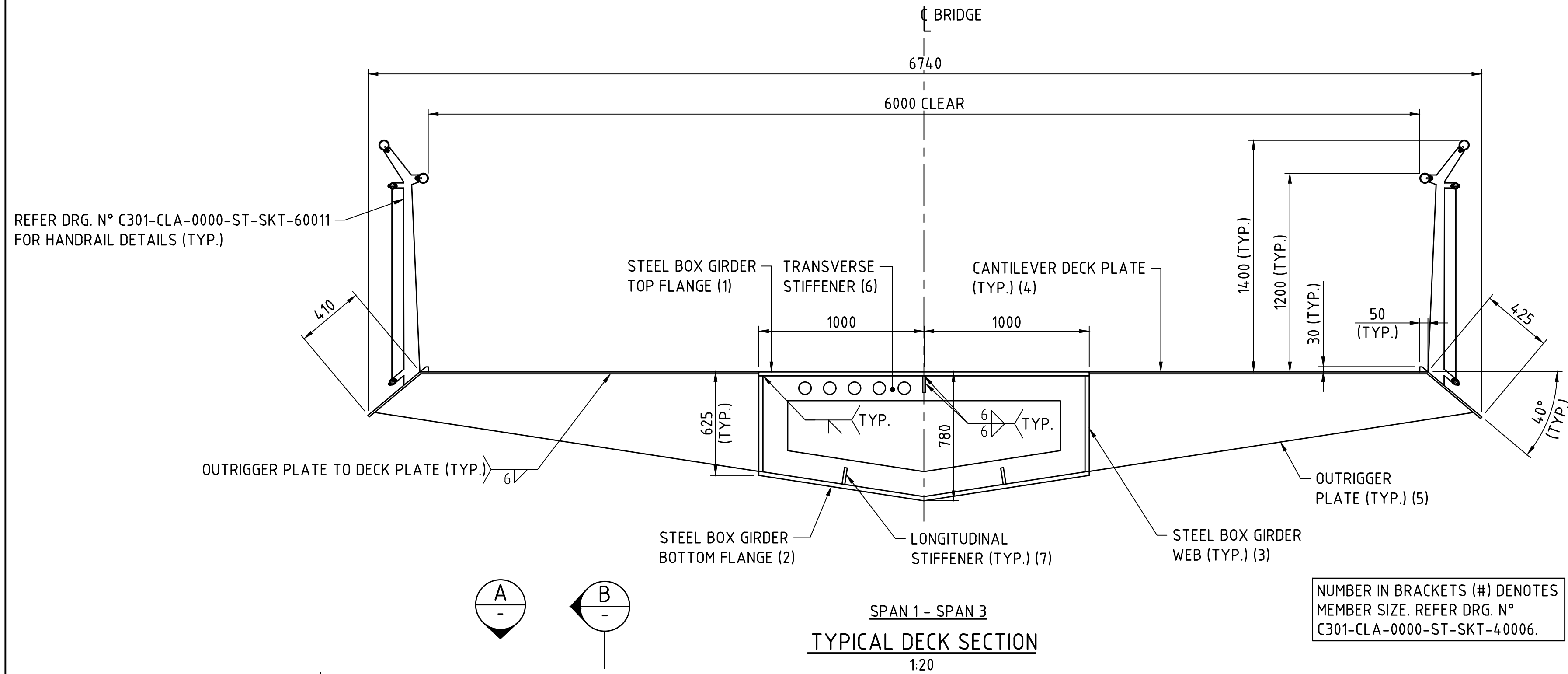
PROJECT DIRECTOR



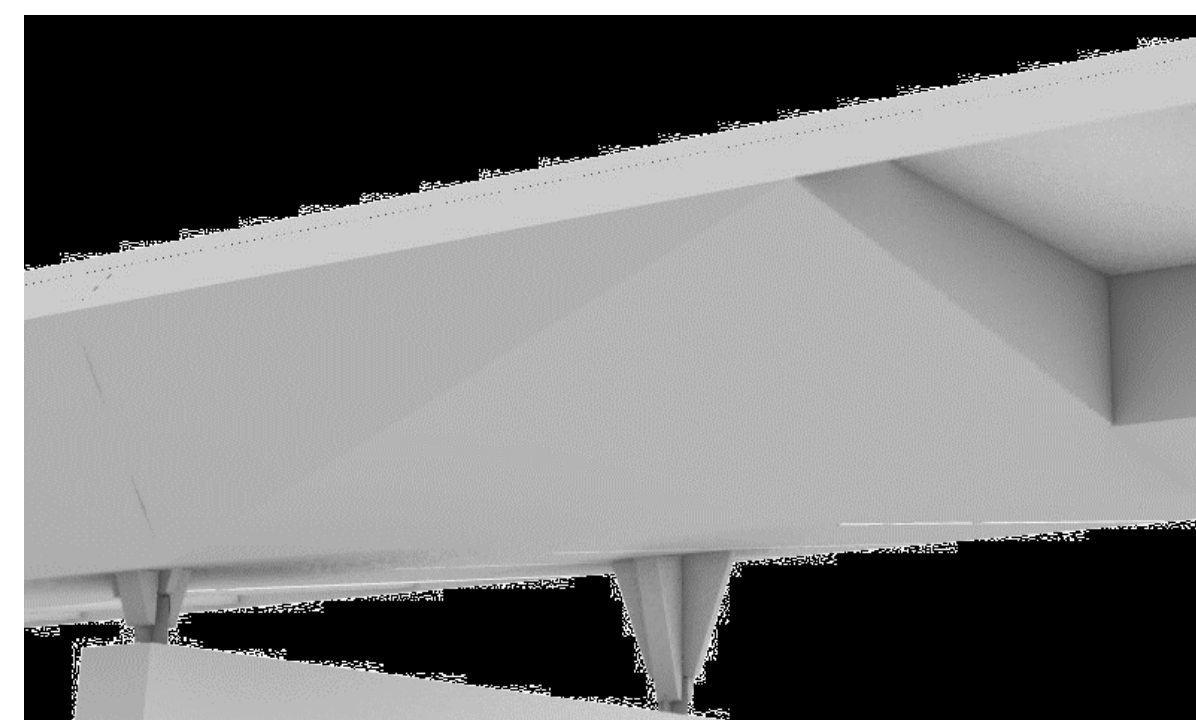
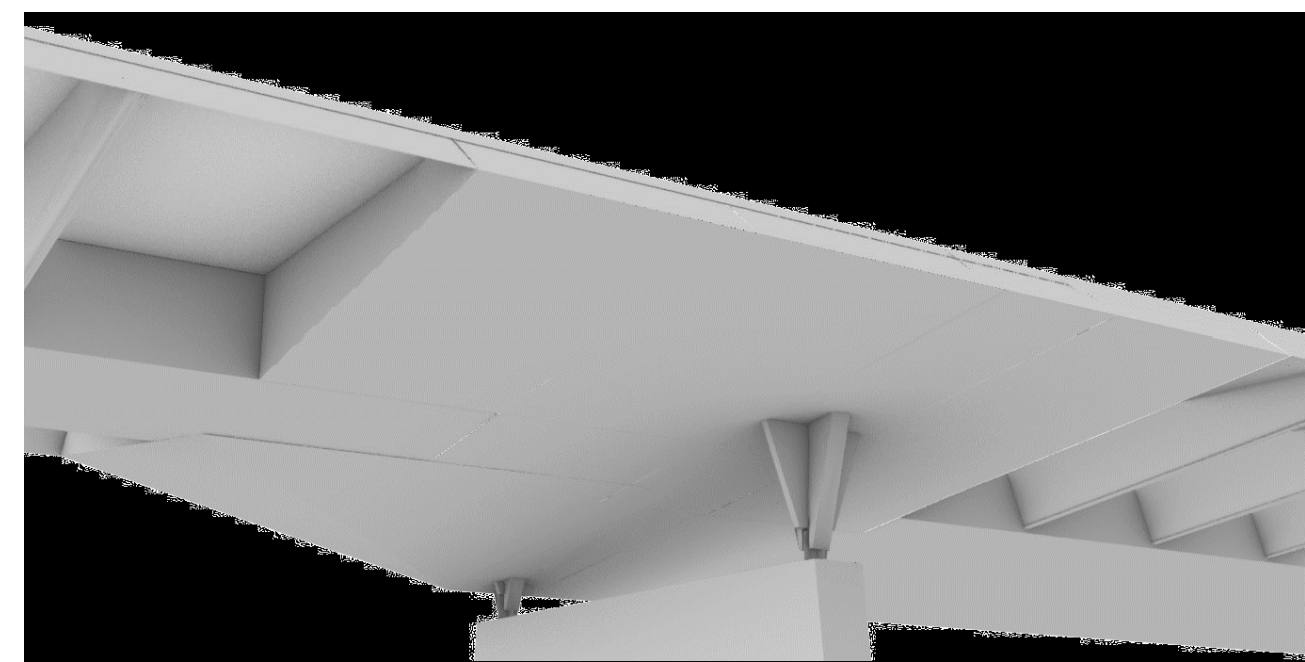
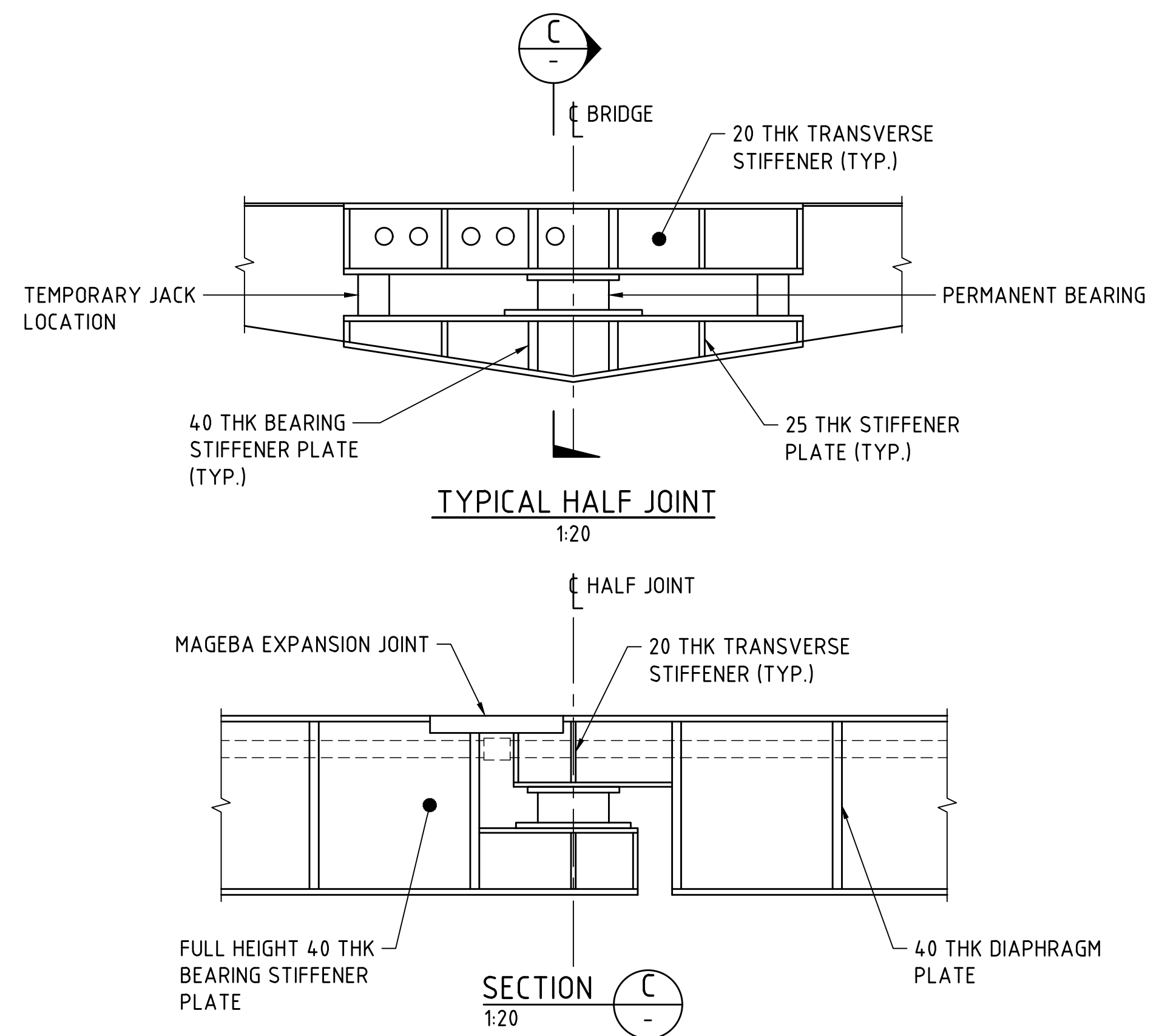
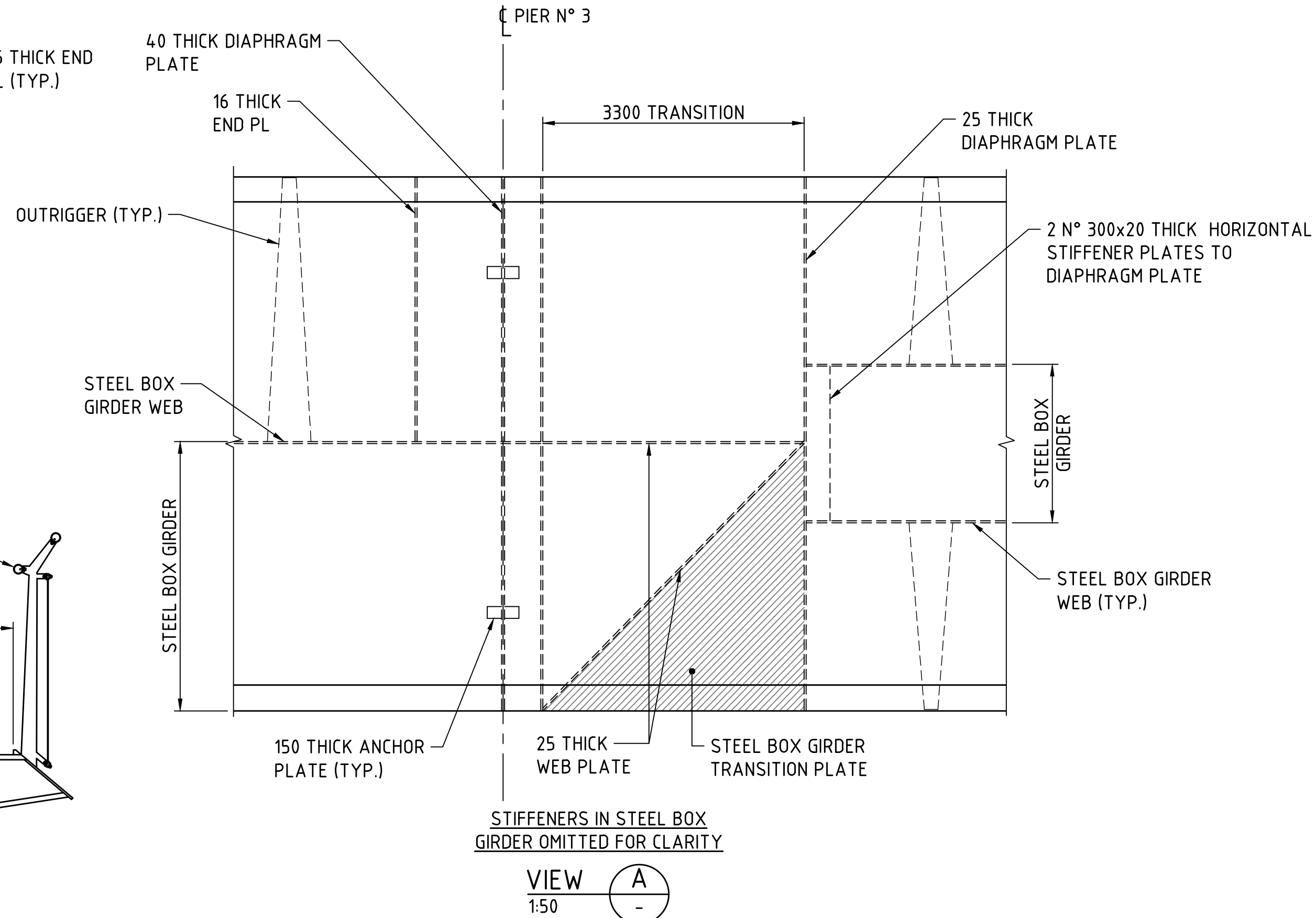
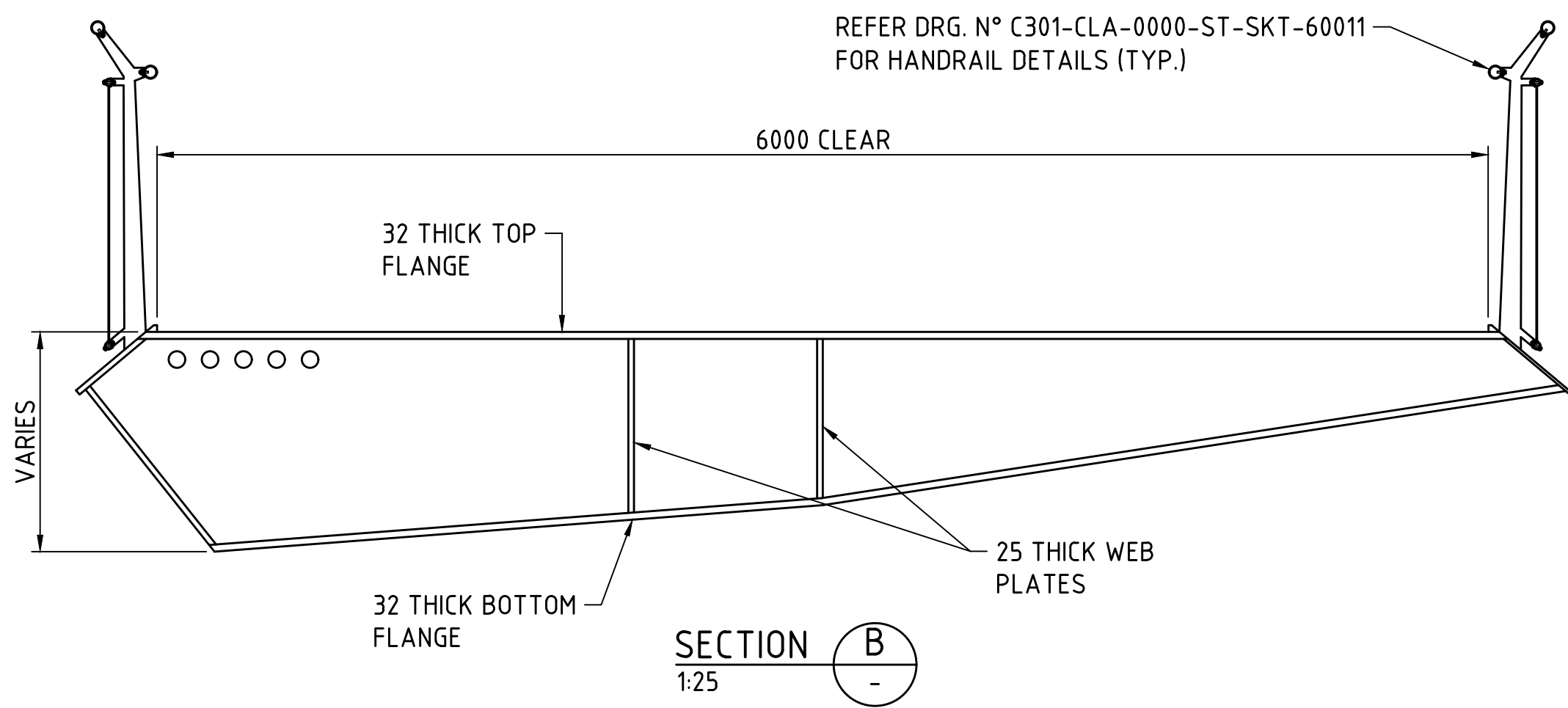
INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY		MAIN ROADS RESPONSIBILITY AREA	
124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK		METROPOLITAN REGION	
MRWA DRAWING NUMBER			
PROJECT TITLE			
CAUSEWAY LINK ALLIANCE			
DRAWING TITLE			
CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE BRIDGE 9506 - POINT FRASER SPAN DECK LAYOUT PLAN			
DRAWING STATUS		DRAWING No.	
15%		C301-CLA-2000-ST-SKT-40001	
		SHEET	
		A1	
		REV	
		A	

Plot Date: 03/08/2022 2:06 PM C:\p\working\wsp-aus-pw-bentley.com_wsp-aus-pw-19\013559\301-CLA-2000-ST-SKT-40002.dwg Plotted By: Burgess, Brent



STEEL BOX GIRDER TRANSITION
ELEVATION
1:25



DECK TRANSITION - PERSPECTIVE VIEW
N.T.S.

FOR INFORMATION ONLY

METADATA

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DATE OF CAPTURE:
MAIN ROADS PROJECT ZONE: PCG94
HEIGHT DATUM: AHD71



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VERIFIER



INFRASTRUCTURE DELIVERY DIRECTORATE

LOCAL AUTHORITY	124 - CITY OF PERTH, 125 - TOWN OF VICTORIA PARK	MAIN ROADS RESPONSIBILITY AREA	METROPOLITAN REGION
MRWA DRAWING NUMBER			
PROJECT TITLE	CAUSEWAY LINK ALLIANCE		
DRAWING TITLE	CAUSEWAY PEDESTRIAN AND CYCLIST BRIDGE BRIDGE 9506 - POINT FRASER SPAN DECK SECTIONS AND DECK TRANSITION DETAILS		
DRAWING STATUS	15%	DRAWING No.	C301-CLA-2000-ST-SKT-40002
DATE		DATE	
CONTRACT MANAGER		CONTRACT MANAGER	
PROJECT DIRECTOR		PROJECT DIRECTOR	
DATE		DATE	

REV A



Department of Planning,
Lands and Heritage

Legend

☐ Cadastre (View 1)

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

Map was produced using DPLH's InQuiry.

InQuiry Map

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

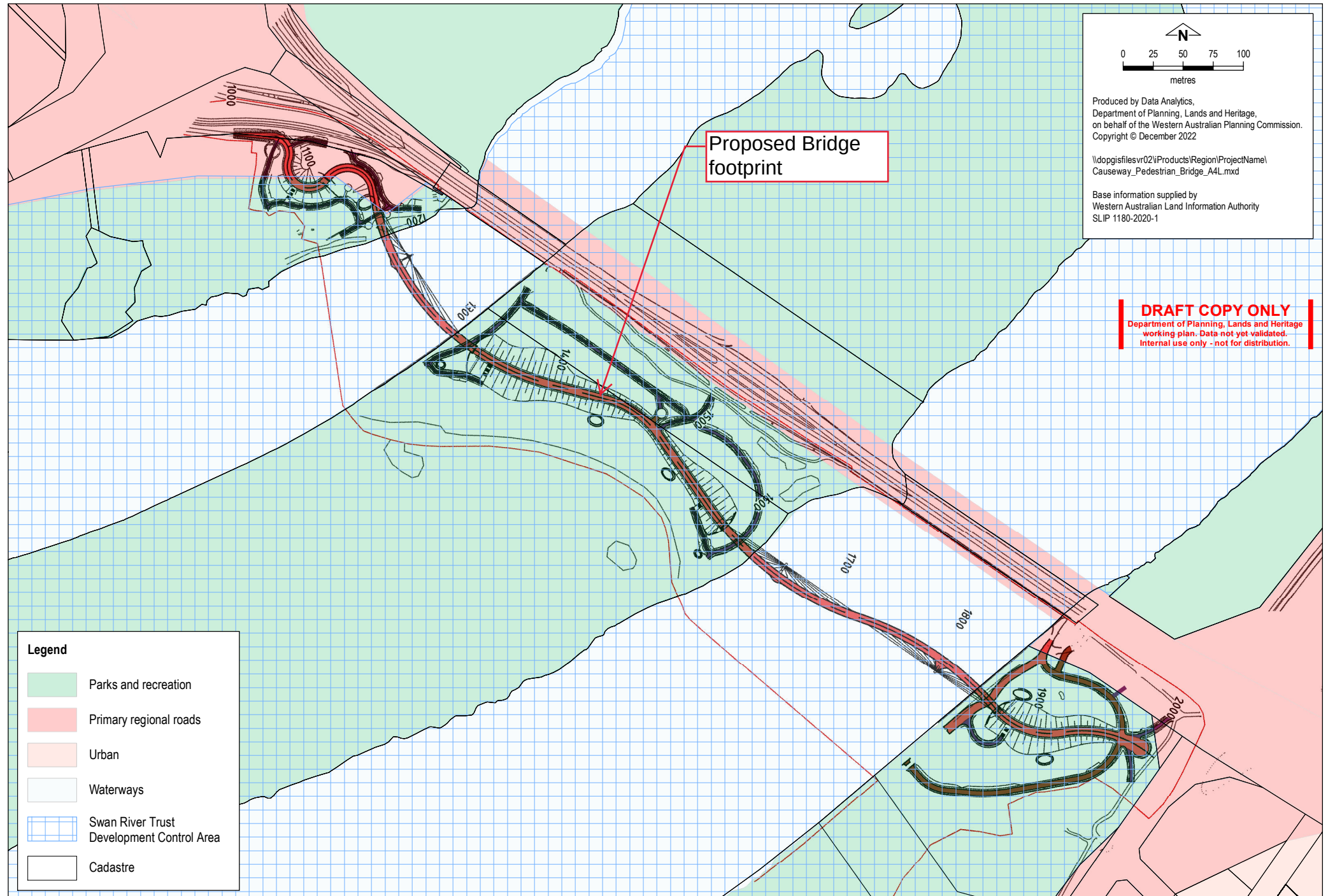


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1: 9,028 at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere
Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 30-Nov-2022



Schedule of Submissions Received

Proposed new Causeway pedestrian and cyclist bridge, associated landscaping and public realm works

171 (Lot 301) Riverside Drive, Heirisson Island (Lots 5268 & 13697) and 21 (Lot 305) Riverside Drive, East Perth

No.	Respondent's Comments	DPLH Comments
	City of Perth	
1	OBJECT - I refer to many emails to City of Perth (CoP) over the last 8-9 months in regards to this footbridge taking up Zone Three of the CoP car park as per our lease with the City of Perth. - Causeway Link and the City does not appear to properly understand the significance of this issue to City Foreshore Investments (CFI) and the tenants at On the Point or the extent of the City's obligations under cl 14.21 of the lease. - Most importantly: - Prior to entering into the Lease, the City represented to CFI that car parking arrangements at Point Fraser would be as set out in the lease Annexure B parking management plan (Plan). - In reliance on that representation, CFI entered into the lease and ensured that it incorporated the Plan. - The Plan made clear that car parking at Point Fraser would comprise 375 bays across Zones One, Two and Three. Zone Three comprises a significant portion (25%) of those bays. - Under cl 14.21 of the lease the City is obliged to negotiate and agree car parking arrangements with CFI in good faith and having regard to the Plan. - Under cl 14.21 and cl 4.3 of the Plan once the complex was complete and fully operational parking demands were to be reviewed to meet both community and commercial needs. - The phrase "community needs" in cl 4.3 clearly means the needs of the community using the complexes restaurants and bars. - The phrase "community needs" in cl 4.3 clearly means the needs of the landlord and tenants of the complex. - The complex caters for 2500 to 3500 people at any one time at peak times (Friday, Saturday, Sunday nights and special events). Even with Zone Three in use, the available	- In December 2020 the WAPC granted development approval for event parking in the subject area, however a condition was included limiting the approval to between 30 November 2020 - 31 December 2021. As such the WAPC has effectively granted approval for temporary parking. No information has been received to indicate a new application has been received to renew the approval. As such, there is currently no approval for temporary parking. - The loss of parking bays is acknowledged. However, this is a civil matter rather than a land use planning matter. As such, the matter should be resolved between the lessees and the City of Perth. - The proposed Causeway Bridge will be a State government asset that will facilitate significant pedestrian and cyclist traffic to Point Fraser, which could benefit the On The Point venues. - Reducing the dominance of private vehicles and encouraging alternative modes of transport is consistent with the Government's Perth Parking Policy. - In summary, while the lessees concerns are noted, no land use planning grounds have been identified to warrant

	car parking is limited for patronage of that size complex and employs approximately 120-150 people. ○ The decommissioning of Zone Three for this Loop in the footbridge will eliminate 25% of the currently available car parking and exacerbate the existing lack of car parking available at the complex. • CFI considers that the removal of Zone Three would amount to a breach of cl 14.21 of the lease and result in false and misleading and negligent misrepresentation by the City for the following reasons: 1. The Causeway Link and the City appears to be relying solely on the new drawing with the Loop rather than original design (no Loop). 2. Under cl 14.21 of the lease the City must have regard to the car park plan. The plan comprises all of Zones One, Two and Three. 3. Under cl 4.3 of the Plan, once the complex was complete and fully operational parking demands were to be reviewed to meet both 'community and commercial needs' of the complex that employs 120-150 people. That occurred and Zones One, Two and Three remained operational for the survival of the complex and tenants of which were there 10 years before the bridge was considered to be built. Firstly, that is an admission by the City that the continued operation of Zone Three was required to meet community and commercial needs (which have not diminished, particularly now that Long Neck Brewery and 3 more tenants have replaced Ku De Ta at the complex) Secondly, it was never foreshadowed that the proposal of the new bridge would be to reduce car parking available at the complex. It was instead to ensure that Zones One, Two and Three were adequate to meet community and commercial needs and did not need to be altered or increased. Refer original design no Loop and Loop design taking up Zone Three parking. 4. The 'community needs' which the State and the City must consider under cl 4.3 of the Plan are the needs of the community who wish to attend the complex, not the needs of the community more generally who will walk or ride past the complex NOT drive or taxi to bars and restaurants keeping employment going. 5. Zone Three has been in use for several years, without any apparent or demonstrable adverse environmental impact whatsoever and was going to be bitumen sealed and drainage swale installed. 6. The City and Causeway Link suddenly now justifies its decommissioning. By doing so, the City and Causeway Link is not only acting unreasonably, it is failing to act in good faith as required by cl 14.21 of the lease. 7. CFI is proposing the hard standing bitumen to preserve the area of Zone Three to prevent any adverse environmental impact of creating a hard stand in that area to be better than grass and less repairs & maintenance. 8. It is irrelevant that Zones One and Two comprise the same amount of car parking as existed when the lease was signed. The lease was signed on the understanding that car parking arrangements would change to those set out in the Plan (including Zone Three). Of course CFI would never have signed the lease if it was advised that the Plan would	modifications to the proposed Bridge development application submitted for approval.
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	in fact not be implemented and the amount of car parking would remain what it originally was before the complex was developed. 9. The new bridge and the Causeway Link designed should have regards to the ongoing use of Zone Three and is binding on the City. It is only one matter for the City to consider and, most importantly, it does not affect the City's obligations under cl 14.21 of the lease and cl 4.3 of the Plan. Regardless, the Causeway Link and Loop design is unreasonable and should not be adopted by the City because: a) It ignores the evidence CFI has provided to the City from its tenants (included Long Neck Brewery, Art of Seafood, 8 On The Point) regarding actual parking demand at peak times exceeding available bays and the loss of customers due to them being unable to park at the complex; b) It is based on alternative parking options as far away from the complex as 600m and 1km, without any evidence whatsoever that customers of the complex would be prepared to park such a long distance away, particularly at night. (JUST WOULD NOT HAPPEN) c) The complex is not well served by public transport or 'active transport' which customers of the complex would consider suitable, particularly at peak times (including at night) or by the CAT bus service. d) It does not address the City's specific obligations under cl 14.21 and cl 4.3. 10. It should be obvious to the Causeway Link and the CoP from the information which CFI has provided that both the community and the tenants of the complex need Zone Three to remain in use. • By failing to properly take the above into account the above matters the Causeway Link and City is failing to act in good faith and to properly take into account the relevant community and commercial needs. • As the City knows, there have been long standing and significant problems regarding car parking at the complex which has adversely affected the patronage at the complex and contributed to the insolvency of several major tenants. It is both surprising and immensely frustrating to CFI that the Causeway Link and the City now intends exacerbating those problems by decommissioning Zone Three. • Please be aware that CFI will not accept the decommissioning of Zone Three. If the Causeway Link and City does so CFI will have no alternative but to take the necessary steps to protect itself and to recover from Causeway Link and CoP the significant loss it will inevitably suffer as a result. CFI reserves all its rights in that respect.	
2	OBJECT • Objection to construction of Option A. • Consideration of more car park space.	As per response to submission 1 above
3	OBJECT	The two bridge structures have been designed with navigational envelopes that are

	Bridge height will not comply with navigable waters act.	significantly wider and taller than the current Causeway Bridge, to enable larger watercraft (including ferries) to navigate the upper reaches of the Swan River should the existing traffic bridges ever be raised or replaced to accommodate future increased water traffic. This results in the bridge structures being raised a minimum of 6.2 metres above river level within the defined navigational envelopes,
4	SUPPORT (in part) While I support the bridge I would like to object to an aspect of its design, namely its bendy, non-linear route. Designers and architects for some reason seem to think pedestrians like to walk in curves: they don't, they like to walk in the straightest fashion from a to b. Observe any crowd of people walking unimpeded to confirm this, it's just a fact. A straight design would be more suitable.	Support noted. The bridge design has been subject of extensive consultation, and reflects the natural and cultural heritage values of the locality. The Heritage Council considers the final design to be iconic.
5	OBJECT - I have recently seen the proposed plan for the foot bridge and am writing to express my concern. - As the owner and director of Long Neck Brewery Pty Ltd I am a tenant at On the Point and I am greatly concerned that the proposed plan will reduce the number of car bays available to my customers. - As it currently stands we do not have enough parking as we regularly complaints from customers about how far away they have had to park given that at peak times the facilities car park is full. - Given the recent struggles with COVID, limited numbers to our venue, lack of tourism etc it has been hard time for hospitality as a whole and our business is no exception. - While I welcome the potential increase in passing traffic from pedestrians, it is my concern that if this is at the expense of the parking then it may not be a positive one. - While I am expressing my concern, as a business we would love to work closer with the city of Perth to explore how we can collaborate to add value together to make the city and the foreshore a more fun and vibrant space.	As per response to submission 1 above
	Town of Victoria Park	DPLH comment

1	Support the proposal 1. Learning from the nearby Mccallum Park's basketball court (please visit after 9pm on Friday/Saturday) please consider extending CCTV to cover seating areas and parking spaces including police and rangers patrolling the area between 8pm and midnight. 2. Public toilets between the bridge and causeway ? 3. Emergency phone on the bridge?	Support noted.
2	Support the proposal This is exactly what Vic park and the CBD have been waiting for. More safety for cyclists and walkers and easy access to the CBD. Great looking design that will benefit hundreds of people each day and generate more business for nearby shops/restaurant's etc . great work and can not wait to see it completed.	Support noted.
3	I strongly support this project - it is a much needed improvement for the area that supports healthier and more environmentally friendly transportation choices. I personally cycle over the Causeway Bridge multiple times a week, and it is currently an unsafe and uncomfortable experience for both cyclists and pedestrians. The proposed design is aesthetically attractive and culturally sensitive, while remaining highly functional and inherently safe. This is a very positive outcome. I would encourage the planning authorities to expeditiously approve this much-needed project so that construction can begin as quickly as possible.	Support noted.
4	Support the proposal Please do not delay this project. It's a fantastic infrastructure for the Vic Park Community. It brings city folk out to Vic Park. A really substantial connection. It is a safe option for large amount of foot and bike traffic. My husband and I use the Causeway daily , it isn't safe to the extreme (old pavers and heavy foot and bike traffic) As a rate payer this is Exciting times ahead for Victoria Park and the community. Well done to the Labour government! Let's get this bridge up and running!	Support noted.
5	Object to the proposal As much as I agree with the proposal and the need for a seperate pedestrian/cyclist bridge I do not accept the proposed design, It totally inappropriate for the position, unlike the Matagaraop Bridge which has become part of the surrounding precinct (Perth Stadium etc.). The Causeway and Heirisson Island are part of Perth's history and suddenly something that no doubt the designers would love show on their CVs is clashing with it's surrounds. No doubt the cyclist that already speed on a regular straight cycle track will love the challenge of the curves rather than slow them down. The curved design will interrupt the peaceful ambience of the island. If the bridge was designed more appropriately it possibly reduce the cost.	The bridge design has been subject of extensive consultation, and reflects the natural and cultural heritage values of the locality. The Heritage Council considers the final design to be iconic, and does not conflict with the adjacent Causeway Bridges which are listed on the State Register of Heritage places.
6	Support the proposal 1. Has the planning development application taken into consideration the needs of those with disabilities access needs including 4 wheel mobility scooters , mothers with prams and children walking together as a family and the elderly while the cyclists and e-scooters are riding at full speed across the bridge?	Support noted.

	2. Will a full engineering and traffic safety review be undertaken to limit the Supportive comments are noted. Universal access and user conflicts have been key considerations throughout the design stages of the project, in consultation with key stakeholders. Level access is provided to all key landing points of the new bridge, and key pathways are sealed and specified to facilitate universal access in accordance with the relevant Australian Standards. speed across the bridge, separate the risk of conflict and collision and include safety cameras of high image quality for legal purposes on the bridge? 3. Will the lighting Lux intensity be included in the safety review and be compliant with Australian Standards for the access paths to and from the bridge both sides and across the entire bridge. 4. Will fishing and other recreational pursuits be permitted on and from the Bridge? 5. What State and local Laws of Town of Victoria Park and or City of Perth will cover the bridge once it is opened to the public. 6. Is there a demarcation line to be marked on the bridge between the 2 local authorities? 7. In an emergency or for the Public Events on the Swan River will the bridge be closed to the public to prevent it being a spectator stand overloading it with large numbers of people, their accessories and all forms of mobility equipment that will likely exceed the approved load numbers permitted on the Bridge? Who will manage this public safety aspect of the Bridge development and ongoing use? 9 Will there be public signage advising the safe use of the bridge, contact details for any emergency incident? 10 Who will be responsible for the ongoing cleaning and maintenance for bridge?	
7	Support the proposal. _____ is the owner of _____. Victoria Park, and has been for the past 22 years. This is the closest residence on the Swan River side of Canning Highway to the Causeway Bridge and hence also the closest to the proposed project. We believe that this project, once completed, should prove to be good for the area: bringing new activity and attractive scenery into, what has been until now, a neglected and often unsuitably used area of open space. As such, we are in favour of this project. We do, however, have a few concerns with some aspects of the proposed construction support activities, during the building of this bridge. These are: 1. There are 3 residential driveways that currently access Garland St., all located near the end of this cul-de-sac. The other residences in the area, (which are all located further away from the proposed project), access their properties via McCallum Lane. We have concern with the intention to use any of Garland St as an access road into the construction site. Given the size of this project we believe that such traffic will likely: - Cause damage to the newly laid bitumen road surface of Garland St. - Make residents' access into and out of the above 3 properties both dangerous and slow. We believe that if construction access is required at this end of the project, it should be directed further down Taylor St., towards the Swan River; with a temporary, un-sealed access/haul road being constructed across McCallum Park, on the Swan River side of the existing lines of Morton Bay fig trees.	Support noted. The Construction Environment Management Plan (CEMP) requires the proponent to undertake steps to mitigate the impact of heavy vehicle traffic, noise, dust and vibration on adjacent properties. It is considered the concerns raised can be adequately managed through the CEMP and other conditions of approval.

	We also believe that Heirisson Island, (which is un-occupied and not used for anything of significance at the moment), should be made temporarily accessible from the Causeway Bridge and made a primary lay down area for as much of the construction activity as possible, thus minimizing disruption to traffic, businesses and residents in other locations. 2. _____ property at _____ is currently leased to residential tenants on the basis that they can have 'quiet enjoyment' of the property. They have been in residence there, now, for over 4 years. We are concerned that during the construction phase of this project, there will be significant disruption to this tenant, from noise, dust, vibration and traffic. I would therefore request that the project's management seriously considers: - Locating any lay down or site accommodation areas, (that are required at this end of the proposed bridge), as far away from this residence as possible, towards the existing Causeway Bridge. We have heard media reports that the section of parkland immediately adjacent to the old tennis shed, (which is only 20m from _____), is proposed to be used as a lay down/site accommodation area. We believe that this would be totally inappropriate. - Keeping to an absolute minimum the nuisance factors listed above. - Isolating Garland St. from all construction traffic. We point out that _____ stands to lose considerably should our tenants elect to break or not renew their lease on the basis of excessive disruption to their lives caused by the construction of this project. Finding a new tenant during the proposed construction period could be very difficult. We therefore ask that the DA, to be issued by Town of Victoria Park, fully addresses the above issues, and provides strict directions and constraints on proposed construction traffic and any other possible residents' disruption factor, accordingly.	